DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A00066CE
Revision 7
Costruzioni Aeronautiche Tecnam S.P.A.
P2010
P2010 TDI
March 15, 2022

TYPE CERTIFICATE DATA SHEET No. A00066CE

This Data Sheet, which is part of Type Certificate No. A00066CE, 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 A00066CE to Costruzioni Aeronautiche Tecnam S.P.A. on March 14, 2018.

I - Model P2010 (Normal Category), Approved December 4, 2015

Engine	1) Lycoming Engine IO-360-M1A (TC 1E10) 2) Lycoming Engine IO-390-C3B6 (TC E00006NY) (See Note 9)
Fuel	For Lycoming Engine IO-360-M1A: AVGAS Grade 91/96 or 100LL (ASTM D910) MOGAS EN 228:2008 (E) (see Note 8) For Lycoming Engine IO-390-C3B6: AVGAS 100LL
Engine Limits	For Lycoming Engine IO-360-M1A: Max rotational speed 2700 r.p.m. (180 hp) Cruise rotational speed (75%) 2450 r.p.m. (135 hp) (Engine shaft r.p.m.) For Lycoming Engine IO-390-C3B6: Take-Off power 2700 r.p.m. (215 hp) Max continuous power 2700 r.p.m. (215 hp)
Propeller and Propeller Limits	1) MT Propeller MT 188R145-4G (TC P19BO) Two blades, constant speed, fixed pitch, wood construction. Diameter: 1880 mm (74 in) - no reduction allowed. Clockwise rotation (pilot's view) 2) MT Propeller MTV-15-B/193-52 (TC P23BO) (See Note 5) Two blades, constant speed, variable pitch, wood construction. Diameter: 1930 mm (76 in) – No reduction allowed. Clockwise rotation (pilot's view)

3) MT Propeller MTV-12B/183-59 (TC P25NE) (See Note 9)
Three blades, constant speed, variable pitch, wood construction.
Diameter: 1830 mm (72 in) – No reduction allowed.
Clockwise rotation (pilot's view)

Oil

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

For additional info, refer to "Lycoming Operation and Installation Manual" for the list of alternative recommended commercial brands and types

Airspeed Limits

	KIAS	KCAS
V_O (Operating Manoeuvring Speed)	120	119
V_A (Design Manoeuvring Speed)	120	119
V_{FE} (Maximum Flap Extended Speed)	91	92
V_{NO} (Maximum Structural Cruising Speed)	132	130
V_{NE} (Never Exceed Speed)	169	164

Center of Gravity (C.G.) Range
Forward limit: 10.31 in (19 % MAC) behind datum
Aft Limit: 17.32 in (32.0 % MAC) behind datum
Mean Aerodynamic Chord is 54.2 in

Empty Weight C.G. Range
None

Datum
Vertical plane tangent to wing leading edge

Levelling Means
Seat track supporting beams (see Airplane Flight Manual (AFM), 2010/100, Section 6 for the procedure).

Maximum Weight
Take-off 2557 lbs
Landing 2557 lbs

Minimum Crew
1 pilot

Number of Seats
4

Baggage/Cargo Compartments Weight
Maximum 88 lbs at 61.41 in aft the datum

Fuel Capacity
63.4 U.S. Gal. (+ 24.1 in)
Usable 61 U.S. Gal.

Oil Capacity (each engine)
Maximum: 8 U.S. Qts.
Minimum: 4 U.S. Qts.

Control Surface Movements (*)
Ailerons 19°±2° TEU (**) 14 ° ±2° TED (***)
Stabilator 6°±2° TEU 17°±2° TED
Stabilator trim tab 3°±1° TEU 15°°±1° TED
3°±1° TEU 6°±1° TED (See Note 10)
Rudder 25°±2° RH 25°±2° LH

Rudder trim tab	20°±2° RH 20°±2° LH
Flaps	15°±1° TED (Take-off position) 40°±1° TED (Landing position)

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

Applicable Serial Numbers

S/N 1/U.S. to 9999/U.S.

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. A00066CE 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 P2010 aircraft should have the following modification installed:
- MOD2010/061 “New cargo net and G1000 software configuration for USA aircraft”,

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 SB 221-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 23-61
14 CFR Part 36 effective December 1, 1969 including amdt 36-1 through 36-28

Equivalent levels of safety (ELOS): None

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. A00066CE was issued December 4, 2015.
Date of Application for FAA Type Certificate was December 13, 2011.

The European Aviation Safety Agency (EASA) originally type certified this aircraft under its type certificate number A.576.

Maximum Operating Altitude

12000 ft
14000 ft (See Note 11)

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: 2010/100 Ed. 2, Rev. 0, or later approved revisions.

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.

