Type Acceptance Report

TAR 9691 – Revision 0

Costruzioni Aeronautiche TECNAM S.p.A.
P2012

TABLE OF CONTENTS

Executive Summary

New Zealand Type Acceptance has been granted to the Costruzioni Aeronautiche TECNAM S.p.A. P2012 Series based on validation of EASA Type Certificate number EASA.A.637. There are no special requirements for import.

Applicability is currently limited to the models and/or serial numbers detailed in Section 2, 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. 9691 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.

The report notes the status of all models included under the State-of-Design type certificate which have been granted type acceptance in New Zealand, which are listed in Section 2.

The history of the P2012 model type acceptance in New Zealand under type certificate No. EASA.A.637 is listed in Appendix 1.

2. Aircraft Certification Details

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

Manufacturer: Costruzioni Aeronautiche TECNAM S.p.A.

Type Certificate: EASA.A.637
Issued by: European Union Safety Agency (EASA)

Production Approval: IT.21G.0032

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

(i) **Model:** P2012 Traveller

MCTOW: 3600 kg (7936 lb)
3680 kg (8113 lb) when MOD2012/017 (EASA approval 10073218) is embodied

Max. No. of Seats: 11 (9 passengers + 2 crew)

Noise Standard: ICAO Annex 16, Volume 1 Ed. 8/Amdt 12
ICAO Annex 16, Volume 1 Ed. 8/Amdt 13 with MOD 2012/250 STOL configuration for P2012 embodying Continental engine and MTV-9 propeller.

Engine: Textron AVCO Lycoming TEO-540-C1A
pending its Type Acceptance in NZ (see note 1)
Type Certificate: E00009NY
Issued by: Federal Aviation Administration

Continental Aerospace Technologies, Inc. GTSIO-520-S
Type Certificate: E7CE
Issued by: Federal Aviation Administration

Propeller: MT Propeller MTV-14-B-C-F/CF195-30 (see note 2)
Type Certificate: EASA.P.017
Issued by: EASA

MT Propeller MTV-9-E-C-F/CF226-37 (see note 2)
Type Certificate: EASA.P.096
Issued by: EASA

Notes: 1. Refer to Advisory Circular 21-1 Appendix 2 for the New Zealand type acceptance status of any engines and propellers listed above. At time of issue, the Lycoming TEO-540 series has not been type accepted in New Zealand. Aircraft with this engine variant can only be certificated in New Zealand once this engine has been Type Accepted.

2. Refer to EASA TCDS for specific applicability of engine and propeller combinations.

3. Application Details and Background Information

The application for New Zealand type acceptance was from Tecnam, dated 11 December 2025. The P2012 is a normal category, twin reciprocating engine, 11 seat, high wing airplane of aluminium construction with fixed tricycle landing gear.

As part of the type acceptance, a team from CAA NZ met remotely with Tecnam representatives over the course of 16-18 February 2026.

Type Acceptance Certificate No. 9691 was granted on 6 March 2026 to the P2012 Traveller model based on validation of EASA Type Certificate No. EASA.A.637. Specific applicability is limited to the coverage provided by the operating documentation supplied. There are no special requirements for import into New Zealand.

The P2012 Traveller is a multi-role aircraft with several configurations achievable (passenger, combi, medevac, cargo, skydiving). The base aircraft is available with two engine options (Lycoming or Continental) and has a short take-off and landing variant achieved with a longer wingspan and larger vertical stabiliser.

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 EASA.A.637

EASA Type Certificate Data Sheet number EASA.A.637 at Issue 13 dated 4 November 2024
– Model P2012 Traveller approved 19 December 2018

(2) Airworthiness design requirements:

(i) Airworthiness Design Standards:
The certification basis of the P2012 Traveller is EASA CS-23 at amendment 4 dated 15 July 2015. This is an acceptable certification basis in accordance with NZCAR Part 21B Para §21.41, as EASA CS-23 is the standard for Normal Category Aeroplanes called up under Part 21 Appendix C by reference to Advisory Circular 21-1 Appendix 3. There are five Special Conditions and one equivalent safety decision. These have been reviewed and accepted by CAA. Whilst the P2012 is not certified in the Commuter category, Tecnam also elected to comply with several CS-23 requirements applicable to that category.

