European Aviation Safety Agency

EASA

TYPE-CERTIFICATE
DATA SHEET

EASA.A.576

P2010

Costruzioni Aeronautiche TECNAM S.P.A.

Via S. D'acquisto, 62
80042 Boscotrecase, Napoli
ITALIA

Issue 01: 26 Sept 2014
Issue 02: 05 May 2015
Issue 03: 16 Dec 2015
Issue 04: 22 Dec 2016
Issue 05: 29 March 2018
Issue 06: 25 March 2019
Issue 07: 23 May 2019
CONTENT

SECTION A:  P2010

A.I.  General
A.II. Certification Basis
A.III. Technical Characteristics and Operational Limitations
A.IV. Operating and Service Instructions
A.V. Notes

ADMINISTRATIVE SECTION

I. Acronyms
II. Type Certificate Holder Record
III. Change Record
### SECTION A: P2010

#### A.I. General

1. Data Sheet No.: EASA.A.576  
2. a) Type: P2010  
3. Airworthiness Category: CS-23 Normal category  
4. Type Certificate Holder: Costruzioni Aeronautiche Tecnam S.p.A.  
   Via Salvo D’acquisto 62  
   80042 Boscotrecase, Napoli  
   ITALIA  
5. Manufacturer: see Note 5  
6. Certification Application Date: 15 September 2010  
7. (Reserved) National Certifying Authority: N/A  
8. (Reserved) National Authority Type Certificate Date: N/A

#### A.II. EASA Certification Basis

1. Reference Date for determining the applicable requirements: 15 September 2010  
2. Airworthiness Requirements: EASA CS-23 amdt.2 dated 28 September 2010  
   EASA CS-ACNS  
3. Special Conditions: CRI B-52 (SC-B23.div-01 Human Factors – Integrated Avionic System);  
   CRI F-101 (SC-F23-1309-02 Protection from the Effect of HIRF);  
   CRI F-54 (SC-F23-1309-03 Protection from the Effects of Lightning Strike, Indirect Effects);  
   CRI F-58 (SC-F23.1353-02 Lithium Battery Installations)  
4. Exemptions: None  
5. Deviations: None  
6. Equivalent Safety Findings: None  
7. Requirements elected to comply: EASA CS-23 amdt.4 para. 23.1306  
   EASA CS-23 amdt.4 para. 23.1308  

8. (Reserved) Additional National Requirements: N/A  
9. (Reserved) N/A
10. Operational Suitability Requirements

OSD MMEL: CS-GEN-MMEL, Initial Issue dated 31 January 2014

A.III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Document no. 2010/010 “Type Design Definition”

2. Description:

2.1 Basic: Single-engine, fixed pitch propeller, four seats, high wing aeroplane equipped with fixed tricycle landing gear, featuring composite, aluminium and steel construction.

2.2 Optional (see note 1,3): Single-engine, variable pitch propeller, four seats, high wing aeroplane equipped with fixed tricycle landing gear, featuring composite, aluminium and steel construction.

3. Equipment: Equipment list, AFM, doc. No. 2010/100, Section 6

4. Dimensions:

Span 10.30 m (33.79 ft)
Length 7.97 m (26.15 ft)
Height 2.64 m (8.66 ft)
Wing Area 13.9 m² (149.6 ft²)

5. Engine:

5.1 Basic

5.1.1 Model: No.1 Lycoming Engines: IO-360-M1A
5.1.2 Type Certificate: EASA Type Certificate No. EASA.IM.E.032
5.1.3 Limitations

5.1.3.1 Basic: Take-Off Power 134 kW (180HP) at 2700 RPM
Max continuous power 134 kW (180HP) at 2700 RPM

Other engine’s limitations are listed in doc. No. 2010/100 “P2010 Aircraft Flight Manual”, Section 2

5.1.3.2 Optional (see note 1): Take-Off Power 134 kW (180HP) at 2700 RPM
Max continuous power 129 kW (173HP) at 2600 RPM

Other engine’s limitations are listed in doc. No. 2010/100 “P2010 Aircraft Flight Manual”, Section 2

5.2 Optional (see note 3)

5.2.1 Model: No.1 Lycoming Engines: IO-390-C3B6
5.2.2 Type Certificate: EASA Type Certificate No. EASA.IM.E.097
5.2.3 Limitations

5.2.3.1 Basic: Take-Off Power 160.3 kW (215HP) at 2700 RPM
Max continuous power 160 kW (215HP) at 2700 RPM
Other engine’s limitations are listed in doc. No.
2010/100 “P2010 Aircraft Flight Manual”, Section 2

6. Load factors:

<table>
<thead>
<tr>
<th></th>
<th>Flap UP</th>
<th>Flap DOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive</td>
<td>+3.8 g</td>
<td>+2.0 g</td>
</tr>
<tr>
<td>Negative</td>
<td>-1.52 g</td>
<td>0.0 g</td>
</tr>
</tbody>
</table>

