
Type Acceptance Report

TAR 3/21B/15 – Revision 1

TECNAM P92-J/JS

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Executive Summary

New Zealand Type Acceptance has been granted to the Tecnam P92-J Series based on validation of Type Certificate number EASA.A.412. 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. 3/21B/15 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 Tecnam P92-J/JS model type acceptance in New Zealand under type certificate EASA.A.412 is listed in Appendix 1.

2. Aircraft Certification Details

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

Manufacturer: Costruzioni Aeronautiche TECNAM S.p.A.
Costruzioni Aeronautiche TECNAM S.r.l. (until Nov 12, 2019)

Type Certificate: EASA.A.412
Issued by: European Aviation Safety Agency

Supersedes:
Type Certificate: Specifica di Omologazione del tipo di Aeromobile n° A340
Issued by: Registro Aeronautico Italiano

Production Approval: IT.21G.0032

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

(i) **Model:** P92-J, P92-JS

MCTOW: 535 kg (1179 lb) – P92-J
550 kg (1213 lb) – P92-JS and P92-J with SB P92J-07

Max. No. of Seats: 2

Noise Standard: ICAO Annex 16

Engine: Rotax 912A2 – P92-J
Rotax 912S2 – P92-JS
Type Certificate: EASA.E.121
Issued by: European Aviation Safety Agency

Propeller: Tonini GT-2/166/145-FW10()SRTC – P92-J
Type Certificate: EASA.P.108
Issued by: European Aviation Safety Agency

Hoffmann HO17GHM-174 177C – P92-JS
Type Certificate: LBA TCDS 32.110/1
Issued by: Luftfahrt Bundesamdt

Note: 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 of the P92-J dated 1st May 1997 was from the New Zealand sales agent for the aircraft, Giovanni Nustrini of Tecnam Ltd. The first-of-type example of the aircraft was serial number 009 registered ZK-TVB. The P92 is a single-engine, two-seat, single-strut-braced high-wing light aircraft, of conventional all-metal construction with fixed tricycle landing gear.

The P92-J aircraft was delivered new with an RAI Export Certificate of Airworthiness and a Tecnam factory "Aircraft Identification Handbook". This contained an Aircraft Statement of Conformity; list of principal vendor equipment; list of modifications; list of Service Bulletins embodied; and a record of life limited components.

Type Acceptance Certificate Number 97/05 was granted on 23 October 1997 to the Tecnam P92-J based on validation of ENAC Type Certificate SO/A-340, and originally included the Rotax 912A Series engine based on Austrian Type Certificate TW9-ACG. (This has now been superseded by Type Acceptance Certificate 22/21B/12.) There are no special requirements for import into New Zealand.

The application for type acceptance of the P92-JS was from the NZ agent, dated 29 October 2002. The first-of-type example was serial number 024 registered ZK-TJS. Type Acceptance Certificate Number 3/21B/15 was granted on 12 February 2003.

The Tecnam P92-J is the first type certificated version of the company's original P92 design, using JAR-VLA. The P92-JS is a development, the primary differences being a re-designed fuselage with more rounded lines and a more powerful engine variant.

This report was raised to Revision 1 to combine two original reports, update the format and note the change in State-of-Design jurisdiction to EASA.

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.412

Type Certificate Data Sheet number EASA.A.412 at Issue 04 dated 20 Dec 2019

– Model P92-J approved 10 November 1995

– Model P92-JS approved 19 December 2001

Supersedes:

Specifica di Omologazione del Tipo di Aeromobile SO/A340

TCDS (translation) No. SO/A340 for Tecnam P92-J dated 10.11.95

Type Certificate Data Sheet Number SO/A 340 at Revision 3

(2) Airworthiness design requirements:

(i) *Airworthiness Design Standards:*

The certification basis of the P92-J and P92-JS is JAR-VLA dated April 26, 1990, and including amendments 91/1 and 92/1. This is an acceptable certification basis in accordance with NZCAR Part 21B Para §21.41 and Advisory Circular 21-1, as JAR-VLA is equivalent to FAR 23 for this class of aircraft when limited to Day-VFR operations and 750 kg MTOW. (FAR 23 is the basic standard for Normal Category Airplanes called up under Part 21 Appendix C.) There are no non-compliances and no special conditions have been prescribed by the Director under §21.23.

(ii) *Special Conditions:*

Nil

(iii) *Equivalent Level of Safety Findings:*

Nil

(iv) *Airworthiness Limitations:*

See Section 3 of Tecnam report number 92/30 (P92-J) and 92/80 (P92-JS)

(3) Aircraft Noise and Engine Emission Standards:

(i) *Environmental Standard:*

The Model P92-J has been certificated for noise under ICAO /Annex 16, Vol. I. 3rd Ed. 1993, Chapter 10.