There are no non-compliances, and no additional special conditions have been prescribed by the Director under §21.23.

(ii) Special Conditions:
SC-C23.div01 Human Factors –Integrated Avionic System (CRI B-52) - Installation was required to be assessed for Human Factors criteria – The design of the integrated flightdeck must adequately address the foreseeable performance, capability and limitations of the crew. This included consideration of the ease of operation including automation; effects of pilot errors, including potential errors, in managing the aircraft systems; pilot workload in normal and abnormal operation; and adequacy of feedback (must be clear and unambiguous).

SC-F23.1353-02 Lithium battery installation (CRI F-58) - Requirements were specified for the design and installation of lithium batteries and battery installations. These covered aspects such as control of cell temperature and pressures; flammability; gas emissions; prevention of overcharging; battery failure sensing and warning system; and maintenance procedures for storage.

SC-CS-23.1305 Fuel low level annunciation means (CRI E-060) – Requirement to provide a low fuel annunciation (CAS message when approx. 30 mins of usable fuel remains) in addition to zero marking due to EASA in-service experience of fuel starvation on general aviation aircraft.

SC-CS-23.803 Emergency evacuation for Air Medical service (CRI-D-103), [When MOD2012/027 (EASA approval 10075149) "P2012 MedEvac configuration" is installed] – Due to the proportionally large number of stretchers' installed relative to the number of occupants' seated, and the reduced mobility of stretcher occupants, CS23.803 was compensated for by ensuring all practicable design precautions and

AFM operational procedures and limitations were developed. Tecnam also demonstrated compliance by evacuation test (note: CS23.803 is a commuter cat requirement which Tecnam elected to comply with).

SC-O23.div-01 Usage of aeroplanes for parachuting activities (CRI O-08) [When MOD2012/153 (EASA approval 10077584) "P2012 configuration for parachuting operations" is installed] – Requirements to provide parachuting configuration information (max number, jump type), AFM supplement, placards, and substantiation for seating/accommodation; doorway; weight & CG change; strength of floor/restraints/holds/steps; protection of controls and components likely to catch on parachutists equipment; oxygen equipment; external hazards to parachutists; static line strength; specific use case in fatigue & damage tolerance spectrum; pilot back seat wall if installed; flight testing with door open/removed and drop tests.

(iii) Equivalent Level of Safety Findings:

CRI-D-104 Ditching emergency exit [When MOD2012/028 (EASA approval 10085056) "P2012 Cargo configuration" is installed] – Adoption of a device (ditching dam) placed in emergency exit door prior to ditching in lieu of the flight crew exits being below the waterline and rear exits being unavailable to the flight crew in the cargo configuration.

(iv) Requirements elected to comply (commuter category requirements):

CS-23 Amdt.4 § 783(d)(e)
CS-23 Amdt.4 § 803(a)
CS-23 Amdt.4 § 807(d)
CS-23 Amdt.4 § 811(b)
CS-23 Amdt.4 § 813(a)
CS-23 Amdt.4 § 853(d)
FAR 23.856

(v) Airworthiness Limitations:

See Aircraft Maintenance Manual Chapter 04-00

(3) Aircraft Noise and Engine Emission Standards:

(i) Environmental Standard:

The Model P2012 Traveller has been certificated under ICAO Annex 16 Volume 1.

(ii) Compliance Listing:

See EASA Type Certificate Data Sheet for Noise (TCDSN) No. EASA.A.A637 for details.

