
TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00028

for
P2010

Costruzioni Aeronautiche TECNAM S.P.A.

Via S. D'Acquisto, 62
80042, Boscotrecase (Naples)
Italy

Model(s): P2010
P2010 TDI
Issue: 2
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Section 1 P2010**I. General****1. Type / Model / Variant****1.1 Type**

P2010

1.2 Model

P2010

1.3 Variant

–

2. Airworthiness Category

CS-23 Normal Category

3. Type Certificate Holder

Costruzioni Aeronautiche Tecnam S.p.A.

Via Salvo D'acquisto 62

80042, Boscotrecase (Naples)

Italy

4. Manufacturer

See Section 1.VI Note 5.

5. State of Design Authority

European Union Aviation Safety Agency (EASA)

6. State of Design Authority Type Certificate Date

26 September 2014

7. State of Design Authority Type Certificate Number

EASA.A.576

II. Certification Basis**1. Reference date for determining the applicable requirements**

15 September 2010

2. Airworthiness Requirements

- EASA CS-23 amdt.2 dated 28 September 2010
- EASA CS-ACNS

3. Special Conditions

- CRI B-52 (SC-B23.div-01 Human Factors – Integrated Avionic System)
- CRI F-101 (SC-F23-1309-02 Protection from the Effect of HIRF)
- CRI F-54 (SC-F23-1309-03 Protection from the Effects of Lightning Strike, Indirect Effects)
- CRI F-58 (SC-F23.1353-02 Lithium Battery Installations)

4. Exemptions

None.

5. Deviations

None.

6. Equivalent Safety Findings

None.

7. Requirements elected to comply

- EASA CS-23 amdt.4 para. 23.1306
- EASA CS-23 amdt.4 para. 23.1308

8. Environmental Standards**8.1 Noise**

CS-36 amdt. 2 dated 31 August 2009, subpart C with reference to ICAO Annex 16, Volume 1, Chapter 10, amdt. 9 dated 30 July 2009.

See TCDSN UK.TC.A.00028.

9. Operational Suitability Data (OSD)**9.1 Master Minimum Equipment List (MMEL)**

CS-GEN-MMEL, Initial Issue dated 31 January 2014.

III. Technical Characteristic and Operating Limitations**1. Type Design Definition (TDD)**

Document no. 2010/010 "Type Design Definition".

2. Description**2.1 Basic**

Single-engine, fixed pitch propeller, four seats, high wing aeroplane equipped with fixed tricycle landing gear, featuring composite, aluminium and steel construction.

2.2 Optional

Single-engine, variable pitch propeller, four seats, high wing aeroplane equipped with fixed tricycle landing gear, featuring composite, aluminium and steel construction (see Section 1.VI Notes 1, 3)

3. Equipment

Equipment list, AFM, doc. No. 2010/100, Section 6.

4. Dimensions

Span	10.30 m (33.79 ft)
Length	7.97 m (26.15 ft)
Height	2.64 m (8.66 ft)
Wing Area	13.9 m ² (149.6 ft ²)

5. Engine**5.1 Basic****5.1.1 Model**

Lycoming Engines: IO-360-M1A

5.1.2 Type Certificate

CAA Type Certificate No. EASA.IM.E.032

5.1.3 Limitations**5.1.3.1 Basic**

Take-Off Power 134 kW (180 hp) at 2700 rpm

Max continuous power 134 kW (180 hp) at 2700 rpm

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

5.1.3.2 Optional (see Section 1.VI Note 1)

Take-Off Power 134 kW (180 hp) at 2700 rpm

Max continuous power 129 kW (173 hp) at 2600 rpm

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

5.2 Optional (see Section 1.VI Note 3)**5.2.1 Model**

Lycoming Engines: IO-390-C3B6

5.2.2 Type Certificate

CAA Type Certificate No. EASA.IM.E.097

5.2.3 Limitations**5.2.3.1 Basic**

Take-Off Power 160.3 kW (215 hp) at 2700 rpm

Max continuous power 160 kW (215 hp) at 2700 rpm

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

6. Load Factors

	Flap UP	Flap DOWN
Positive	+3.8 g	+2.0 g
Negative	-1.52 g	0.0 g

7. Propellers**7.1 Basic****7.1.1 Model**

MT Propeller: MT 188 R 145-4G

7.1.2 Type Certificate

CAA Type Certificate No. EASA.P.006

7.1.3 Number of blades

2

7.1.4 Diameter

1.880 m (74 in) – No reduction is permitted.

7.1.5 Sense of Rotation

Clockwise (pilot's view).

7.2 Optional 1

See Section 1.VI Note 1.

7.2.1 Model

MT Propeller: MTV-15-B/193-52 () (see Section 1.VI Note 6)

7.2.2 Type Certificate

CAA Type Certificate No. EASA.P.098

7.2.3 Number of blades

2

7.2.4 Diameter

1.930 m (76 in) – No reduction is permitted.

7.2.5 Sense of Rotation

Clockwise (pilot's view).

7.3 Optional 2

Ssee Section 1.VI Note 3.

7.3.1 Model

MT Propeller: MTV-12B/183-59 () (see Section 1.VI Note 6)

7.3.2 Type Certificate

CAA Type Certificate No. EASA.P.013

7.3.3 Number of blades

3

7.3.4 Diameter

1.830 m (72 in) – No reduction is permitted

7.3.5 Sense of Rotation

Clockwise (pilot's view).

8. Fluids**8.1 Fuel**

AVGAS Grade 91/96 or 100 LL (ASTM D910) (see Section 1.VI Note 3).

MOGAS EN 228 (E) (see Section 1.VI Note 2).

Refer to doc. No. 2010/100 "P2010 Aircraft Flight Manual" for further details.

8.2 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
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	SAE50	SAE30 or SAE20W30

Refer to Lycoming (L)IO-360-M1A "Operation and Installation Manual" and Lycoming (L)IO- 390-C1B3 "Operation and Installation Manual" for list of alternative recommended commercial brands and types.

9. Fluid capacities**9.1 Fuel**

2 Tanks: 120 litres each (31.7 US gallons).

Total: 240 litres (63.4 US gallons).

Usable: 231 litres (61 US gallons).

9.2 Oil

Total: 7.57 litres (8 US qts).

Minimum: 3.78 litres (4 US qts).

9.3 Oil (See Section 1.VI Note 3)

Total: 6.62 litres (7 US qts).

Minimum: 3.78 litres (4 US qts).

10. Air Speeds

Never exceed speed V_{NE} 164 KCAS

Maximum Structural Cruising Speed V_{NO} 130 KCAS

Design Manoeuvring speed V_A 119 KCAS

Operating Manoeuvring speed V_O 119 KCAS

Maximum flaps extended speed V_{FE} 92 KCAS

11. Maximum Operating Altitude

12000 ft

14000 ft (see Section 1.VI Note 7)

12. Allweather Operations Capability

Day/Night-VFR, IFR.

Refer to KOEL contained in the AFM, doc. No. 2010/100, Section 2.

Flight into expected or actual icing conditions is prohibited.

13. Maximum Masses

Max Take-Off Mass: 1160 kg (2557 lb)

Max Landing Mass: 1160 kg (2557 lb)

14. Centre of Gravity Range

Forward Limit: 0.262 m (19 % MAC) behind datum

Aft Limit: 0.440 m (32 % MAC) behind datum

Mean Aerodynamic Chord (MAC) is 1.378 m (54.2 in)

15. Datum

Vertical plane tangent to wing leading edge

16. Control surface deflections

Stabilator: $17^\circ \pm 2^\circ$ to pitch up / $6^\circ \pm 2^\circ$ to pitch down

Stabilator Trim Tab: $15 \pm 1^\circ$ downward / $3^\circ \pm 1^\circ$ upward

Stabilator Trim Tab: $6 \pm 1^\circ$ downward / $3^\circ \pm 1^\circ$ upward (see Section 1.VI Note 4)

