TYPE-CERTIFICATE
DATA SHEET

NO. EASA.A.637

for
P2012

Type Certificate Holder
Costruzioni Aeronautiche TECNAM SPA
Via Tasso, 478
80127 Napoli
ITALIA

For models: P2012 Traveller
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SECTION A: P2012 TRAVELLER

A.I. General

1. Type/ Model/ Variant
   1.1 Type   P2012
   1.2 Model   P2012 Traveller
   1.3 Variant -----  

2. Airworthiness Category   CS-23 Normal Category

3. Manufacturer
   Costruzioni Aeronautiche TECNAM SPA.
   Via Tasso, 478
   80127 Napoli
   ITALIA

4. EASA Type Certification
   Application Date  29 November 2015

6. State of Design Authority Type
   Certificate Date N/A

7. EASA Type Certification Date  19 December 2018

A.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements  19 December 2015

2. Airworthiness Requirements
   EASA CS-23 amdt. 4 dated 15 July 2015.

3. Special Conditions
   SC-C23.div01 Human Factors –Integrated Avionic System (CRI B-52);
   SC-F23.1353-02 Lithium battery installation (CRI F 58);
   SC-CS-23.1305- Fuel low level annunciation means (CRI E-060);

4. Exemptions
   None

5. (Reserved) Deviations
   None

6. Equivalent Safety Findings
   None

7. Requirements elected to comply:
   CS-23 Amdt.4 § 783(d)(e)
   CS-23 Amdt.4 § 803(a)
   CS-23 Amdt.4 § 807(d)
   CS-23 Amdt.4 § 811(b)
   CS-23 Amdt.4 § 813(a)
   CS-23 Amdt.4 § 853(d)
   FAR 23.856

8. Environmental Protection
### A.III. Technical Characteristics and Operational Limitations

1. **Type Design Definition**
   - C. A. Tecnam Aircraft P2012 report “Type design definition” 2012/003 1st ed. and later revision

2. **Description**
   - Twin engine, 11 seats, high wing airplane, aluminium construction, fixed tricycle landing gear.

3. **Equipment**
   - Equipment list, Doc. 2012/100 AFM Section 6 latest issue

4. **Dimensions:**
   - Span 14.0 m (45.9 ft)
   - Length 11.8 m (38.7 ft)
   - Height 4.4 m (14.4 ft)
   - Wing Area 25.4 m² (273 sqft)

5. **Engine**
   - **5.1. Model**
     - Lycoming TEO-540-C1A (2x)
   - **5.2 Type Certificate**
     - EASA TCDS n° IM.E.119 dated 12 December 2018
   - **5.3 Limitations**
     - Max continuous power 280 kW (375HP) at 2575 RPM
     - Other engine’s limitations are listed in doc. No. 2012/100 “AFM”, Section 2

6. **Load factors**
   - **6.1 Basic**
     - Flap UP: Positive +3.44 g, Flap DOWN: Positive +2.0 g
     - Flap UP: Negative -1.37 g, Flap DOWN: Negative 0.0 g

7. **Propeller**
   - **7.1 Model**
     - MT Propeller MTV-14-B-C-F/CF195-30 (2x)
   - **7.2 Type Certificate**
     - EASA TCDS n° P.017
   - **7.3 Number of blades**
     - 4
   - **7.4 Diameter**
     - 1950 mm
   - **7.5 Sense of Rotation**
     - Clockwise (pilot’s view)

8. **Fluids**
   - **8.1 Fuel**
     - AVGAS 100LL (ASTM D910) (see Lycoming SI-1070)
   - **8.2 Oil**
     - Lubricant specifications and grade are detailed into the Lycoming SI-1014.