(4) Certification Compliance Listing:

Report No 2012_011 – Compliance check list Ed. 5 Rev. 0 dated 04/12/2018. (Includes demonstration of compliance to applicable parts of AMC20-4A s.4 RNAV and AMC20-27A 6-RNP Apch

(5) Flight Manual (EASA or EASA DOA approved):

Aircraft Flight Manual - Doc No. 2012/100
TECNAM P2012

CAA Accepted as AIR 4003

Aircraft Flight Manual - Doc. No. 2012/391
TECNAM P2012 Continental Engines GTSIO-520-S
CAA Accepted as AIR 4004

Aircraft Flight Manual - Doc. No. 2012/888
TECNAM P2012 STOL Configuration for Continental Engines GTSIO-520-S
CAA Accepted as AIR 4005

(6) Operating Data for Aircraft, Engine and Propeller:

(i) Maintenance Manual:
P2012 Aircraft Maintenance Manual ("Doc. No 2012/101" referenced in TCDS but not in manual)

(ii) Current service Information:
Tecnam Service Bulletins available via online portal.

(iii) Illustrated Parts Catalogue:
P2012 Aircraft Illustrated Parts Catalog ("Doc. No 2012/103" referenced in TCDS but not in manual)

(7) Agreement from manufacturer to supply updates of data in (5), and (6):

CAA 2171 signed by Tecnam 07/01/2025. Tecnam provides access to publications through the online portal at https://tecnam.com/my-tecnam/

(8) Other information:

Report 2012/090 Electrical Load Analysis
Report 2012/377 Electrical Load Analysis for MOD2012/023 (GTSIO-520-S engine)
Technical compliance reports specific to certification as at 18/02/2026.

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

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
B.1	Marking of Doors and Emergency Exits	***To be determined on an individual aircraft basis***
B.2	Crew Protection Requirements – CAM 8 Appdx. B # .35	Not Applicable – Agricultural Aircraft only

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

PARA:	REQUIREMENT:		MEANS OF COMPLIANCE:	
91.505	Seating and Restraints – Safety belt/Shoulder Harness		CS 23.785. Crew seats with 4-point restraint. Passenger seat with 3-point restraints.	
91.507	Pax Information Signs – Smoking, safety belts fastened		Not applicable – less than 10 passenger seats. (Fasten seat belt and no smoking signs fitted as standard.)	
91.509 Min. VFR	(1) ASI (2) Machmeter (3) Altimeter (4) Magnetic Compass (5) Fuel Contents (6) Engine RPM (7) Oil Pressure	CS §23.1303(a) N/A – No Mach No. limits CS §23.1303(b) CS §23.1303(c) CS §23.1305(a)(1) CS §23.1305(b)(2) CS §23.1305(a)(2)	(8) Coolant Temp (9) Oil Temperature (10) Manifold Pressure (11) Cylinder Head Temp. (12) Flap Position (13) U/c Position (14) Ammeter/Voltmeter (15) Indicator for carbon monoxide	CS §23.1305(b)(7) CS §23.1305(a)(3) CS §23.1305(b)(5) CS §23.1305(b)(3) CS §23.699(b) N/A – Fixed undercarriage CS §23.1351(d)(1) To be determined on an individual aircraft basis
91.511 Night	(1) Turn and Slip (2) Position Lights	Integral part of PFD CS 23.1385*	(3) Anti-collision Lights (4) Instrument Lighting	23.1401(a)* 23.1381*
91.513	VFR Communication Equipment		2 x GIA 64W Integrated Avionics Units (COM/NAV/GPS), GMA 350c Audio panel	
91.517 IFR	(1) Gyroscopic AH (2) Gyroscopic DI (3) Gyro Power Supply (4) Sensitive Altimeter	PFD–Required Equipment * PFD–Required Equipment * CS§23.1331(b)(c) Required equipment *	(5) OAT (6) Time in hr/min/sec (7) ASI/Heated Pitot (8) Rate of Climb/Descent	PFD–Required Equipment * Required Equipment * Required Equipment * PFD–Required Equipment *
91.519	IFR Communication and Navigation Equipment		***Operational requirement – Compliance as applicable.*** **Refer to AFM section 11 for Kinds of Operation and section 12 for PBN capability**. Comprises: 2 X GDU1050 PFD + 1 X GDU 1250 MFD display Units, 2 x GIA 64W Integrated Avionics Units (COM/NAV/GPS), GDC 72 Air data Computer, GTP 59 OAT Sensor, GRS 79 AHRS, GMU 44 magnetometer, GMA 350c Audio panel, GTX 345R transponder, KN 63 DME, RA 3502 / AC3504-1 ADF.	
91.523	Emergency Equipment		***Operational requirement – Compliance as applicable.***	
91.529	ELT – TSO C126 406 MHz after 22/11/2007		Standard equipment – 2 options available.	
91.531	Oxygen Indicators – Volume/Delivery		**Oxygen system not fitted as standard - compliance as applicable.** CS23.1441(c), CS 23.1449 (Optional oxygen modification available –Optional maximum altitude increase to 19,500 ft with modification installed, else limited to 13,000ft).	
91.533	Supplemental oxygen for non-Pressurised Aircraft: >30 min above FL100 – Supplemental for crew, 10% Pax – Therapeutic for 3% of Pax Above FL100 – Supplemental for all Crew, Pax – Therapeutic for 1% of Pax – 120l PBE for each crew member			
91.535	Oxygen for Pressurised Aircraft		Not applicable – not pressurised	

