



**TYPE CERTIFICATE DATA SHEET Nº EA-2016T10**

Type Certificate Holder:

**COSTRUZIONI AERONAUTICHE TECNAM S.r.l.**

Via Tasso, 478

80127 - Napoli

**Italy**

**EA-2016T10-00**

**Sheet 01**

**TECNAM**

**P2010**

**12 December 2016**

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This data sheet, which is part of Type Certificate No. 2016T10, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

**I - Model P2010 (Normal Category), approved 12 December 2016.**

**ENGINES**

One Textron Lycoming – AVCO Corp. IO-360-M1A (EM-8207).

**FUEL**

100/100LL minimum grade aviation gasoline.

Refer to doc. No. 2010/100 “P2010 Aircraft Flight Manual” for further details (see Note 4).

**ENGINE LIMITS**

**Basic:**

Take-Off Power 180HP at 2700 RPM

Max. Continuous Power 180HP at 2700 RPM

**Optional (When MOD 2010/002 is installed):**

Take-Off Power 180HP at 2700 RPM

Max. Continuous Power 173HP at 2600 RPM

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

**PROPELLERS**

**Basic – MT 188 R 145-4G (EH-2010T02)**

Number of blades: 2

Diameter: 1.880 m (74 in)\*

Sense of rotation: Clockwise (pilot’s view)

**Optional (When MOD 2010/002 is installed):**

– MTV-15-B/193-52 (EH-2013T04)

Number of blades: 2

Diameter: 1.930 m (76 in)\*

Sense of rotation: Clockwise (pilot’s view)

\* No reduction is permitted

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<b>OIL</b>	<b>Average Ambient Temperature</b>	<b>MIL-L-6082B or SAEJ1966 Spec. Mineral Grades</b>	<b>MIL-L-22851 or SAEJ1899 Spec. Ashless Dispersant Grades</b>
	All Temperatures	----	SAE 15W-50 or SAE 20W-50
	Above 27°C (80°F)	SAE 60	SAE 60
	Above 16°C (60°F)	SAE 50	SAE 40 or SAE 50
	-1°C (30°F) to 32°C (90°F)	SAE 40	SAE 40
	-18°C (0°F) to 21°C (70°F)	SAE 30	SAE 40, SAE 30 or SAE 20W-40
	Below -12°C (10°F)	SAE 20	SAE 30 or SAE 20W-30

Refer to Lycoming (L)LIO-360-M1A "Operation and Installation Manual" for list of alternative recommended commercial brands and types.

<b>AIRSPEED LIMITS</b>	<b>AIRSPEED</b>	<b>KIAS</b>	<b>KCAS</b>
	Never Exceed Speed ( $V_{NE}$ )	166	164
	Maximum Structural Cruising Speed ( $V_{NO}$ )	132	130
	Design Manoeuvring Speed ( $V_A$ ):	120	119
	Operating Manoeuvring Speed ( $V_O$ )	120	119
	Maximum Flaps extended Speed ( $V_{FE}$ )	91	92

<b>C. G. RANGE</b>	<b>Forward Limit</b>
	0.262 m (19 % MAC) behind Datum
	<b>Aft Limit</b>
	0.440 m (32 % MAC) behind Datum
	Mean Aerodynamic Chord is 1.378 m

**DATUM** Vertical plane tangent to wing leading edge

**LEVELLING MEANS** Seat track supporting beams (see procedure in doc. No. 2010/100 "P2010 Aircraft Flight Manual", Section 6)

<b>MAXIMUM WEIGHT</b>	<b>Takeoff</b>	1160 kg (2557 lbs)
	<b>Landing</b>	1160 kg (2557 lbs)

**MINIMUM FLIGHT CREW** 1 pilot

**MAXIMUM PASSENGER SEATING CAPACITY** 3

**BAGGAGE / CARGO COMPARTMENTS** Maximum Allowable Load: 40 kg (88 lbs)  
Location: 1.56 m (61.41 in) from datum

**FUEL CAPACITY** 2 Tanks: 120 liters each (31.7 US gallons)  
Total: 240 liters (63.4 US gal)  
Usable: 231 liters (61 US gal)

