DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A62CE
Revision 8
Costruzioni Aeronautiche Tecnam S.P.A.
P2006T
March 9, 2022

TYPE CERTIFICATE DATA SHEET No. A62CE

This Data Sheet, which is part of Type Certificate No. A62CE, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder	Costruzioni Aeronautiche Tecnam S.P.A. Via S. D'acquisto 62 80042 Boscotrecase (NA) Italy
Type Certificate Holder Record	Costruzioni Aeronautiche Tecnam srl transferred TC A62CE to Costruzioni Aeronautiche Tecnam S.P.A. on March 14, 2018.

I - Model P2006T (Normal Category), Approved November 10, 2010

Engines	Two Bombardier-Rotax 912 S3 (TC E00051EN)
Fuel	MOGAS ASTM D4814 (Min RON 95) AVGAS 100LL (ASTM D910)
Engine Limits	Max rotational speed (5 min) 5800 r.p.m. (98.6 hp) Max continuous rotational speed 5500 r.p.m. (92.5 hp) (Engine shaft r.p.m)
Propeller and Propeller Limits	Two MT Propeller MTV-21-A-C-F/CF178-05 (TC P16BO) Two blades, constant speed, variable pitch with feathering capability, wood construction. Diameter: 1780 mm (70.08 in) - no reduction allowed. Low Pitch Setting 10° Feather Position 82°
Oil	Oil with API classification "SG" or higher. For additional info, refer to "Rotax Operators Manual" - latest issue – "Operating Media" Section.

Airspeed Limits		KIAS	KCAS	
	V_A (Design Manoeuvring Speed)	119	117	
	V_{FE} (Flap Extended Speed)	93	92	Landing
		119	117	Take Off
	V_{MC} (Minimum Control Speed)	62	62	
	V_{LO} (Maximum Landing Gear Operation Speed)	93	92	
	V_{LE} (Maximum Landing Gear Extended Speed)	93	92	
	V_{NO} (Maximum Structural Cruising Speed)	135	134	
	V_{NE} (Never Exceed Speed)	167	168	

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	The following values apply when Tecnam MOD2006/033 is installed (Other Air Speeds remain unchanged.) V_{LO} (Maximum Landing Gear Operation Speed) 122 KIAS (119 KCAS) V_{LE} (Maximum Landing Gear Extended Speed) 122 KIAS (119 KCAS)
Center of Gravity (C.G.) Range	8.7 in (16.5 % MAC) to 16.34 in (31.0 % MAC)
Empty Weight C.G. Range	None
Datum	Wing leading edge (MAC = 52.72 in)
Levelling Means	Seat support trusses (see Airplane Flight Manual (AFM), 2006/044, Sect.6 for the procedure).
Maximum Weight	Take-off 2600 lbs Zero Fuel 2524 lbs Landing 2600 lbs
Minimum Crew	1 pilot
Number of Seats	4
Maximum Compartments Weights	176 lbs at 47.83 in aft the datum
Fuel Capacity	52.8 US Gal (+ 29.7 in) Usable 51.35 US Gal
Oil Capacity (each engine)	Maximum: 0.92 US Gal Minimum: 0.79 US Gal
Control Surface Movements (*)	Ailerons 20° TEU (**) 17° TED (***) Stabilator 4° TEU 15° TED Stabilator trim tab 2° TEU 19° TED Rudder 26° RH 26° LH Rudder trim tab 20° RH 20° LH Flaps 15° TED (Take-off position) 40° TED (Landing position) (*) Nominal Values (**) Trailing Edge Up (***) Trailing Edge Down
Applicable Serial Numbers	S/N 1/US to 9999/US
Import Requirements	a) A U.S. airworthiness certificate may be issued on the basis of an NAA Export Certificate of Airworthiness (Export of C of A) signed by a representative of the Ente Nazionale per l'Aviazione Civile (ENAC) on behalf of the European Community. The Export C of A should contain the following statement "The aircraft covered by this certificate has been examined, tested, and found to comply with U.S. Type Certificate No. A62CE and to be in a condition for safe operation." b) The U.S. airworthiness certification basis for aircraft type certificated under 14 CFR part 21, section 21.29 and exported c) Each P2006T aircraft must have the following modifications: • MOD2006/049 “Engine Starting Battery”, • MOD2006/066 “New Powerplant Control Setting Layout” and

It must be identified with a "Steel identification plate" showing USA S/N (xxx/US) and TCDS references. Aircraft in-service can be modified by Tecnam incorporating these modifications using Tecnam Service Bulletin SB 35-CS

d) Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document), and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, *Airworthiness Certification of Aircraft*, for requirements for issuance of an *airworthiness certificate* for imported aircraft.

Certification Basis

Type Certification under 14 CFR Section 21.29 including the following requirements:

14 CFR Part 23 effective February 1, 1965 including amdt 23-1 through 23-57
14 CFR Part 36 effective December 1, 1969 including amdt 36-1 through 36-28

Equivalent levels of safety (ELOS): findings made per the provisions of 14 CFR Part 21.21(b)(1) for:

a) ELOS ACE-10-15: 14 CFR § 23. 807(e) Emergency Exits - overhead emergency exit size
b) ELOS ACE-10-16: 14 CFR § 23. 783(b) Doors - proximity of propeller and main door
c) ELOS ACE-10-17: 14 CFR §§ 23.1061 (b), 23.1063 Liquid Cooling and Cooling Tank
d) ELOS ACE-10-18: 14 CFR § 23.777 (d) Cockpit Controls Location - Carburetor Heat Location

Approved Kinds of Operation:
Day and Night, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR)

Prohibited Kinds of Operation:
Flight into known icing conditions

Type Certificate No. A62CE was issued November 10, 2010.
Date of Application for FAA Type Certificate was November 14, 2007.