91.541	SSR Transponder and Altitude Reporting Equipment	GTX 345R system MODE-S/ADS-B OUT/ADS-B IN-FIS-B XPDR (TSO-C166b) fitted as standard.
91.543	Altitude Alerting Device – Turbojet or Turbofan	Not applicable – not turbojet or turbofan powered
91.545	Assigned Altitude Indicator	Assigned altitude alerting per PFD. Optional GMC 710 AFCS autopilot for altitude select.
A.15	ELT Installation Requirements	***To be determined on an individual aircraft basis*** *(ELT unit positioned under left pilot's seat)*

* See Kinds of Operations Equipment List – Section 11 in the Aircraft Flight Manual

Civil Aviation Rules Part 135

Subpart F – Instrument and Equipment Requirements

PARA:	REQUIREMENT:		MEANS OF COMPLIANCE:
135.355	Seating and Restraints – Shoulder harness flight-crew seats		CS §23.785 – 4-point harness fitted as standard
135.357	Additional Instruments (Powerplant and Propeller)		CS §23.1305
135.359	Night Flight	Landing light, Pax compartment	Landing and pax cabin lights fitted as standard
135.361	IFR Operations	Speed, Alt, spare bulbs/fuses	***To be determined on an individual aircraft basis*** *(Stand-by instrument Mid-Continent MD302, along with a magnetic compass, provides the pilot with a backup of primary flight information, namely airspeed, altitude and attitude.* *No in-flight replaceable fuse is used on P2012.)*
135.363	Emergency Equipment (Part 91.523 (a) and (b))		***To be determined on an individual aircraft basis***
135.367	Cockpit Voice Recorder		N/A – Only for 2-crew helicopters with more than 10 pax
135.369	Flight Data Recorder		N/A – Less than 10 passenger seats
135.371	Additional Attitude Indicator		N/A – Not turbo jet or turbofan powered
135.511	Single pilot IFR (2) Autopilot or stabilisation system (roll & pitch with auto heading and alt hold) (3) headset boom mic & PTT		**3-axis autopilot is optional equipment – compliance as applicable.** Control wheel includes PTT as standard. Headset compliance determined by operator.

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
Copy of EASA Type Certificate Data Sheet Number EASA.A.637

Sign off

…….....
Greg Baum
Certification Engineer

…….....
Checked – Kiran Debipersad
Certification Engineer

Appendix 1

List of Type Accepted Variants:

Model:	*Applicant:*	*CAA ref:*	*Date Granted:*
P2012 Traveller	C.A. TECNAM S.p.A.	9691	6-Mar-2026

Appendix 2

Three-view drawing Tecnam P2012 Traveller: