Type Acceptance Report

TAR 19/21B/24

TECNAM P2008 JC
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Executive Summary

New Zealand Type Acceptance has been granted to the Tecnam Model P2008 JC based on validation of EASA Type Certificate number A.583. There are no special requirements for import.

Applicability is currently limited to the Models and/or serial numbers detailed in Appendix 1, which are now eligible for the issue of an Airworthiness Certificate in the Standard Category in accordance with NZCAR §21.191, subject to any outstanding New Zealand operational requirements being met. (See Section 5 of this report for a review of compliance of the basic type design with the operating Rules.) Additional variants or serial numbers approved under the foreign type certificate can become type accepted after supply of the applicable documentation, in accordance with the provisions of NZCAR §21.43(c).

NOTE: The information in this report was correct as at the date of issue. The report is generally only updated when an application is received to revise the Type Acceptance Certificate. For details on the current type certificate holder and any specific technical data, refer to the latest revision of the State-of-Design Type Certificate Data Sheet referenced herein.

1. Introduction

This report details the basis on which Type Acceptance Certificate No. 19/21B/24 was granted in the Standard Category in accordance with NZCAR Part 21 Subpart B.

Specifically, the report aims to:

(a) Specify the foreign type certificate and associated airworthiness design standard used for type acceptance of the model(s) in New Zealand; and

(b) Identify any special conditions for import applicable to any model(s) covered by the Type Acceptance Certificate; and

(c) Identify any additional requirements which must be complied with prior to the issue of a NZ Airworthiness Certificate or for any subsequent operations.
2. Aircraft Certification Details

(a) State-of-Design Type and Production Certificates:

Manufacturer: Costruzioni Aeronautiche Tecnam S.p.A.
(from March 9, 2018)

Costruzioni Aeronautiche Tecnam S.r.l.

Type Certificate: EASA.A.583
Issued by: European Aviation Safety Agency

Production Approval: IT.21G.0032

(b) Models Covered by the Part 21B Type Acceptance Certificate:

(i) Model: P2008 JC

MCTOW: 630 kg [1388 lb.]
650 kg [1433 lb.] – with MOD 2008/027 or MOD 2008/045

Max. No. of Seats: 2

Noise Standard: CS-36/ICAO Annex 16

Engine: BRP Rotax GmbH 912 S2
Type Certificate: EASA.E.121
Issued by: European Aviation Safety Agency

Type Certificate: EASA.P.108
Issued by: European Aviation Safety Agency

Hoffmann HO17GHM A 174 177C – MOD 2008/029
Type Certificate: LBA 32.110/1
Issued by: European Aviation Safety Agency

MT Propeller MTV-34-1-A/170-202 – MOD 2008/086
Type Certificate: EASA.P.049
Issued by: European Aviation Safety Agency

Notes: 1. Refer to TCDS EASA.A.583 for specific applicability of engine and propeller combinations to individual aircraft models.

2. Refer to Advisory Circular 21-1 Appendix 2 for the New Zealand type acceptance status of any engines and propellers listed above.
3. Application Details and Background Information

The application for New Zealand type acceptance was from the manufacturer, dated 2nd April 2019. The first-of-type examples were serial numbers 1146 and 1147, registered as ZK-MBN and ZK-TLT respectively. The P2008 JC is a two-seat single-engined high wing aeroplane equipped with a fixed pitch propeller and fixed tricycle undercarriage.

Type Acceptance Certificate No. 19/21B/24 was granted on 21 June 2019 to the Tecnam P2008 JC based on validation of Type Certificate EASA.A.583. Specific applicability is limited to the coverage provided by the operating documentation supplied. There are no special requirements for import into New Zealand.