Aileron: $19^\circ \pm 2^\circ$ upward / $14^\circ \pm 2^\circ$ downward

Rudder: $25^\circ \pm 2^\circ$ left / $25^\circ \pm 2^\circ$ right

Rudder Trim Tab: 20°±2° left / 20° ± 2° right
 Flaps: 0° Fully Retracted / 40°± 1° Fully Extended

17. Levelling Means

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

18. Minimum Flight Crew

1

19. Maximum Passenger Seating Capacity

3

20. Baggage/Cargo Compartments

Max Allowable Load: 40 kg (88 lb)

Location: 1.56 m (61.41 in) from datum

21. Wheels and Tyres

Nose Wheel Tyre Size: 5.00-5, Type III

Main Wheel Tyre Size: 6.00-6, Type III

For approved Types and rating see AMM, doc No. 2010/101

22. Serial Numbers Eligible

See Section 1.VI Note 5.

IV. Operating and Service Instructions

1. Aircraft Flight Manual (AFM)

Doc. No. 2010/100 "P2010 Aircraft Flight Manual" Last issue.

2. Aircraft Maintenance Manual (AMM)

Doc. No. 2010/101 "P2010 Aircraft Maintenance Manual" Last issue;

Airworthiness Limitations are reported in ATA chapter 4.

3. Illustrated Parts Catalogue

Doc. No. 2010/102 "P2010 Illustrated Parts Catalogue" Last issue

4. Instruments and appliances

Doc. No. 2010/101 "P2010 Aircraft Maintenance Manual" Last issue.

V. Operational Suitability Data (OSD)

The OSD elements listed below were approved by the European Union Aviation Safety Agency (EASA) as per Commission Regulation (EU) 748/2012, as amended by Commission Regulation (EU) No 69/2014.

Future revisions will be approved by the UK CAA in accordance with Regulation (EU) No. 748/2012 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 and amended by the Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019.

1. Master Minimum Equipment List (MMEL)

The MMEL is defined in the P2010 GEN.MMEL, Report n°2010/164, Revision 0 or later approved revisions.

VI. Notes

1. When MOD 2010/002 Variable Pitch Propeller (EASA approval 10052750) is installed.

2. When MOD 2010/032 Automotive Fuel (EASA approval 10055692) is installed.

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3. When MOD 2010/078 Lycoming IO-390 Engine and G1000Nxi avionic suite installation (EASA approval 10065113) is installed.
4. When MOD 2010/133 GFC700 Autopilot for Lycoming IO-390 equipped aeroplanes (EASA approval 10069356) is installed.
5. Manufacturer's eligible serial numbers:
 - a. S/N 002 to subsequent for a/c manufactured by C.A. Tecnam S.P.A. under certificate EASA production certificate IT.21G.0032.
 - b. S/N CP-001 and subsequent for a/c manufactured by LUSY Co. LTD under certificate CAAC production certificate PC0034A-DB.

The aircraft S/N CP-001 and subsequent cannot be registered in UK.
6. As per Manufacturer TCDS, propellers with designation having a "small" letter in the place of the brackets (for example "MTV-14-B-C-F/CF 195-30x") may be installed since it does not affect interchangeability. A capital letter in the place of the bracket (for example MTV-14-B-C-F/CF 195-30X) may not be installed according to propeller TCDS since it may affect interchangeability.
7. When MOD 2010/194 Maximum operating altitude increase at 14000ft for Lycoming IO-390 equipped airplanes (EASA approval 10073987) and MOD2010/078 Lycoming IO-390 Engine and G1000Nxi avionic suite installation (EASA approval 10065113) are installed.

Section 2 P2010 TDI**I. General****1. Type / Model / Variant****1.1 Type**

P2010

1.2 Model

P2010 TDI

1.3 Variant

–

2. Airworthiness Category

CS-23 Normal Category

3. Type Certificate Holder

Costruzioni Aeronautiche Tecnam S.p.A.