Each airplane is provided with the following approved documents:

a) AFM doc. 2010/100 Ed. 2, Rev. 0, or later FAA approved revision.
b) Airplane Maintenance Manual (AMM) doc. 2010/101 Ed. 1, Rev. 2, or later FAA approved revision, including Chap. 4: "Airworthiness Limitations" and Chap. 5: "Time Limits/ Maintenance Check".
c) The appropriate Lycoming series engine maintenance manuals.
d) The appropriate MT Propellers Instruction Manual.

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: 14.28 lbs at 24.1 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 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 P2010 AFM and AMM.

NOTE 5

Optional Variable Pitch Propeller
Tecnam Modification No. MOD2010-002 (Variable Pitch Propeller - MTV-15-B/193-52 (TC P23BO)). Airplanes with this modification must have at least Tecnam AFM doc. 2010/100 Ed. 2,

Rev. 0, Supplement No. D-2 or later FAA/EASA approved revisions and Tecnam P2010 AMM Supplement No. S-1, Ed. 1, Rev. 0, or later FAA/EASA approved revisions.

NOTE 6 Optional GFC 700 Autopilot
Tecnam Modification No. MOD2010-001 (Garmin GFC 700 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 Section 9 Supplement No. D01, Ed. 1, Rev. 0 (Aircraft equipped with fixed pitch propeller), or AFM Section 9 Supplement No. D07, Ed. 1, Rev. 0 (Aircraft equipped variable pitch propeller), or later FAA/EASA approved revisions and Tecnam P2010 AMM Supplement No. S-3, Ed. 1, Rev. 0, or later FAA/EASA approved revisions. Aircraft in service can incorporate this modification using Tecnam Service bulletin SB -180-CS (Aircraft equipped with fixed pitch propeller) or Tecnam Service bulletin SB -220-CS(Aircraft equipped with variable pitch propeller).

NOTE 7 Alternative Avionics Configuration
Tecnam Modification No. MOD2010-003 (Alternative Avionics Configuration – Garmin G500). This modification cannot be installed as retrofit. 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 Section 9 Supplement No. D03, Ed.1, Rev. 0, or later FAA/EASA approved revisions and Tecnam P2010 AMM Supplement No. S-2, Ed.1, Rev. 0, or later FAA/EASA approved revisions.

NOTE 8 Optional Automotive Fuel
Tecnam Modification No. MOD2010-032 (Automotive Fuel-MOGAS). 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 Section 9 Supplement No. D04, Ed. 1, Rev 0, or later FAA/EASA approved revisions. Aircraft in service can incorporate this modification using Tecnam Service bulletin SB -182-CS.

NOTE 9 Optional Engine and Avionic Suite
Tecnam Modification No. MOD2010/078 (Lycoming IO-390 Engine and G1000Nxi avionic suite installation). This modification cannot be installed as a retrofit. Airplanes with this modification must have Tecnam AFM Supplement No. D10, Ed. 2, Rev. 1 or later FAA/EASA approved revisions and Tecnam P2010 AMM Supplement No. S6, Ed. 1, Rev. 1, or later FAA/EASA approved revisions.

NOTE 10 Optional GFC 700 Autopilot for Airplanes Equipped with IO390 Engine
Tecnam Modification No. MOD2010/133 (Garmin GFC 700 Autopilot for IO390-Equipped Airplanes). Airplanes with this modification must have Tecnam AFM Section 9 Supplement No. D16, Ed. 2, Rev. 0, or later FAA/EASA approved revisions and Tecnam P2010 AMM Supplement No. S12, Ed. 1, Rev. 1, or later FAA/EASA approved revisions. Aircraft in service can incorporate this modification using Tecnam Service bulletin SB -308-CS.

NOTE 11 Optional Altitude Increase for Airplanes Equipped with IO390 Engine
Tecnam Modification No. MOD2010/194 (Maximum operating altitude increase at 14000ft for IO-390 equipped airplanes). Airplanes with this modification must have Tecnam AFM Section 9 Supplement No. D21, Ed. 2, Rev. 2, or later FAA/EASA approved revisions and Tecnam P2010 AMM Supplement No. S16, Ed. 1, Rev. 1, or later FAA/EASA approved revisions. Aircraft in service can incorporate this modification using Tecnam Service bulletin SB -410-CS.

II - Model P2010 TDI (Normal Category), Approved October 27, 2021

Engine	Continental Engine TAE 125-02-125 (TC E00069EN)
Fuel	JET A-1 (ASTM-D-1655) Diesel (EN 590)
Engine Limits	Take-Off power 2300 r.p.m. (168 hp) Max continuous power 2250 r.p.m. (153 hp)

	Other engine limitations listed in P2010 TDI Airplane Flight Manual (AFM), 2010/552, Section 2
Propeller and Propeller Limits	MT Propeller MTV-6-R/190-69 (TC P19NE) Three blades, constant speed, variable pitch, wood construction. Diameter: 1900 mm (75 in) - no reduction allowed. Clockwise rotation (pilot's view)
Oil	Engine: Aero Shell Oil Diesel Ultra; Shell Helix Ultra 5W30 Gearbox: Centurion Gearbox Oil N1 For additional info, refer to P2010 TDI AFM, 2010/552, Section 2
Coolant	BASF Glysantin Protect Plus / G48; Water / Radiator protection in a ratio of 50:50 For additional info, refer to P2010 TDI AFM, 2010/552, Section 2