The P92-JS has been certificated for noise under JAR 36 Sub. C Ed. May, 23 1997 ICAO/Annex 16 Cap. 10 Ed. 1993

(ii) *Compliance Listing:*

Type Certificate Data Sheet for Noise EASA.A.412 at Issue 4 dated Nov 19, 2017

Model:	Engine:	Propeller:	MTOW:	Take-off:
P92-J	Rotax 912A2	GT-2/166/145-FW/101SRTC	550 kg	65.1 dB(A)
P92-J	Rotax 912A2	GT-2/166/145-FW/101SRTC	535 kg	64.6 dB(A)
P92-JS	Rotax 912S2	HO-17-GHM-174-177-C	600 kg	65.0 dB(A)

(4) Certification Compliance Listing:

P92-J Compliance Check List – Doc. 92/28 Issue III dated 18-10-1996

P92-JS Compliance Check List – Final – Doc. 92/69 dated December 17, 2001

(5) Flight Manual: P92-J Flight Manual Doc. No. 92/20 of 10 Nov. 1996
 A translation of the Italian version whose sections 2,3 4 and 5 were officially approved by the RAI under No. 95/3750/MAE
 CAA Accepted as AIR 2584

P92-JS Flight Manual Doc. No 92/61 – Date of Issue: 18 Dec 2001
 CAA Accepted as AIR 2815

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

(i) Maintenance Manual:

P92-J Maintenance Manual – Doc. No. 92/21 – Page B20 (Service Lives) is a translation of the Italian version officially approved by the RAI under 95/3750/MAE.

Service Manual P92-JS – Doc. No. 92/58 Issue 1

(ii) Current service Information:

SB and SI available on the websites

(iii) Illustrated Parts Catalogue:

P92J Parts Catalog – Doc. No. 92/22

Parts Catalogue P92-JS & Echo Super – Doc. No. 92/65

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

Letter from Tecnam L'Amministratore Unico dated October 17, 2002.

Technical Publications are now available on the Customer Portal

<https://www.tecnam.com/my-tecnam/>

(8) Other information:

Report N. 92/10 – P92-J Technical Informations

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	<i>To be determined on an individual aircraft basis</i>
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	JAR-VLA §785 and §1307
91.507	Pax Information Signs – Smoking, safety belts fastened	Not Applicable – Less than 10 passenger seats
91.509 Min. VFR	(1) ASI JAR-VLA §1303(a) – See FM EL #D3 (UMA T6-311-160) (2) Machmeter N/A – No Mach no. limitations (3) Altimeter JAR-VLA §1303(b) – See FM EL Items D1 and D2 (Both options sensitive type TSO 10b) (4) Magnetic Compass JAR-VLA §1303(c) – See FM EL Item D4 (Airpath 2300) (5) Fuel Contents JAR-VLA §1305(a) – See FM EL Item D19 (GP9745A Uflex) (6) Engine RPM JAR-VLA §1305(d) – See FM EL #D18 (D1-112-5040)	(7) Oil Pressure JAR-VLA §1305(b) – See FM EL #D16 (VDO 644-001-7030) (8) Coolant Temp JAR-VLA §1305(j) – See FM EL #D15 (VDO 641-011-7047) (9) Oil Temperature JAR-VLA §1305(b) – See FM EL #D15 (VDO 641-011-7048) (10) Manifold Pressure N/A – Fixed pitch propeller (11) Cylinder Head Temp. N/A – Less than 250 hp (12) Flap Position Fitted as std – See FM Fig. 7-2 N/A – Fixed undercarriage (13) U/c Position JAR-VLA §1351(d) – Both fitted as std – See FM Fig. 7-2 (14) Ammeter/Voltmeter
91.511	Night VFR Instruments and Equipment	Not Applicable – Approved for Day VFR operations only
91.513	VFR Communication Equipment	Avionics options per Flight Manual Equipment List: E1 Bendix KX155; E5 Garmin GNS430; E6 Icom IC-A200
91.517	IFR Instruments and Equipment	Not Applicable – Approved for Day VFR operations only
91.519	IFR Communication and Navigation Equipment	Not Applicable – Approved for Day VFR operations only
91.523	Emergency Equipment: (a) More Than 9 pax – First Aid Kits per Table 7 – Fire Extinguishers per Table 8 (b) More than 20 pax – Axe readily accessible to crew (c) More than 61 pax – Portable Megaphones per Table 9	First Aid Kit Standard Equipment per AFM EL #E20 BA51015-3 Fire Extinguisher Std Eqpt per FM EL # E19 Not Applicable – Less than 10 passenger seats Not Applicable – Less than 10 passenger seats
91.529	ELT – TSO C91a after 1/4/97 (or replacement)	<i>To be determined on an individual aircraft basis</i>
91.531	Oxygen Indicators – Volume/Pressure/Delivery	<i>Operating Requirement – Compliance as applicable</i>
91.533	Oxygen for Non-Pressurised Aircraft	<i>Operating Requirement – Compliance as applicable</i>
91.541	SSR Transponder and Altitude Reporting Equipment	Avionics options per Flight Manual Equipment List: E3 Collins TDR-950; E4 Bendix KT76A; E8 Garmin GTX320
91.543	Altitude Alerting Device – Turbojet or Turbofan	Not Applicable – Piston-engine powerplant
91.545	Assigned Altitude Indicator	Not Applicable – Approved for Day VFR operations only
A.15	ELT Installation Requirements	<i>To be determined on an individual aircraft basis</i>