**OIL CAPACITY** Total: 7.57 liters (8 US qts)  
Minimum: 3.78 liters (4 US qts)

**CONTROL SURFACE  
DEFLECTIONS**

Stabilator:	17°±2° to pitch up / 6°±2° to pitch down
Stabilator Trim Tab:	15 ±1° downward / 3°±1° upward
Aileron:	19°±2° upward / 14°±2° downward
Rudder:	25°±2° left / 25°±2° right
Rudder Trim Tab:	20°±2° left / 20° ±2° right
Flaps:	0° Fully Retracted / 40°±1° Fully Extended

**S/N'S ELIGIBLE**

From 002 to subsequent.  
To be in compliance with ANAC Type Design, the aircraft have to embody the design change MOD2010/106 "*P2010 aircraft Brazilian configuration*" or the SB-264-CS.

**IMPORT ELIGIBILITY**

A Brazilian Certificate of Airworthiness may be issued on the basis of an EASA Export Certificate on Airworthiness (or a third country Export Certificate on Airworthiness, in case of used aircraft imported from such country), including the following statement:  
"The aircraft covered by this certificate has been inspected, tested and found to be in conformity with the Brazilian approved type design as defined by the ANAC Type Certificate no. 2016T10 and in condition of safe operation".

**CERTIFICATION BASIS**

The certification basis for the aircraft model is RBAC 21 Section 21.29, Brazilian Aeronautical Certification Regulations, including the following Brazilian Aeronautical Certification Regulations:

- RBAC 23, which endorses the 14 CFR Part 23 effective February 1, 1965 including amdt 23-1 through 23-61;
- RBAC 36 amdt 28 corresponding to 14 CFR Part 36 Amendments 36-00 through 36-28.

**Special Conditions:**

- EASA CRI B-52 Human Factors – Integrated Avionic System;
- EASA CRI F-101 Protection from the Effect of HIRF;
- EASA CRI F-54 Protection from the Effects of Lightning Strike, Indirect Effects;
- EASA CRI F-58 Lithium Battery Installations;
- EASA CRI F-102 Electronic Stability and Protection and Under-Speed Protection.

**APPROVED KINDS OF  
OPERATION**

Day/Night-VFR, IFR  
Refer to Kinds of Operation Equipment List (KOEL) contained in the AFM, doc. No. 2010/100, Section 2.

**PROHIBITED KINDS OF  
OPERATION**

Flight into expected or actual icing conditions.

**MAXIMUM OPERATING  
ALTITUDE**

3.658 m (12.000 ft).

**REQUIRED EQUIPMENT**

The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane. Such equipment is listed in the current ANAC approved Airplane Flight Manual doc. No. 2010/100.

**NOTES:**

- NOTE 1** Weight and balance. 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 6.48 kg (14.28 lb) at 0.61 m (24.1 in) aft of datum.
- NOTE 2** AFM, Markings and placards.  
The placards specified in the approved Brazilian Aircraft Flight Manual Ed2 rev2 (or later EASA approved revision), including the placards in Portuguese specified in the Brazilian Aircraft Flight Manual Supplement No. D-11 must be displayed in the specified locations.
- NOTE 3** Continuing Airworthiness.  
Information essential to the proper maintenance of the aircraft is contained in the Manufacturer's Maintenance Manual provided with the aircraft. The approved service lives, mandatory inspection and other approved supplemental procedures are listed in approved Chapter 4, Airworthiness Limitation Section of the P2010 Aircraft Maintenance Manual Doc.No. 2010/101, 1st Edition – Rev. 2, October 23th, 2015 approved by the EASA and accepted by ANAC.
- NOTE 4** Use of automotive gasoline (MOGAS) is not allowed for operation in Brazil.
- NOTE 5** The differences of the Brazilian airplanes in relation to the basic EASA type design are summarized below:  
The Brazilian Airplane Flight Manual cover page and Supplement No. D-11 approved by EASA, on behalf of ANAC.  
Markings and placards in the Portuguese language (see note 2).
- NOTE 6** The optional modifications MOD2010/001 (EASA approval 10055187), MOD2010/002 (EASA approval 10052750) and MOD2010/003 (EASA approval 10053996) are accepted by ANAC.



MÁRIO IGAWA

**Gerente Geral de Certificação de Produto Aeronáutico  
(General Manager, Aeronautical Product Certification)**