7. Propeller:

7.1 Basic:

7.1.1 Model: MT Propeller: MT 188 R 145-4G
7.1.2 Type Certificate: EASA Type Certificate No. EASA.P.006
7.1.3 Number of blades: 2
7.1.4 Diameter: 1.880 m (74 in) – No reduction is permitted
7.1.5 Sense of Rotation: Clockwise (pilot’s view)

7.2 Optional 1: (see note 1)

7.2.1 Model: MT Propeller: MTV-15-B/193-52
7.2.2 Type Certificate: EASA Type Certificate No. EASA.P.098
7.2.3 Number of blades: 2
7.2.4 Diameter: 1.930 m (76 in) – No reduction is permitted
7.2.5 Sense of Rotation: Clockwise (pilot’s view)

7.3 Optional 2: (see note 3)

7.3.1 Model: MT Propeller: MTV-12B/183-59
7.3.2 Type Certificate: EASA Type Certificate No. EASA.P.013
7.3.3 Number of blades: 3
7.3.4 Diameter: 1.830 m (72 in) – No reduction is permitted
7.3.5 Sense of Rotation: Clockwise (pilot’s view)

8.1 Fuel:

AVGAS Grade 91/96 or 100 LL (ASTM D910) (see note 3)
MOGAS EN 228 (E) (see note 2)
8.2 Oil:

<table>
<thead>
<tr>
<th>Average Ambient Temperature</th>
<th>MIL-L-6082B or SAEJ1966 Spec. Mineral Grades</th>
<th>MIL-L-22851 or SAEJ1899 Spec. Ashless Dispersant Grades</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Temperatures</td>
<td>----</td>
<td>SAE15W50 or SAE20W-50</td>
</tr>
<tr>
<td>Above 80°F</td>
<td>SAE60</td>
<td>SAE60</td>
</tr>
<tr>
<td>Above 60°F</td>
<td>SAE50</td>
<td>SAE40 or SAE50</td>
</tr>
<tr>
<td>30°F to 90°F</td>
<td>SAE40</td>
<td>SAE40</td>
</tr>
<tr>
<td>0°F to 70°F</td>
<td>SAE30</td>
<td>SAE40, SAE30, SAE20W40</td>
</tr>
<tr>
<td>Below 10°F</td>
<td>SAE20</td>
<td>SAE30 or SAE20W30</td>
</tr>
</tbody>
</table>

Refer to Lycoming (L)IO-360-M1A “Operation and Installation Manual” and Lycoming (L)IO-390-C1B3 “Operation and Installation Manual” for list of alternative recommended commercial brands and types.

9. Fluid capacities:

9.1 Fuel:

<table>
<thead>
<tr>
<th>Component</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Tanks:</td>
<td>120 litres each (31.7 US gallons)</td>
</tr>
<tr>
<td>Total:</td>
<td>240 litres (63.4 US gallons)</td>
</tr>
<tr>
<td>Usable:</td>
<td>231 litres (61 US gallons)</td>
</tr>
</tbody>
</table>

9.2.1 Oil:

<table>
<thead>
<tr>
<th>Component</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total:</td>
<td>7.57 litres (8 US qts)</td>
</tr>
<tr>
<td>Minimum:</td>
<td>3.78 litres (4 US qts)</td>
</tr>
</tbody>
</table>

9.2.2 Oil (see note 3):

<table>
<thead>
<tr>
<th>Component</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total:</td>
<td>6.62 litres (7 US qts)</td>
</tr>
<tr>
<td>Minimum:</td>
<td>3.78 litres (4 US qts)</td>
</tr>
</tbody>
</table>

10. Air Speeds:

<table>
<thead>
<tr>
<th>Speed</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>$V_{NE}$</td>
<td>164 KCAS</td>
</tr>
<tr>
<td>$V_{NO}$</td>
<td>130 KCAS</td>
</tr>
<tr>
<td>$V_{A}$</td>
<td>119 KCAS</td>
</tr>
<tr>
<td>$V_{O}$</td>
<td>119 KCAS</td>
</tr>
<tr>
<td>$V_{FE}$</td>
<td>92 KCAS</td>
</tr>
</tbody>
</table>

11. Maximum Operating Altitude: 12000 ft

12. Allweather Operations Capability:

Day/Night-VFR, IFR;

Refer to KOEL contained in the AFM, doc. No. 2010/100, Section 2.