The European Aviation Safety Agency (EASA) originally type certified this aircraft under its type certificate number A.185.

Maximum Operating Altitude

14000 ft

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification. Such equipment is listed in the current FAA approved AFM: 2006/044 Ed. 2, Rev. 2 or later approved revisions.

Service Information

Each of the documents listed below must state that it is approved by the EASA:

- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

The FAA accepts such documents and considers them FAA-approved for type design data only unless one of the following conditions exists:

- The documents change the limitations, performance, or procedures of the FAA approved manuals; or

- The documents make an acoustical or emissions changes to this product's U.S. type certificate as defined in 14 CFR § 21.93.

The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case, it will be noted on the document.

Each airplane is provided with the following approved documents:

a) AFM doc. 2006/044 Ed. 2, Rev. 2, or later FAA approved revision.
b) Airplane Maintenance Manual (AMM) doc. 2006/045 Ed. 2, Rev. 0, or later FAA approved revision, including Chapter 4: "Airworthiness Limitations" and Chapter 5: "Time Limits/ Maintenance Check".
c) The appropriate Rotax 912 series engine maintenance manuals.
d) The appropriate Instruction Manual MT Propellers Doc No. E-124.

NOTES

NOTE 1 Current weight and balance report, including list of equipment included in certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original certification. The certificated empty weight and corresponding center of gravity location must include:
Unusable fuel 8.8 lbs at 29.7 in aft of datum
Full oil 11.9 lbs at 23.27 in aft of datum

NOTE 2 Airplane operation must be in accordance with the EASA approved AFM listed above. All placards listed in Section 2 must be displayed.

NOTE 3 Airworthiness Limitations are specified in the Section 2 LIMITATIONS of the AFM and Chapter 4 of the AMM and are approved by the EASA and the FAA. These LIMITATIONS specify mandatory replacement times, and operating limitations, and may not be changed without FAA approval.

Revisions to the Airworthiness Limitations must be approved by the FAA. The inspections, maintenance, repair and painting must be accomplished according to the Maintenance Manual or other procedures acceptable to the FAA.

NOTE 4 Information essential for the proper operation, maintenance and inspection of the airplane is contained in the Tecnam P2006T AFM and AMM.

NOTE 5 Tecnam Modification No. MOD2006-001 (S-TEC 55x Autopilot). Airplanes can be modified by Tecnam at the factory under their major level 1 type design change approval. Airplanes with this modification must have Tecnam AFM doc. 2006/044 Ed. 2, Rev.2, Supplement No. A-12 with EASA approval date November 12, 2010 or later FAA/EASA approved revisions.

NOTE 6 Tecnam Modification No. MOD2006-002 (Glass Cockpit Garmin G950). Airplanes can be modified by Tecnam at the factory under their major level 1 type design change approval. Airplanes with this modification must have Tecnam AFM doc. 2006/044 Ed. 2, Rev.2, Supplement No. G-1 with EASA approval date November 12, 2010 or later FAA/EASA approved revisions and Tecnam P2006T AMM Supplement No. SG-1, Ed. 2, Rev. 0, dated. February 28, 2011 or later FAA/EASA approved revisions.

NOTE 7 Tecnam Modification No. MOD2006-015 (Increase Maximum Take-off Weight 1230kg (2712lbs)). Airplanes can be modified by Tecnam under their major level 1 type design change approval. Aircraft in-service can incorporate this modification using Tecnam Service Bulletin SB 76-CS (Analogue Version) or Tecnam Service Bulletin SB 77-CS (Digital Version).

Analogue Version - Airplanes with this modification must have Tecnam AFM Supplement No. A19 – Increased MTOW (1230kg), Ed. 3, Rev. 1 with EASA approval date October 15, 2012 or later FAA/EASA approved revisions and Tecnam P2006T AMM Supplement No. S3, Ed. 1, Rev. 0, dated. June 25, 2012 or later FAA/EASA approved revisions.

Digital Version - Airplanes with this modification and equipped with Tecnam Modification No. MOD2006-002 (Glass Cockpit Garmin G950) must have Tecnam AFM Supplement No. G10 – Increased MTOW (1230kg), Ed. 3, Rev. 1 with EASA approval date October 15, 2012 or later FAA/EASA approved revisions and Tecnam P2006T AMM Supplement No. S3, Ed. 1, Rev. 0, dated. June 25, 2012 or later FAA/EASA approved revisions.

NOTE 8 Tecnam Modification No. MOD2006-033 (V_{LE} and V_{LO} Increment). Airplanes can be modified by Tecnam under their major level 1 type design change approval. Aircraft in-service can incorporate this modification using Tecnam Service Bulletin SB 98-CS "VLO and VLE Increment for P2006T aircraft".

Analogue Version - Airplanes with this modification must have Tecnam AFM Supplement No. A20 – VLO/VLE Increase, Ed. 3, Rev. 1, with EASA approval date October 1, 2012 or later FAA/EASA approved revisions.

Digital Version - Airplanes with this modification must have Tecnam AFM Supplement No. G11 – VLO/VLE Increase, Ed. 3, Rev. 1, with EASA approval date October 1, 2012 or later FAA/EASA approved revisions.

NOTE 9 Tecnam Modification No. MOD2006-212 (MD302 Alternative Stand-By Instrument). Airplanes with this modification must have Tecnam AFM Supplement No. G16, Rev. 0 with EASA approval date May 31, 2016 or later FAA/EASA approved revisions and Tecnam P2006T AMM Supplement No. S7, Ed. 1, Rev 0, dated February 19, 2016 or later FAA/EASA approved revisions.

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