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. See Flight Manual Section 6 Weight & Balance for Detailed Equipment List (EL). Minimum Required Equipment is listed under “Kinds of Operation” in Section 2 Limitations of the FM

Attachments

The following documents form attachments to this report:

Copy of EASA Type Certificate Data Sheet Number EASA.A.412

Sign off

A blue ink signature of David Gill is written over a circular blue seal of the Civil Aviation Authority of New Zealand. The seal contains the text 'CIVIL AVIATION AUTHORITY OF NEW ZEALAND' and the number '0853'.

.....
David Gill
Team Leader Aircraft Inspection

A blue ink signature of Rens Molenaar is written over a circular blue seal of the Civil Aviation Authority of New Zealand. The seal contains the text 'CIVIL AVIATION AUTHORITY OF NEW ZEALAND' and the number '5619'.

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Checked – Rens Molenaar
Certification Engineer

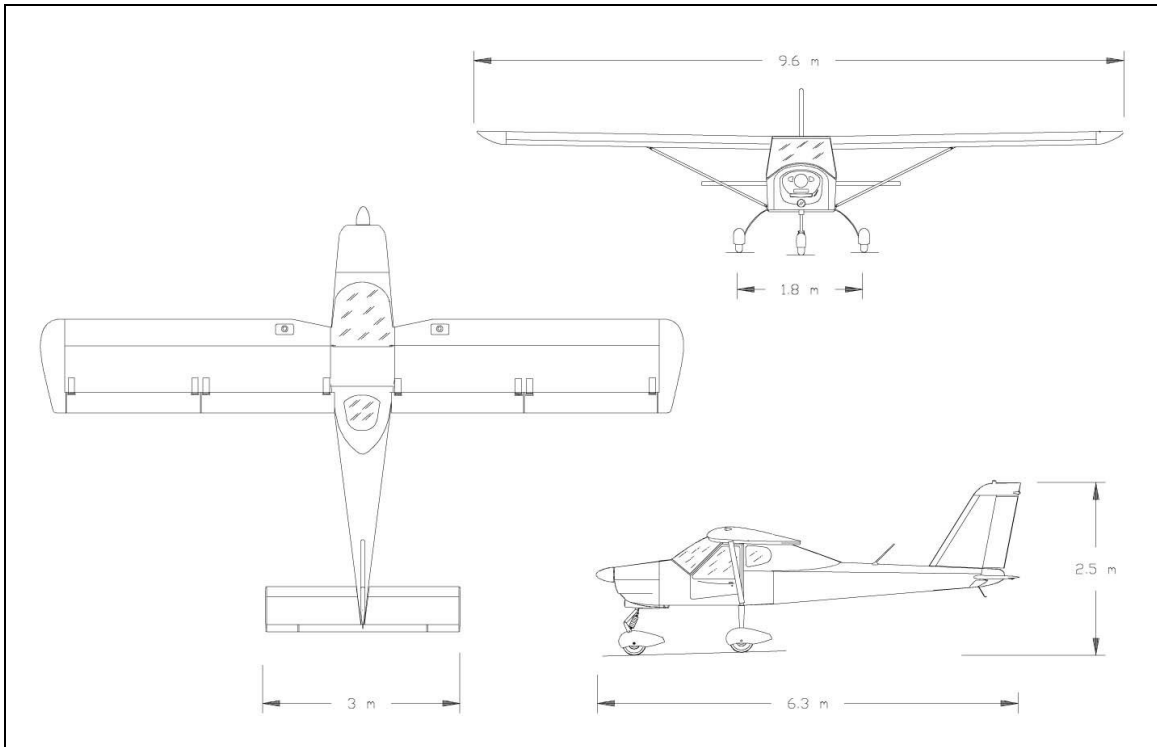
Appendix 1

List of Type Accepted Variants:

<i>Model:</i>	<i>Applicant:</i>	<i>CAA Work Request:</i>	<i>Date Granted:</i>
P92-J	Tecnam Limited	97/21B/16	23 October 1997
P92-JS	Giovanni Nustrini	3/21B/15	14 February 2003

Appendix 2

3-view Drawing Tecnam P92-J



3-view Drawing Tecnam P92-JS