9. **Fluid capacities**
   - **9.1 Fuel**
     - Total: 750 litres (198.1 US Gallon)
     - Usable: 728 litres (192.3 US Gallon)
   - **9.2 Oil**
     - Maximum oil capacity: 11.3 litres (12.0 qts)
     - Minimum: 3.8 litres (4.0 qts)
10. Airspeeds

<table>
<thead>
<tr>
<th>Speed Type</th>
<th>Design Maneuvering Speed $V_M$</th>
<th>Flap Extended Speed $V_{FE}$</th>
<th>Minimum Control Speed $V_{MC}$</th>
<th>Cruising Speed $V_{NO}$</th>
<th>Never Exceed Speed $V_{NE}$</th>
</tr>
</thead>
<tbody>
<tr>
<td>$V_M$</td>
<td>141 KIAS (142 KCAS)</td>
<td>119 KIAS (119 KCAS) $LND$</td>
<td>70 KIAS (76 KCAS) $TO$</td>
<td>176 KIAS (175 KCAS)</td>
<td>223 KIAS (219 KCAS)</td>
</tr>
<tr>
<td>$V_{FE}$</td>
<td></td>
<td>124 KIAS (125 KCAS) $LND$</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$V_{MC}$</td>
<td>67 KIAS (73 KCAS) $LND$</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$V_{NO}$</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$V_{NE}$</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

11. Maximum Operating Altitude: 13,000 ft

12. Approved Operations Capability

- Day/Night-VFR, IFR
- Flight into expected or actual icing conditions is allowed only if Ice Protection system (MOD2012/002) is installed.

13. Maximum Masses

<table>
<thead>
<tr>
<th>Mass Type</th>
<th>Take-off</th>
<th>Landing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mass</td>
<td>3600 kg</td>
<td>3600 kg</td>
</tr>
<tr>
<td>(Units)</td>
<td>(7936 lb)</td>
<td>(7936 lb)</td>
</tr>
</tbody>
</table>

14. Centre of Gravity Range

- Forward limit:
  - 0.367 m (18.0 % MAC) behind Datum up to 3000Kg
  - 0.441 m (22.0 % MAC) behind Datum at MTOW
  - Straight line variation between indicated points.
- Rear limit:
  - 0.606 m (31.0 % MAC) behind Datum
  - MAC is 1.839m (72.4 in)

15. Datum

- Vertical plane tangent to wing leading edge

16. Control surface deflections

<table>
<thead>
<tr>
<th>Control Surface</th>
<th>Elevator</th>
<th>Elevator Trim Tab</th>
<th>Aileron</th>
<th>Aileron Trim Tab</th>
<th>Rudder</th>
<th>Rudder Trim Tab</th>
<th>Flaps</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>23°±2°</td>
<td>-8 ±2° upward / -21°±2° downward</td>
<td>20°±2° upward</td>
<td>15°±2° downward</td>
<td>22°±2° left</td>
<td>6°±2° left</td>
<td>0° Fully Retracted / 15°±2° TO /30°±2° Fully Extended</td>
</tr>
<tr>
<td></td>
<td>13°±2° upward</td>
<td>13°±2° pitch up / 13°±2° pitch down</td>
<td>15°±2° downward</td>
<td>28°±2° downward</td>
<td>6°±2° right</td>
<td>6°±2° right</td>
<td></td>
</tr>
<tr>
<td></td>
<td>20°±2° upward</td>
<td>20°±2° to pitch up / 13°±2° to pitch down</td>
<td>15°±2° downward</td>
<td>28°±2° downward</td>
<td>22°±2° right</td>
<td>22°±2° right</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0°±2° upward</td>
<td>0°±2° upward / 0°±2° upward</td>
<td>15°±2° downward</td>
<td>28°±2° downward</td>
<td>22°±2° right</td>
<td>22°±2° right</td>
<td></td>
</tr>
</tbody>
</table>

17. Levelling Means

- Seat support tracks (see AFM, 2012/100, Sect.6 for the procedure)

18. Minimum Flight Crew

- 1 (Pilot)