Airspeed Limits		KIAS	KCAS
	V_O (Operating Manoeuvring Speed)	119	119
	V_A (Design Manoeuvring Speed)	119	119
	V_{FE} (Maximum Flap Extended Speed)	90	92 LND
		100	101 TO
	V_{NO} (Maximum Structural Cruising Speed)	130	130
	V_{NE} (Never Exceed Speed)	163	164

Center of Gravity (C.G.) Range	Forward limit: 10.83 in (19 % MAC) behind datum up to 2205 lbs 12.99 in (23% MAC) behind datum up to MTOW Aft Limit: 17.87 in (32.0 % MAC) behind datum Mean Aerodynamic Chord is 54.2 in
Empty Weight C.G. Range	None
Datum	Vertical plane tangent to wing leading edge
Levelling Means	Seat track supporting beams (see AFM, 2010/552, Section 6 for the procedure)
Maximum Weight	Take-off 2557 lbs 2646 lbs (See NOTE 5) Landing 2557 lbs 2646 lbs (See NOTE 5)
Minimum Crew	1 pilot
Number of Seats	4
Baggage/Cargo Compartments Weight	Maximum 88 lbs at 61.41 in from datum
Fuel Capacity	63.4 U.S. Gal. (+ 24.1 in) Usable 61 U.S. Gal.
Oil Capacity (each engine)	Maximum: 6.34 U.S. Qts. Minimum: 4.75 U.S. Qts.
Control Surface Movements (*)	Ailerons 19°±2° TEU (**) 14 ° ±2° TED (***) Stabilator 17°±2° TEU 6°±2° TED Stabilator trim tab 6°±2° TEU 8°±2° TED

Rudder	25°±2° RH 25°±2° LH
Rudder trim tab	20°±2° RH 20°±2° LH
Flaps	0° (Fully Retracted) 40°±1° (Fully Extended)

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

Applicable Serial Numbers

S/N 100/U.S. to 9999/U.S. when MOD2010/162 is installed

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. A00066CE 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 P2010 TDI aircraft should have the following modification installed:
- MOD2010/061 “New cargo net and G1000 software configuration for USA aircraft”,

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 SB 221-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

14 CFR Part 23 effective February 1, 1965, including Amendments 23-1 through Amendment 23-61. In addition, the following 14 CFR Part 23 regulations at Amendment 23-64 for the installation of a diesel engine with a Full Authority Digital Engine Control (FADEC) system:

§23.2010 – Accepted means of compliance,
§23.2225 – Component loading conditions,
§23.2400 – Powerplant installation,
§23.2410 – Powerplant installation hazard assessment,
§23.2425 – Powerplant operational characteristics,
§23.2430 – Fuel system,
§23.2510 – Equipment, systems, and installations,
§23.2515 – Electrical and electronic system lightning protection,
§23.2520 – High-intensity Radiated Fields (HIRF) protection,
§23.2610 – Instrument markings, control markings, and placards,
§23.2615 – Flight, navigation, and powerplant instruments

14 CFR Part 36 effective December 1, 1969, including Amendments 36-1 through Amendment 36-31

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

Date of Application for U.S. Amended Type Certificate for Model P2010 TDI
January 28, 2021.

The European Aviation Safety Agency (EASA) originally type certified this model aircraft under its type certificate number EASA.A.576.

Maximum Operating Altitude: 18000 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: 2010/552 Ed. 1, Rev. 1, or later approved revisions.

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.

Each airplane is provided with the following approved documents:

a) AFM doc. 2010/552 Ed. 1, Rev. 1, or later FAA approved revision.
b) Airplane Maintenance Manual (AMM) doc. 2010/553 Ed. 2, Rev. 0, or later FAA approved revision, including Chap. 4: "Airworthiness Limitations" and Chap. 5: "Time Limits/ Maintenance Check".
c) The appropriate Continental series engine maintenance manuals.
d) The appropriate MT Propellers Instruction Manual.

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: 16.1 lbs at 24.1 in aft of datum

NOTE 2 Airplane operation must be in accordance with the FAA 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 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 P2010 TDI AFM and AMM.

NOTE 5 Optional Weight Increase up to 1200 kg
Tecnam Modification No. MOD2010/207 (P2010TDI: weight increment up to 1200kg). Airplanes with this modification must have Tecnam P2010 TDI AFM Doc. 2010/552, Ed. 2, Rev. 0, or later FAA/EASA approved revisions and Tecnam P2010 TDI AMM Doc. 2010/553, Ed. 2, Rev. 0, or later FAA/EASA approved revisions. Aircraft in service can incorporate this modification using Tecnam Service bulletin SB 487-CS.

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