The P2008 JC is the latest development of the P2008 airframe, which has previously been available only as an LSA or ultralight aircraft. The P2008 was the first Tecnam model to feature a carbon-fibre fuselage with integrated fin instead of the all-metal construction of all previous models. Tecnam has just introduced the P2008JC MkII, which features a number of significant enhancements. These include a new avionic suite, a new dashboard and glare shield, and the G3X Touch display with MD302 attitude-display instrument.
4. NZCAR §21.43 Data Requirements

The type data requirements of NZCAR Part 21B Para §21.43 have been satisfied by supply of the following documents, or were already held by the CAA:

(1) State-of-Design Type certificate:
   EASA Type Certificate Number A.583
   EASA Type Certificate Data Sheet no. A.583 at Issue 09 dated 18 December 2017
   – Model P2008 JC approved 27 September 2013

(2) Airworthiness design requirements:
   (i) *Airworthiness Design Standards:*
       The certification basis of the P2008JC is EASA CS-VLA Amendment 1 dated 5 May 2009. (See CRI A-01) This is an acceptable certification basis in accordance with NZCAR Part 21B Para §21.41, as CS-VLA is an accepted standard for this class of Normal Category aircraft called up under Part 21 Appendix C and Advisory Circular 21-1. There are no non-compliances and no additional special conditions have been prescribed by the Director under §21.23.

   (ii) *Special Conditions:*
       SC-VFR Night VLA 01 (CRI O-101) – This Special Condition defined a set of technical requirements to allow Night VFR operations for VLA aircraft.

       SC-F-1309-01 Protection from the Effect of HIRF (CRI F-101) – This specified the requirements for assessment of HIRF for VFR VLA aircraft which use integrated avionics as standard equipment.

       SC-ELA.2015-01 Lithium battery installations for ELA1 Aeroplanes (CRI F-103) – This specified a detailed compliance matrix for lithium batteries used for storage, which have different failure and operational characteristics and maintenance requirements, compared to conventional Ni-Cad or Lead-Acid batteries.

   (iii) *Equivalent Level of Safety Findings:*
       Nil

   (iv) *Airworthiness Limitations:*
       Nil

(3) Aircraft Noise and Engine Emission Standards:
   (i) *Environmental Standard:*
       The Model P2008 JC has been certificated for noise under CS-36 Amendment 2 dated 31 August 2009, subpart C with reference to ICAO Annex 16, Volume 1, Chapter 10, Amendment 9 dated 30 July 2009. (See CRI N01.)

   (ii) *Compliance Listing:*
       See TCDS for Noise EASA.A.583
(4) Certification Compliance Listing:
  Check List – 4th Edition 12th August, 2013; Rev. 0

  2008/100 – CAA Accepted as AIR 3926

(6) Operating Data for Aircraft:
  (i) Maintenance Manual:
  
  (ii) Current service Information:
      Service Bulletins and Service Information Letters
  
  (iii) Illustrated Parts Catalogue:

(7) Agreement from manufacturer to supply updates of data in (5), and (6):
  All Publications are available to the CAA on the Tecnam website
  www.tecnam.com

(8) Other information:
  Night – 3rd Edition Revision 1, September 2nd 2013

  Tecnam Report n° 2008/001 P2008 JC Aircraft – Main Features and Description –
  4th Edition, Revision 1, September 2nd 2013
5. New Zealand Operational Rule Compliance

Compliance with the retrospective airworthiness requirements of NZCAR Part 26 has been assessed as they are a prerequisite for the grant of an airworthiness certificate.

Civil Aviation Rules Part 26

Subpart B – Additional Airworthiness Requirements – Appendix B: All Aircraft

Compliance with the following additional NZ operating requirements has been reviewed and were found to be covered by either the original certification requirements or the basic build standard of the aircraft, except as noted:

Civil Aviation Rules Part 91

Subpart F – Instrument and Equipment Requirements

<table>
<thead>
<tr>
<th>PARAMETER</th>
<th>REQUIREMENT</th>
<th>MEANS OF COMPLIANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>91.505</td>
<td>Seating and Restraints – Safety belt/Shoulder Harness</td>
<td>CS-VLA 785(e)</td>
</tr>
<tr>
<td>91.507</td>
<td>Pax Information Signs – Smoking, safety belts fastened</td>
<td>Not Applicable – Less than 10 passenger seats</td>
</tr>
<tr>
<td>91.509</td>
<td>Min. VFR</td>
<td>CS-VLA 1303 (a)</td>
</tr>
<tr>
<td>91.511</td>
<td>Turn and Slip</td>
<td>SCVLA.1321(a)(1)</td>
</tr>
<tr>
<td>91.513</td>
<td>VFR Communication Equipment</td>
<td>Garmin GTX255A and GMA340 fitted as standard</td>
</tr>
<tr>
<td>91.517</td>
<td>IFR Instruments and Equipment</td>
<td>Not Applicable – Approved for VFR operations only</td>
</tr>
<tr>
<td>91.519</td>
<td>IFR Communication and Navigation Equipment</td>
<td>Not Applicable – Approved for VFR operations only</td>
</tr>
<tr>
<td>91.523</td>
<td>Emergency Equipment: (a) More than 9 pax – First Aid Kits per Table 7</td>
<td>Operational Requirement – Compliance as applicable</td>
</tr>
<tr>
<td>91.529</td>
<td>ELT – TSO C126 406 MHz after 22/11/2007</td>
<td>Operational Requirement – Compliance as applicable</td>
</tr>
<tr>
<td>91.531</td>
<td>Oxygen Indicators – Volume/Pressure/Delivery</td>
<td>Not fitted as standard</td>
</tr>
<tr>
<td>91.533</td>
<td>Oxygen for non-Pressurised Aircraft: Maximum operating altitude is 13,000 ft.</td>
<td></td>
</tr>
<tr>
<td>91.541</td>
<td>SSR Transponder and Altitude Reporting Equipment</td>
<td>Garmin GTX328 fitted as standard</td>
</tr>
<tr>
<td>91.545</td>
<td>Assigned Altitude Indicator</td>
<td>Not Applicable – Not turbo jet or turboprop powered</td>
</tr>
<tr>
<td>A.15</td>
<td>ELT Installation Requirements</td>
<td>To be determined on an individual aircraft basis</td>
</tr>
</tbody>
</table>

Civil Aviation Rules Part 135

Subpart F – Instrument and Equipment Requirements

<table>
<thead>
<tr>
<th>PARAMETER</th>
<th>REQUIREMENT</th>
<th>MEANS OF COMPLIANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.355</td>
<td>Seating and Restraints – Shoulder harness flight-crew seats</td>
<td>CS-VLA 785(e)</td>
</tr>
<tr>
<td>135.357</td>
<td>Additional Instruments (Powerplant and Propeller) (i) CS-VLA 1305 (ii) Not Applicable – fixed pitch prop</td>
<td></td>
</tr>
<tr>
<td>135.359</td>
<td>Night Flight – Landing light, Pax compartment</td>
<td>Operational requirement – Compliance as applicable</td>
</tr>
<tr>
<td>135.361</td>
<td>IFR Operations</td>
<td>Speed, Alt, spare bulb/fuses Not Applicable – Approved for VFR operations only</td>
</tr>
<tr>
<td>135.363</td>
<td>Emergency Equipment (Part 91.523 (a) and (b))</td>
<td>Operational requirement – Compliance as applicable</td>
</tr>
<tr>
<td>135.367</td>
<td>Cockpit Voice Recorder</td>
<td>N/A – Only for 2-crew helicopters with more than 10 pax</td>
</tr>
<tr>
<td>135.369</td>
<td>Flight Data Recorder</td>
<td>Not Applicable – Less than 10 passenger seats</td>
</tr>
<tr>
<td>135.371</td>
<td>Additional Attitude Indicator</td>
<td>Not Applicable – Not turbo jet or turboprop powered</td>
</tr>
</tbody>
</table>
NOTES: 1. A Design Rule reference in the Means of Compliance column indicates the Design Rule was directly equivalent to the CAR requirement, and compliance is achieved for the basic aircraft type design by certification against the original Design Rule.

2. The CAR Compliance Tables above were correct at the time of issue of the Type Acceptance Report. The Rules may have changed since that date and should be checked individually.

3. Some means of compliance above are specific to a particular model/configuration. Compliance with Part 91/119 operating requirements should be checked in each case, particularly oxygen system capacity and emergency equipment.

Attachments

The following documents form attachments to this report:

- Three-view drawing Tecnam Model P2008JC
- Copy of Type Certificate Data Sheet Number EASA.A.583

Sign off

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David Gill Checked – Greg Baum
Team Leader Airworthiness Team Leader Product Certification

Appendix 1

List of Type Accepted Variants:

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<th>Model:</th>
<th>Applicant:</th>
<th>CAA Work Request:</th>
<th>Date Granted:</th>
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