Via Salvo D'acquisto 62

80042, Boscotrecase (Naples)

Italy

4. Manufacturer

See Section 2.VI Note 1.

5. State of Design Authority

European Union Aviation Safety Agency (EASA)

6. State of Design Authority Type Certificate Date

26 September 2014

7. State of Design Authority Type Certificate Number

EASA.A.576

II. Certification Basis**1. Reference date for determining the applicable requirements**

29 April 2019

2. Airworthiness Requirements

- EASA CS-23 amdt.2 dated 28 September 2010
- EASA CS-ACNS

3. Special Conditions

- CRI B-52 (SC-B23.div-01 Human Factors – Integrated Avionic System)
- CRI F-58 (SC-F23.1353-02 Lithium Battery Installations)
- CRI E-103 (para.1) Installation of the diesel engine TAE 125-02
- CRI E-104 (SC-CS-23.1305- Fuel low level annunciation means)

4. Exemptions

None.

5. Deviations

None.

6. Equivalent Safety Findings

- CRI E-103 (para.3) Installation of the diesel engine TAE 125-02.

7. Requirements elected to comply

- EASA CS-23 amdt.4 para. 23.1306
- EASA CS-23 amdt.4 para. 23.1308

8. Environmental Standards**8.1 Noise**

CS-36 amdt. 5 reference to ICAO Annex 16, Volume I, 8th Edition, July 2017.

See TCDSN UK.TC.A.00028.

9. Operational Suitability Data (OSD)**9.1 Master Minimum Equipment List (MMEL)**

CS-GEN-MMEL, Initial Issue dated 31 January 2014.

III. Technical Characteristic and Operating Limitations**1. Type Design Definition (TDD)**

Document no. 2010/637 "Type Design Definition"

2. Description**2.1 Basic**

Single-engine, variable pitch propeller, four seats, high wing aeroplane equipped with fixed tricycle landing gear, featuring composite, aluminium and steel construction.

3. Equipment

Equipment list, AFM, doc. No. 2010/552, Section 6.

4. Dimensions

Span	10.30 m (33.79 ft)
Length	7.91 m (25.95 ft)
Height	2.84 m (9.32 ft)
Wing Area	13.9 m ² (149.6 ft ²)

5. Engine**5.1 Basic****5.1.1 Model**

Continental Engines: TAE 125-02-125.

5.1.2 Type Certificate

CAA Type Certificate No. EASA.E.055.

5.1.3 Limitations**5.1.3.1 Basic**

Take-Off Power: 125 kW (168 hp) at 2300 rpm

Max continuous power: 114 kW (153 hp) at 2250 rpm

Other engine's limitations are listed in doc. No. 2010/552 "P2010 TDI Aircraft Flight Manual", Section 2

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6. Load Factors

	Flap UP	Flap DOWN
Positive	+3.8 g	+2.0 g
Negative	-1.52 g	0.0 g

7. Propellers**7.1 Basic****7.1.1 Model**

MT Propeller: MTV-6-R /190-69

7.1.2 Type Certificate

CAA Type Certificate No. EASA.P.094

7.1.3 Number of blades

3

7.1.4 Diameter

1.900 m (75 in) – No reduction is permitted.

7.1.5 Sense of Rotation

Clockwise (pilot's view).

8. Fluids**8.1 Fuel**

JET A-1 (ASTM –D-1655)

Diesel (EN 590)

Refer to doc. No. 2010/552 "P2010 TDI Aircraft Flight Manual" for further details.

8.2 Oil**8.2.1 Engine**

Aero Shell Oil Diesel Ultra, Shell Helix Ultra 5W30 or see applicable AFM, Section 2.

8.2.2 Gearbox

Centurion Gearbox Oil N1, or see applicable AFM, Section 2.

8.3 Coolant

Water / Cooler Protection for more details see applicable AFM, Section 2.

8.4 Ice protection fluids

Liqui Moly "Diesel Fliess-Fit" or see applicable AFM, Section 2.