Flight into expected or actual icing conditions is prohibited.
13. Maximum Weights: Max Take-Off: 1160 kg (2557 lb)  
Max Landing: 1160 kg (2557 lb)

14. Centre of Gravity Range: Forward Limit: 0.262 m (19% MAC) behind datum  
Aft Limit: 0.440 m (32% MAC) behind datum  
Mean Aerodynamic Chord is 1.378 m (54.2 in)

15. Datum: Vertical plane tangent to wing leading edge

16. Control surface deflections:  
Stabilator: $17^\circ \pm 2^\circ$ to pitch up / $6^\circ \pm 2^\circ$ to pitch down  
Stabilator Trim Tab: $15 \pm 1^\circ$ downward / $3^\circ \pm 1^\circ$ upward  
Stabilator Trim Tab: $6 \pm 1^\circ$ downward / $3^\circ \pm 1^\circ$ upward (see note 4)  
Aileron: $19^\circ \pm 2^\circ$ upward / $14^\circ \pm 2^\circ$ downward  
Rudder: $25^\circ \pm 2^\circ$ left / $25^\circ \pm 2^\circ$ right  
Rudder Trim Tab: $20^\circ \pm 2^\circ$ left / $20^\circ \pm 2^\circ$ right  
Flaps: $0^\circ$ Fully Retracted / $40^\circ \pm 1^\circ$ Fully Extended


18. Minimum Flight Crew: 1

19. Maximum Passenger Seating Capacity: 3

20. Baggage/Cargo Compartments: Max Allowable Load: 40 kg (88 lb)  
Location: 1.56 m (61.41 in) from datum

21. Wheels and Tyres: Nose Wheel Tyre Size: 5.00-5, Type III  
Main Wheel Tyre Size: 6.00-6, Type III  
For approved Types and rating see AMM, doc No. 2010/101

22. Serial Numbers Eligible: See Note 5
A.IV. Operating and Service Instructions


A.V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.576 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List (MMEL)
   The MMEL is defined in the P2010 GEN.MMEL, Report n°2010/164, Revision 0 or later approved revisions.
A.V. **Notes:**

1) When MOD 2010/002 (EASA approval 10052750) is installed
2) When MOD 2010/032 (EASA approval 10055692) is installed
3) When MOD 2010/078 (EASA approval 10065113) is installed
4) When MOD 2010/133 (EASA approval 10069356) is installed
5) Serial Nos. Eligible:
   - S/N 002 and subsequent, manufactured by C.A. Tecnam S.P.A. under certificate EASA production certificate IT.21G.0032
   - S/N CP-001 and subsequent, manufactured by LUSY Co. LTD under the Chinese Production Certificate C0034A-DB, are not eligible for registration in the EU, Norway, Iceland, Switzerland and Lichtenstein.
   - Spare parts with a Chinese Authorized Release Certificate are not eligible for installation in aircraft registered in the EU, Norway, Iceland, Switzerland and Lichtenstein.
ADMINISTRATIVE SECTION

I. Acronyms

AFM – Aircraft Flight Manual
AMM – Aircraft Maintenance Manual
ASTM – American Society for Testing and Materials
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
MLW – Maximum Landing Weight
MTOW – Maximum Take-Off Weight
MZFW – Maximum Zero Fuel Weight
TC – Type Certificate
TCDS – Type Certificate Data Sheet
VFR – Visual Flight Rules
IFR – Instrumental Flight Rules

II. Type Certificate Holder Record

<table>
<thead>
<tr>
<th>TC Holder</th>
<th>Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Costruzioni Aeronautiche TECNAM S.p.A.</td>
<td>Effective</td>
</tr>
<tr>
<td>Via Salvo D’acquisto 62</td>
<td></td>
</tr>
<tr>
<td>80042 Boscotrecase, Napoli</td>
<td></td>
</tr>
<tr>
<td>ITALIA</td>
<td></td>
</tr>
</tbody>
</table>

III. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC Issue No. &amp; Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>26 Sept 2014</td>
<td>Initial Issue</td>
<td>26 Sept 2014</td>
</tr>
<tr>
<td>02</td>
<td>05 May 2015</td>
<td>MT Variable Pitch Propeller Added</td>
<td></td>
</tr>
<tr>
<td>03</td>
<td>16 Dec 2015</td>
<td>Update to include changes: MOD2010/001 “GFC 700 autopilot” (EASA approval 10055187), MOD2010/003 “Alternative avionics configuration” (EASA approval 10053996), MOD2010/032 Automobile fuel (EASA approval 10055692)</td>
<td></td>
</tr>
<tr>
<td>04</td>
<td>22 Dec 2016</td>
<td>Introduction of OSD MMEL. CRI F-102 (and corresponding note 3) has been removed since it is not a special condition</td>
<td></td>
</tr>
<tr>
<td>05</td>
<td>29 March 2018</td>
<td>Amended to include change MOD2010/078 (EASA approval 10065113)</td>
<td></td>
</tr>
<tr>
<td>06</td>
<td>25 March 2019</td>
<td>Amended to include change MOD2010/133 (EASA approval 10069356), remove typos and update company business registration.</td>
<td></td>
</tr>
<tr>
<td>07</td>
<td>23 May 2019</td>
<td>Added Chinese manufacturer, updated eligible s/n and Company address</td>
<td></td>
</tr>
</tbody>
</table>