DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A00076CE
Revision 5
Costruzioni Aeronautiche Tecnam S.P.A.
P2012 Traveller
March 9, 2022

TYPE CERTIFICATE DATA SHEET No. A00076CE

This Data Sheet, which is part of Type Certificate No. A00076CE 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

I - Model P2012 Traveller (Normal Category), Approved July 11, 2019

Engines — 2 Lycoming TEO-540-C1A (TC E00009NY)

Fuel — AVGAS 100LL (ASTM D910) – see Lycoming SI-1070

Engine Limits — Maximum Power, 375 hp @ 2575 r.p.m.
Maximum Continuous Power, 375 hp @ 2575 r.p.m.

Propeller and Propeller Limits — 2 MT Propeller MTV-14-B-C-F/CF195-30 (TC P3BO)
Four blades, constant speed, variable pitch with feathering capability, wood construction. Diameter: 76.77 in (1950 mm)
Clockwise rotation (pilot's view)

Oil

Average Ambient Temperature	**MIL-L-22851 or SAEJ1899 Spec. Ashless Dispersant Grades**
All Temperatures	SAE15W-50 or SAE20W-50
Above 80°F (27°C)	SAE60
Above 60°F (16°C)	SAE40 or SAE50
30°F to 90°F (-1°C to 32°C)	SAE40
0°F to 70°F (-18°C to 21°C)	SAE30, SAE40, SAE20W-40
Below 10°F (-12°C)	SAE30 or SAE20W-30

For additional info, refer to "TEO-540-C1A Operation and Installation Manual", latest issue, "Operating Instruction" Section and Lycoming Service Instruction No. 1014 (latest issue).

Airspeed Limits

	KIAS	KCAS	
V_A (Design Manoeuvring Speed)	141	142	
V_{FE} (Flap Extended Speed)	124	125	Take off
	119	119	Landing
V_{MC} (Minimum Control Speed – One Engine Inop)	70	76	Flap T/O
	67	73	Flap LAND

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V_O (Operating Manoeuvring Speed)	141	142	
V_{NO} (Maximum Structural Cruising Speed)	176	175	
V_{NE} (Never Exceed Speed)	223	219	

For MTOW of 8113 lbs, see NOTE 6

	KIAS	KCAS	
V_A (Design Manoeuvring Speed)	143	143	
V_{FE} (Flap Extended Speed)	126	127	Take off
	120	120	Landing
V_{MC} (Minimum Control Speed – One Engine Inop)	71	77	Flap T/O
	68	74	Flap LAND
V_O (Operating Manoeuvring Speed)	143	143	
V_{NO} (Maximum Structural Cruising Speed)	178	177	
V_{NE} (Never Exceed Speed)	226	222	

Center of Gravity (C.G.) Range

Forward limit:
14.44 in (0.367 m) (18.0 % MAC) aft of datum up to 6613.9 lbs (3000 kg)
17.36 in (0.441 m) (22.0 % MAC) aft of datum at Maximum Take-off Weight (MTOW)
17.7 in (0.450 m) (22.5 % MAC) aft of datum at Maximum Take-off Weight (MTOW of 8113 lbs), see NOTE 6.
Straight line variation between indicated points

Aft limit:
23.86 in (0.606 m) (31.0 % MAC) aft of datum
MAC = 72.4 in (1.839 m)

Empty Weight C.G. Range

None

Datum:

Vertical plane tangent to wing leading edge

Leveling Means

Seat support tracks (see Aircraft Flight Manual (AFM), Document No. 2012/100, Section 6 for the procedure).

Maximum Weights

Take-off	7937 lbs (3600 kg)
	8113 lbs (3680 kg), see NOTE 6.
Landing	7937 lbs (3600 kg)
	8003 lbs (3630 kg), see NOTE 6.
Zero Fuel	7673 lbs (3480 kg)

Minimum Crew

1 pilot

Number of Seats

Maximum 11 occupants (9 passengers and 2 crew)

Maximum Compartments Weights

Nose	227 lbs (103 kg) at 10.88 ft (3.316 m) forward of datum
Rear	527 lbs (239 kg) at 11.54 ft (3.518 m) aft of datum

Fuel Capacity

Total (2 tanks): 198 US gal (750 l) at 33.7 in aft of datum
Useable (total): 192 US gal (728 l)

Oil Capacity

Maximum (each engine): 12.0 US qts (11.3 l)
Minimum (each engine): 4.0 US qts (3.8 l)

Maximum Operating Altitude

13000 ft

Control Surface Movements (*)

Ailerons	20° ± 2° TEU (**); 15 ° ± 2° TED (***)
Aileron tab	30° ± 2° TEU; 28° ± 2° TED
Elevator	23° ± 2° TEU; 13° ± 2° TED

Elevator trim tab	-8° ± 2° TEU;-21° ± 2° TED
	-6°± 4° TEU,-23° ± 4° TED, see NOTE 6.
Rudder	22° ± 2° Left / 22° ± 2° Right
Rudder trim tab	6° ± 2° Left / 6° ± 2° Right
Flaps	0° (Retracted)
	15° ± 2° (Take-off)
	30° ± 2° (Landing)

(*) Nominal Values
(**) Trailing Edge Up
(***) Trailing Edge Down

Manufacturer's Serial Numbers

S/N 002/U.S. and subsequent

Import Requirements

A U.S. standard 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. A00076CE and to be in a condition for safe operation."

Title 14 CFR § 21.183 (c) is the U.S. airworthiness certification basis for an aircraft type certificated under 14 CFR § 21.29 and imported from the country of manufacture.

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.