9. Fluid capacities**9.1 Fuel**

2 Tanks: 120 litres each (31.7 US gallons)

Total: 240 litres (63.4 US gallons)

Usable: 231 litres (61 US gallons)

9.2 Oil

Total: 6 litres (6.34 US qts)

Minimum: 4.5 litres (4.75 US qts)

10. Air Speeds

Never exceed speed V_{NE}	164 KCAS
Maximum Structural Cruising Speed V_{NO}	130 KCAS
Design Manoeuvring speed V_A	119 KCAS
	121 KCAS (see Section 2.VI Note 2)
	122 KCAS (see Section 2.VI Note 3)
Operating Manoeuvring speed V_O	119 KCAS
	121 KCAS (see Section 2.VI Note 2)
	122 KCAS (see Section 2.VI Note 3)
Maximum flaps extended speed V_{FE}	92 KCAS LND
	101 KCAS TO
	93 KCAS LND (see Section 2.VI Note 2)
	103 KCAS TO(see Section 2.VI Note 2)
	94 KCAS LND (see Section 2.VI Note 3)
	104 KCAS TO (see Section 2.VI Note 3)

11. Maximum Operating Altitude

18000 ft

12. Allweather Operations Capability

Day/Night-VFR, IFR.

Refer to KOEL contained in the AFM, doc. No. 2010/552, Section 2.

Flight into expected or actual icing conditions is prohibited.

13. Maximum Masses

Max Take-Off Mass:	1160 kg (2557 lb)
	1200 kg (2645 lb) (see Section 2.VI Note 2)
	1220 kg (2690 lb) (see Section 2.VI Note 3)
Max Landing Mass:	1160 kg (2557 lb)
	1200 kg (2645 lb) (see Section 2.VI Note 2)
	1220 kg (2690 lb) (see Section 2.VI Note 3)

14. Centre of Gravity Range

Forward Limit:	0.275 m (19% MAC) behind datum up to 1000 kg
	0.330 m (23% MAC) behind datum up to MTOM or
	0.344 m (24% MAC) behind datum up to MTOM (see Section 2.VI Note 2)
	0.351 m (24.5% MAC) behind datum up to MTOM (see Section 2.VI Note 3)
Aft Limit:	0.454 m (32% MAC) behind datum
	Mean Aerodynamic Chord is 1.378 m (54.2 in).

15. Datum

Vertical plane tangent to wing leading edge

16. Control surface deflections

Stabilator Trailing Edge (TE):	17°± 2° upward / 6°± 2° downward
Stabilator Trim Tab TE (Stabilator 0):	8 ± 2° downward / 2°± 2°upward
Aileron TE:	19°±2° upward / 14°± 2° downward
Rudder TE:	25°±2° left / 25°± 2° right
Rudder Trim Tab TE:	20°±2° left / 20° ± 2° right
Flaps TE:	0° Fully Retracted / 40°± 1° Fully Extended

17. Levelling Means

Seat track supporting beams (see procedure in doc. No. 2010/552 “P2010 TDI Aircraft Flight Manual”, Section 6).

18. Minimum Flight Crew

1

19. Maximum Passenger Seating Capacity

3

20. Baggage/Cargo Compartments

Max Allowable Load: 40 kg (88 lb).

Location: 1.56 m (61.41 in) from datum

21. Wheels and Tyres

Nose Wheel Tyre Size: 5.00-5, Type III

Main Wheel Tyre Size: 6.00-6, Type III

For approved Types and rating see AMM, doc No. 2010/553.

22. Serial Numbers Eligible

See Section 2.VI Note 1.

IV. Operating and Service Instructions**1. Aircraft Flight Manual (AFM)**

Doc. No. 2010/552 “P2010 TDI Aircraft Flight Manual” Last issue.

2. Aircraft Maintenance Manual (AMM)

Doc. No. 2010/553 “P2010 TDI Aircraft Maintenance Manual” Last issue;

Airworthiness Limitations are reported in ATA chapter 4.