19. Maximum Passenger Seating Capacity

- 9

20. Baggage/ Cargo Compartments

<table>
<thead>
<tr>
<th>Compartment</th>
<th>Max. allowable Loads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>103 kg (227 lb)</td>
</tr>
<tr>
<td>Location</td>
<td>3.316m (10.88 ft) fwd of datum</td>
</tr>
<tr>
<td>Rear</td>
<td>239Kg (527 lb)</td>
</tr>
<tr>
<td>Location</td>
<td>3.518m (11.54 ft) aft of datum</td>
</tr>
</tbody>
</table>

21. Wheels and Tyres

<table>
<thead>
<tr>
<th>Tyre Type</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nose Wheel</td>
<td>6.00-6</td>
</tr>
<tr>
<td>Main Wheel</td>
<td>6.50-10</td>
</tr>
</tbody>
</table>

22. Serial Numbers Eligible:

- S/N 002 and subsequent;
A.IV. Operating and Service Instructions


3. Illustrated Parts Catalogue Doc. No 2012/103 “Aircraft Illustrated Parts Catalogue” Issue. 1 or latest issue


A.V. Notes

Note 1: As per EU 748/2012 Article 7a.2 applicable OSD requirements including MMEL must be fulfilled before the aircraft is operated by an EU operator.

Note 2: Fuel Combustion Heater change (MOD202/008) is approved as per EASA approval No. 10069738

Note 3: Until the completion of the Fatigue Test, the A/C is life limited as listed in Section 04 of the AMM.

Note 4: The following P2012 Optional Equipment are approved within Type of investigation process

<table>
<thead>
<tr>
<th>P2012 Optional Equipment</th>
<th>ID</th>
<th>System Description</th>
</tr>
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<tbody>
<tr>
<td>MOD2012/001</td>
<td>Autopilot System</td>
<td></td>
</tr>
<tr>
<td>MOD2012/002</td>
<td>TKS FIKI system Ice protection system</td>
<td></td>
</tr>
<tr>
<td>MOD2012/003</td>
<td>Flight Management System keyboard</td>
<td></td>
</tr>
<tr>
<td>MOD2012/004</td>
<td>Weather radar</td>
<td></td>
</tr>
<tr>
<td>MOD2012/005</td>
<td>TAS unit</td>
<td></td>
</tr>
<tr>
<td>MOD2012/006</td>
<td>Satellite data-link</td>
<td></td>
</tr>
<tr>
<td>MOD2012/007</td>
<td>Iridium data-link</td>
<td></td>
</tr>
<tr>
<td>MOD2012/009</td>
<td>Air Conditioning</td>
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</tbody>
</table>
SECTION ADMINISTRATIVE

I. Acronyms & Abbreviations
AFM – Aircraft Flight Manual
AMM – Aircraft Maintenance Manual
CRI – Certification Review Item
CS – Certification Specification
EASA – European Aviation Safety Agency
ICAO – International Civil Aviation Organization
IPC – Illustrated Part Catalogue
KCAS – Knots Calibrated Air Speed
KOEL – Kind of Operations Equipment List
MAC – Mean Aerodynamic Chord
MTOW – Maximum Take-Off Weight
VFR – Visual Flight Rules

II. Type Certificate Holder Record

<table>
<thead>
<tr>
<th>TC Holder</th>
<th>Period</th>
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<tbody>
<tr>
<td>Costruzioni Aeronautiche TECNAM S.P.A.</td>
<td></td>
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<tr>
<td>Via Tasso, 478</td>
<td></td>
</tr>
<tr>
<td>80127 Napoli, ITALY</td>
<td>Effective</td>
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III. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC Issue No. &amp; Date</th>
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<tbody>
<tr>
<td>01</td>
<td>19 November 2018</td>
<td>Initial Issue</td>
<td>EASA.A.637</td>
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<tr>
<td>02</td>
<td>26 April 2019</td>
<td>MOD2012/008 Approval and typos error removal</td>
<td>/</td>
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