Each P2012 Traveller aircraft should have the following modification installed:

- MOD2012/016, "Aircraft configuration registered in USA",

It must be identified with a "Steel identification plate" showing USA S/N (xxx/U.S.) and TCDS references. Tecnam can incorporate these modifications using Tecnam Service Bulletin No. SB 316-CS.

Certification Basis

Type Certification based on the provisions of 14 CFR § 21.29, including the following requirements:

1. 14 CFR Part 23 effective February 1, 1965, including Amendments 23-1 through Amendment 23-62, "Airworthiness Standards for Normal Category Airplanes".

   In addition, the following 14 CFR Part 23 regulations at Amendment 23-62 for commuter category:
   - §783(d) – Doors
   - §803(a) – Emergency evacuation
   - §807(d) – Emergency exits
   - §811(b) – Emergency exit marking
   - §813(a) – Emergency exit access
   - §853(d) – Passenger and crew compartment interiors

2. 14 CFR Part 36 effective December 1, 1969, including Amendments 36-1 through Amendment 36-30.

3. Special Conditions per 14 CFR 21.16 as follows:
   a) 23-292-SC: Electronic Engine Control System Installation

b) 23-293-SC: Installation of Rechargeable Lithium Batteries

4. Equivalent Level of Safety (ELOS) findings per 14 CFR 21.21(b)(1) as follows:
   a) TC00988CE-A-G-9-PSPM: 14 CFR §§ 23.45, 23.51, 23.63, 23.67, 23.73, 23.77, 23.161, 23.181, 23.221, 23.251, 23.253, 23.571, 23.785, 23.831, 23.1195, 23.1197, 23.1199, 23.1201, 23.1445, 23.1527, 23.1545, and 23.1583, Amendment 62 Errors.

5. Approved Kinds of Operation:
   Day and Night, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR). Flight into forecast and known icing conditions is approved in accordance with 14 CFR § 23.1419 when properly equipped, see NOTE 5.

6. Not approved for ditching; compliance with the provisions for ditching equipment in accordance with 14 CFR § 23.1415(a)(b) has not been demonstrated.

Type Certificate No. A00076CE issued July 11, 2019.
Application for FAA type certificate dated February 28, 2018.

The European Aviation Safety Agency (EASA) originally type certified this aircraft under its Type Certificate No. EASA.A.637.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following item of equipment is required:

- AFM, Document No. 2012/100 Ed. 1, Rev. 1, dated June 28, 2019, or later approved revision, for the Model P2012 Traveller.

Service Information

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

<u>Available documents for the Model P2012 Traveller:</u>

- AFM, Document No. 2012/100 Ed. 1, Rev. 1, dated June 28, 2019, or later approved revision.
- Aircraft Maintenance Manual (AMM), Document No. 2012/101 Ed. 1, Rev. 1, dated August 13, 2019, or later approved revision.
- Aircraft Illustrated Parts Catalogue (AIPC), Document No. 2012/103 Issue 00, dated May 30, 2019, or later revision.
- Lycoming TEO-540 series Engine Maintenance Manual.
- MT Propeller Instruction Manual

NOTES

NOTE 1. A current weight and balance report, including a list of equipment included in the 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 the weight of the unusable fuel and unusable oil:

Unusable fuel: 35 lbs at 33.7 in aft of datum

Unusable oil: 5.1 lbs at 14.1 in forward of datum

NOTE 2. Airplane operation must be in accordance with the approved AFM listed above. All placards required by the AFM Section 2 Limitations must be installed as specified. The AFM Limitations are EASA and FAA approved and may not be revised without EASA and FAA approval.

NOTE 3. Airplane inspections, maintenance, repair, and painting must be accomplished according to the approved AMM listed above or other procedures acceptable to the FAA. The AMM Chapter 4 Airworthiness Limitations Section specifies mandatory replacement times. These Airworthiness Limitations are EASA and FAA approved and may not be revised without EASA and FAA approval.

NOTE 4. Information essential for the proper operation, maintenance and inspection of the airplane is contained in the Model P2012 Traveller AFM and AMM.

NOTE 5. Stall Warning Device for FIKI Operations

Tecnam Modification No. MOD2012/030 (Stall Warning Device for FIKI Operations). Airplanes with this modification must have AFM Document No. 2012/100, Ed. 1, Rev. 3, which includes revised Supplement No. S02, Ed. 1, Rev. 3, or later FAA/EASA approved revisions and Tecnam P2012 AMM Supplement No. S16, Ed. 1, Rev. 0, or later FAA/EASA approved revisions. Aircraft in service can incorporate this modification using Tecnam Service Bulletin SB-332-CS. In addition, modified pitot probes must be installed in accordance with Tecnam Modification No. MOD2012/049 or Tecnam Service Bulletin SB-335-CS.

NOTE 6. Maximum Take-off Weight Increase Up To 8113 lbs (3680 kg)

Tecnam Modification No. MOD2012/017 (MTOW increment up to 3680kg). Airplanes with this modification must have AFM Document No. 2012/100, Ed. 1, Rev. 4, or later FAA/EASA approved revisions and Tecnam P2012 Aircraft Maintenance Manual (AMM), Document No. 2012/101 Ed. 2, Rev. 1, dated July 1, 2020, or later FAA/EASA approved revision. Aircraft in service can incorporate this modification using Tecnam Service Bulletin SB-376-CS.

NOTE 7. Engine Limitations Update and Time Limited Dispatch (TLD) Management

Tecnam Modification No. MOD2012/081 (Engine limitations update and TLD management). Airplanes with this modification must have AFM Document No. 2012/100, Ed. 1, Rev. 5, which includes revised Supplement No. S11, Ed. 1, Rev. 2, or later FAA/EASA approved revisions. Aircraft in service can incorporate this modification using Tecnam Service Bulletin SB-385-CS.

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