3. Illustrated Parts Catalogue

Doc. No. 2010/638 “P2010 TDI Illustrated Parts Catalogue” Last issue.

4. Instruments and appliances

Doc. No. 2010/553 “P2010 Aircraft Maintenance Manual” Last issue.

V. Operational Suitability Data (OSD)

The OSD elements listed below were approved by the European Union Aviation Safety Agency (EASA) as per Commission Regulation (EU) 748/2012, as amended by Commission Regulation (EU) No 69/2014.

Future revisions will be approved by the UK CAA in accordance with Regulation (EU) No. 748/2012 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 and amended by the Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019.

1. Master Minimum Equipment List (MMEL)

The MMEL is defined in the P2010 GEN.MMEL, Report n°2010/164, Revision 0 or later approved revisions.

VI. Notes

1. Manufacturer's eligible serial numbers:
 - a. S/N 100 to subsequent (when MOD2010/162 P2010 TDI is installed (EASA approval 10074522)) for a/c manufactured by C.A. Tecnam S.P.A. under certificate EASA production certificate IT.21G.0032.
2. When MOD 2010/207 P2010TDI weight increment up to 1200 kg (EASA approval 10076578) is installed.
3. When MOD 2010/269 P2010TDI weight increment up to 1220 kg (EASA approval 10081499) is installed.

Section 3 Administration

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
a/c	Aircraft
AFM	Aircraft Flight Manual
AMM	Aircraft Maintenance Manual
ASTM	American Society for Testing and Materials
CAA	Civil Aviation Authority
CRI	Certification Review Item
CS	Certification Specification
ft	Feet
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
IPC	Illustrated Part Catalogue
KCAS	Knots Calibrated Air Speed
kg	Kilogram(s)
KOEL	Kind of Operations Equipment List
lb	Pound(s)
LND	Landing
m	Metre(s)
MAC	Mean Aerodynamic Chord
MTOM	Maximum Take-Off Mass
S/N	Serial Number
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Data Sheet for Noise
TCH	Type Certificate Holder
TE	Trailing Edge
TO	Take-Off
UK	United Kingdom
VFR	Visual Flight Rules

II. Type Certificate Holder Record

TCH Record	Period
Costruzioni Aeronautiche TECNAM S.p.A. Via Salvo D'Acquisto, 62 80042, Boscotrecase (Naples) Italy	Present. No changes.

III. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	22 Feb 2022	<p>The content of the initial issue of UK CAA TCDS was taken from EASA TCDS No. EASA.A.576 Issue 10 dated 08 October 2020 which was the current EASA version at 31 December 2020 and therefore the version of the TCDS for the P2010 accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement. Section 1 II.2</p> <p>The following changes have been made:</p> <ul style="list-style-type: none"> ▪ Section 1.II.8.1: added reference to UK TCDSN. ▪ Section 2.II.8.1: added reference to UK TCDSN. ▪ Section 2.III.10: added values and reference to note. ▪ Section 2.III.13: added values and reference to note. ▪ Section 2.III.14: added values and reference to note. ▪ Section 2.VI: added note for MOD2010/207 P2010TDI weight increment up to 1200 kg (EASA approval No. 10076578). 	Issue 1 22 Feb 2022
2	16 Oct 2023	<p>The following changes have been made:</p> <ul style="list-style-type: none"> ▪ Section 1.III.20: added location. ▪ Section 2.III.10: added values and reference to note. ▪ Section 2.III.13: added values and reference to note. ▪ Section 2.III.14: added values and reference to note. ▪ Section 2.III.16: improved control surface deflection information. ▪ Section 2.VI: added note for MOD2010/269 P2010TDI weight increment up to 1220 kg (EASA approval No. 10081499). ▪ Section 3: fixed section headings numbering. ▪ Section 3.I: added acronym. ▪ Section 3.III: removed erroneous note reference. 	Issue 1 22 Feb 2022

– END –