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# TYPE-CERTIFICATE DATA SHEET

No. EASA.A.187

**for**

C-212

**Type Certificate Holder:**

Airbus Defence and Space S.A

Calle Aviocar, 2

28906 Getafe

Madrid

Spain

For Models: C-212-CB  
C-212-CC  
C-212-CD  
C-212-CE  
C-212-CF  
C-212-DD  
C-212-DF  
C-212-VA  
C-212-DE  
C-212-EE



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**SECTION 1: MODEL C-212-CB****I. General**

## 1. Type/ Model/ Variant

C-212-CB

The aeroplanes covered by this Type Certificate Data Sheet have the Serial Number format XXX.

## 2. Performance Class

A

## 3. Certifying Authority(\*)

DGAC/EASA

## 4. Manufacturer(\*\*)

Airbus Defence and Space, S.A.  
Calle Aviocar, 2  
28906 Getafe, Madrid  
Spain

## 5. State of Design Authority Certification Application Date

DGAC-ES, September 7, 1974

## 6. EASA Type Certification Application Date

N/A

## 7. State of Design Authority Type Certificate Date

DGAC-ES, September 3, 1982

## 8. EASA Type Certification Date

N/A

EASA grandfathered the DGAC-ES TC 01/82(\*)

(\*): Data Sheet from the Spanish Type Certificate Nr 01/82 remains a valid reference for design data approved before 24 November 2021. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES or DGAC approved (aprobado por DGAC-ES o DGAC) documents have been recorded, herein, as "EASA approved" documents.

(\*\*):The company corporate name was changed to "AIRBUS DEFENCE AND SPACE, S.A.U." (Airbus DS S.A.U.) and it is reflected in the EASA DOA Approval Certificate EASA.21J.032 issued on 30th September 2014. The former corporate name, Construcciones Aeronáuticas S.A., was used to identify the TC holder in all versions of the previous Data Sheet TCDS Nr 01/82.



## **SECTION 1: MODEL C-212-CB - continued**

### **II. Certification Basis**

1. Reference Date for determining the applicable requirements  
September 7, 1974
2. State of Design Airworthiness Authority Type Certification Data Sheet No.  
Data Sheet from the Spanish Type Certificate (DGAC-ES) Nr 01/82
3. State of Design Airworthiness Authority Certification Basis  
Spain
4. EASA Airworthiness Requirements  
FAR Part 25, dated 1 February 1965, with Amendments 25-1 to 25-35, both inclusive.
5. Special Conditions  
N/A
6. Exemptions  
N/A
7. Deviations  
N/A
8. Equivalent Safety Findings  
N/A
9. Environmental Protection  
14 C.F.R. FAR Part 36 Issued Dec. 1, 1969 including Amendments 36-1 through 36-17.  
ICAO Annex 16, Volume I (Noise), 3rd issue, November 1993  
14 C.F.R. FAR Part 34 Issued Aug. 10, 1990  
ICAO Annex 16, Volume II (Fuel system ventilation and exhaust gas) 2nd issue ,November 1993



## **SECTION 1: MODEL C-212-CB - continued**

### **III. Technical Characteristics and Operational Limitations**

#### 1. Type Design Definition

Defined by EADS-CASA Basic Drawing 212-00038

#### 2. Description

A high wing, twin-engine turboprop aircraft equipped to carry up to 19 passengers and cargo in a cabin and intended for short to medium transport routes.

#### 3. Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and listed in document Equipment List Report D.T. 77-2301 must be installed in the aircraft for certification.

In addition, the following document is required:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 76-2501, applicable to C-212-CB Model.

#### 4. Dimensions

Span	19 m
Length	15.2 m
Height	6.3 m
Wing Area	40 m <sup>2</sup>

#### 5. Engines

2 Garrett Turbine Engine Co. model TPE331-5-251C turboprops.

Reduction ratio: 1/26.2287

Engine Limits:

Condition	ESHP	SHP	%RPM	ITT (°C)
Takeoff (5 min)	808	750	100	923
Continuous Maximum	776	715	100	923

Transient temperature limit (ITT)	1149°C (1 second)
Transient overspeed limits	105.5% (30 seconds)
	106.0% (5 seconds)

The 100% RPM value is defined as 41 730 rpm of the engine shaft and 1 591 rpm of the propeller shaft.

See document D.T. 76-2501, Approved Flight Manual, for other operational limitations of the engine.

#### 6. Auxiliary Power Unit

N/A

#### 7. Propellers

2 Hartzell model HC-B4TN-5CL hydraulic propellers, with constant speed, variable pitch, which can be feathered and reversed.

Blades: 4, model LT 10282 HB + 4

Diameter: 273.0 cm. (107.5 inches)

Prohibited %RPM interval (windmilling): 18% to 28%





## **SECTION 1: MODEL C-212-CB - continued**

Blade angles measured in a position located at the 76.2-cm radius (30 inches):

Feathered	$89.0^\circ \pm 1.0^\circ$
Flight Idle	$13.5^\circ \pm 0.2^\circ$
Start Locks	$2.5^\circ + 0^\circ - 0.5^\circ$
Full Reverse	$-6.5^\circ \pm 0.5^\circ$

### 8. Fluids (Fuel, Oil, Additives, Hydraulics)

Fuel:

See Airplane Flight Manual for approved fuels, alternate fuels and approved fuel additives.

Unusable fuel and system oil and all hydraulic fluid must be included in the certified weight.

Unusable fuel is that quantity of fuel remaining in the system and in the tanks when the fuel quantity indicators read zero. The approved unusable fuel of 76 litres is comprised of system and tank fuel determined under FAR 25.959.

Oil:

Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II).

See approved AFM for a list of approved engine lubricating oils.

### 9. Fluid Capacities

Fuel:

Total Capacity	2 074 L in two wing tanks
Usable fuel	1 998 L
Unusable fuel	76 L

Oil:

System oil is the amount of oil required to fill the oil system and tanks up to its normal level.

Usable oil:	4.97 L. in each engine tank
Unusable oil:	(NONE)

### 10. Airspeed Limits

Unless otherwise noted below, airspeeds are indicated airspeeds in knots IAS:

$V_{MO}$ ( Maximum Operating) Sea Level-25 000 feet	200 Knots
$V_A$ (Manoeuvring)	146 Knots
$V_{FE}$ ( Maximum Flap Extended)	Take off 25%: 125 Knots Approach 50%: 120 Knots Landing, 100%: 100 Knots
$V_{MC}$ (Min. control speed)	78 Knots

### 11. Flight Envelope

Maximum Operating Altitude: 7 620 m (25 000 ft) pressure altitude.



## **SECTION 1: MODEL C-212-CB - continued**

### 12. Operating Limitations

#### 12.1 Approved Operations

The aircraft has been certificated in Airworthiness Category Large Airplane under FAR 25. When appropriate equipment is installed and operating correctly the follow operations can be operated:

- Day & Night VFR operations.
- Day & Night IFR operations.
- Passengers transport.
- Cargo transport.
- Atmospheric conditions to ice forming.

#### 12.2 Other Limitations

Elevator:	Up 30.0°	Down 20.0°
Elevator balance tab:	Up 3.0°	Down 6.4°
Rudder:	Right 25.0°	Left 25.0°
Rudder balance tab:	Right 14.0°	Left 14.8°
Ailerons:	Up 20.0°	Down 20.0°
Trailing edge for aileron:	Up 15.0°	Down 15.0°
Flaps:		
Take off	Down 10.0°	
Approach	Down 20.0°	
Landing	Down 40.0°	

All measurements are taken at trailing edge from neutral position. Further details regarding tolerances on control surface movements refer to document D.T. 77-2101.

### 13. Maximum Certified Masses

Take off	6 500 Kg
Landing	6 250 Kg
MZFW	6 000 Kg

### 14. Centre of Gravity Range

Weight (Kg)	FWD % MAC	AFT % MAC
6 500	17.4	30.0
6 250	16.9	30.0
5 750	16.0	30.0

Straight line variation between points given.

### 15. Datum

A jig point is located in forward fuselage aft Frame No. 4 and marked on the underside of the fuselage. The C.G. reference datum is situated 111.5 cm. forward of the jig point.



## **SECTION 1: MODEL C-212-CB - continued**

### 16. Mean Aerodynamic Chord (MAC)

Length: 219 cm

The leading edge of M.A.C. is 546.2 cm. aft of datum

### 17. Levelling Means

Plumb-bob provision on aft face of aft cockpit compartment bulkhead

### 18. Minimum Flight Crew

Two (2). Pilot and Co-pilot

### 19. Minimum Cabin Crew

(in accordance with the emergency evacuation test)

N/A

### 20. Maximum Seating Capacity

19 - limited by Emergency Exit Requirements of FAR 25.807 (c)

### 21. Baggage/ Cargo Compartment

Maximum Baggage:

Aft baggage compartment	400 Kg (total)
Maximum floor loading	586 kg/m <sup>2</sup> and 700 kg/m (lineal)

Baggage and/or cargo load must comply with loading limitations of approved Airplane Flight Manual, and must be loaded in accordance with loading instructions of Weight and Balance Supplement to the approved Airplane Flight Manual.

### 22. Wheels and Tyres

The maximum tyres inflate pressures and LCN numbers are:

Main: 47.5 psig

Nose: 40 psig

Minimum LCN number: 5

### 23. ETOPS

N/A

## **IV. Operating and Service Instructions**

### 1. Airplane Flight Manual (AFM)

The required Airplane Flight Manual approved by DGAC Authority is:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 76-2501, applicable to C-212-CB Model.

Airplane operation must be in accordance with the Airplane Flight Manual (AFM) listed above. All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed in the airplane.

### 2. Instructions for Continued Airworthiness and Airworthiness Limitations

The service life limits for aircraft structural parts which are fatigue critical are listed in the latest approved C212 Supplemental Inspection Document (SID), reference C212-PV-02-SID or later revision or variation approved by EASA.

The Services Bulletins issued by AIRBUS DS, correspond to major modifications, will be approved by EASA. The Service Bulletins corresponding to minor modification will be approved



## **SECTION 1: MODEL C-212-CB - continued**

by AIRBUS DS according to the DOA EASA.21J.032 dated July 30th, 2004. In both cases the Service Bulletins will have the corresponding declaration approval.

### 3. Weight and Balance Manual (WBM)

Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions, must be on board in each aircraft at the time of original certification.

## **V. Notes**

N/A

## **VI. Part 26 compliance information**

For all models, based on 21.A.65 and 21.A.101(h) compliance with point 26.300 of Part-26 required by COMMISSION IMPLEMENTING REGULATION (EU) 2020/1159 of 5 August 2020, related to Continuing structural integrity programme for ageing aeroplanes structures, which was not required for the issue of the TC, is demonstrated by complying with points:

- 26.301 Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation
- 26.303 Limit of Validity
- 26.304 Corrosion prevention and control programme
- 26.306 Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue-critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue-critical structure
- 26.309 Repair Evaluation Guidelines

For any future Part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

*Note: this Part 26 compliance information is also valid for Sections 2, 3, 4, 5, 6, 7, 8, 9 and 10 of the TCDS EASA.A.187*



## **SECTION 2: MODEL C-212-CC**

### **I. General**

1. Type/ Model/ Variant

C-212-CC

The aeroplanes covered by this Type Certificate Data Sheet have the Serial Number format  
XXX

2. Performance Class

A

3. Certifying Authority(\*)

DGAC/EASA

4. Manufacturer(\*\*)

Airbus Defence and Space, S.A.  
Calle Aviocar, 2  
28906 Getafe, Madrid  
Spain

5. State of Design Authority Certification Application Date

DGAC-ES, September 7, 1974

6. EASA Type Certification Application Date

N/A

7. State of Design Authority Type Certificate Date

DGAC-ES , September 3, 1982

8. EASA Type Certification Date

N/A

EASA grandfathered the DGAC-ES TC 01/82(\*)

(\*): Data Sheet from the Spanish Type Certificate Nr 01/82 remains a valid reference for design data approved before 24 November 2021. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES or DGAC approved (aprobado por DGAC-ES o DGAC) documents have been recorded, herein, as “EASA approved” documents.

(\*\*):The company corporate name was changed to “AIRBUS DEFENCE AND SPACE, S.A.U.” (Airbus DS S.A.U.) and it is reflected in the EASA DOA Approval Certificate EASA.21J.032 issued on 30th September 2014.The former corporate name, Construcciones Aeronáuticas S.A., was used to identify the TC holder in all versions of the previous Data Sheet TCDS Nr 01/82.



## **SECTION 2: MODEL C-212-CC - continued**

### **II. Certification Basis**

1. Reference Date for determining the applicable requirements  
September 7, 1974
2. State of Design Airworthiness Authority Type Certification Data Sheet No.  
Data Sheet from the Spanish Type Certificate (DGAC-ES) Nr 01/82
3. State of Design Airworthiness Authority Certification Basis  
Spain
4. EASA Airworthiness Requirements  
FAR Part 25, dated 1 February 1965, with Amendments 25-1 to 25-35, both inclusive.
5. Special Conditions  
FAA special conditions No. 25-100-NW-6, dated 18-5-1981
6. Exemptions  
N/A
7. Deviations  
N/A
8. Equivalent Safety Findings  
N/A
9. Environmental Protection  
14 C.F.R. FAR Part 36 Issued Dec. 1, 1969 including Amendments 36-1 through 36-17  
ICAO Annex 16, Volume I (Noise), 3rd issue, November 1993  
14 C.F.R. FAR Part 34 Issued Aug. 10, 1990  
ICAO Annex 16, Volume II (Fuel system ventilation and exhaust gas) 2nd issue ,November 1993

### **III. Technical Characteristics and Operational Limitations**

1. Type Design Definition  
Defined by EADS-CASA Basic Drawing 212-00067
2. Description  
A high wing, twin-engine turboprop aircraft equipped to carry up to 28 passengers and cargo in a cabin and intended for short to medium transport routes.
3. Equipment  
The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and listed in document Equipment List Report D.T. 77-2301 must be installed in the aircraft for certification.  
In addition, the following document is required:
  - DGAC-approved Airplane Flight Manual, Document No. D.T. 78-2501, applicable to C-212-CC Model.
4. Dimensions

Span	19 m
Length	15.2 m
Height	6,3 m
Wing Area	40 m <sup>2</sup>



## **SECTION 2: MODEL C-212-CC - continued**

### 5. Engines

2 Garrett Turbine Engine Co. model TPE331-10-501C or TPE331-10R-501C turboprops.  
Reduction ratio: 1/26.2287

#### Engine Limits:

Condition	ESHP	SHP	%RPM	ITT (°C)
Takeoff (5 min)	944	900	100	650
Takeoff (APR) (5 min)	944	900	100	650
Continuous Maximum	944	900	100	650

Transient temperature limit (EGT): 770°C (1 second)  
Transient overspeed limits: 105.5% (30 seconds)  
106.0% (5 seconds)

The 100% RPM value is defined as 41 730 rpm of the engine shaft and 1 591 rpm of the propeller shaft.

See document D.T. 76-2501, Approved Flight Manual, for other operational limitations of the engine.

### 6. Auxiliary Power Unit

N/A

### 7. Propellers

Hartzell model HC-B4MN-5AL hydraulic propellers, with constant speed, variable pitch, which can be feathered and reversed.

Blades: 4, model LM 10585 B + 4 or 4, model LM 10585 ANK + 4

Diameter: 279.4 cm. (110 inches)

Prohibited %RPM interval (windmilling): 18% to 28%

Blade angles measured at a position located at the 106.7-cm (42-inch) radius.

Feathered	83.0° ± 1.0°
Flight Idle	7.0° ± 0.3°
Start Locks	-1.5° ± 0.2°
Full Reverse	-10° ± 0.5°

### 8. Fluids (Fuel, Oil, Additives, Hydraulics)

#### Fuel:

See Airplane Flight Manual for approved fuels, alternate fuels and approved fuel additives. Unusable fuel and system oil and all hydraulic fluid must be included in the certified weight. Unusable fuel is that quantity of fuel remaining in the system and in the tanks when the fuel quantity indicators read zero. The approved unusable fuel of 76 litres is comprised of system and tank fuel determined under FAR 25.959.

#### Oil:

Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II).

See approved AFM for a list of approved engine lubricating oils.



## **SECTION 2: MODEL C-212-CC - continued**

### 9. Fluid Capacities

#### Fuel:

Total Capacity:	2 074 L in two wing tanks
Usable fuel:	1 998 L
Unusable fuel:	76 L

#### Oil:

System oil is the amount of oil required to fill the oil system and tanks up to its normal level.

Usable oil:	4.97 L. in each engine tank
Unusable oil:	(NONE)

### 10. Airspeed Limits

Unless otherwise noted below, airspeeds are indicated airspeeds in knots IAS:

V <sub>MO</sub> (Maximum Operating) Sea Level-25 000 feet	200 Knots
V <sub>A</sub> (Manoeuvring)	146 Knots
V <sub>FE</sub> (Maximum Flap Extended)	Take off 25%: 135 Knots Approach 37.5%: 130 Knots Landing, 100%: 115 Knots
V <sub>MC</sub> (Min. control speed)	85 Knots

### 11. Flight Envelope

Maximum Operating Altitude: 7 620 m (25 000 ft) pressure altitude.

### 12. Operating Limitations

#### 12.1 Approved Operations

The aircraft has been certificated in Airworthiness Category Large Airplane under FAR 25. When appropriate equipment is installed and operating correctly the follow operations can be operated:

- Day & Night VFR operations.
- Day & Night IFR operations.
- Passengers transport.
- Cargo transport.
- Atmospheric conditions to ice forming.

#### 12.2 Other Limitations

Elevator:	Up 30.0°	Down 20.0°
Elevator balance tab:	Up 3.0°	Down 8.6°
Rudder:	Right 27.5°	Left 27.5°
Rudder balance tab:	Right 14.0°	Left 14.8°
Ailerons:	Up 20.0°	Down 20.0°
Trailing edge for aileron:	Up 15.0°	Down 15.0°
Flaps:		
Take off	Down 10.0°	
Approach	Down 10.0°	
Landing	Down 40.0°	

All measurements are taken at trailing edge from neutral position. Further details regarding tolerances on control surface movements refer to document D.T. 77-2101.





**SECTION 2: MODEL C-212-CC - continued**

## 13. Maximum Certified Masses

Ramp	7 750 Kg
Takeoff	7 700 Kg
Landing	7 450 Kg
MZFW	7 100 Kg

## 14. Centre of Gravity Range

Weight (Kg)	FWD % MAC	AFT % MAC
7 700	16.00	30.00
7 450	15.90	30.00
5 013	15.00	30.00
4 300	15.00	30.00

## 15. Datum

A jig point is located in forward fuselage aft Frame No. 4 and marked on the underside of the fuselage. The C.G. reference datum is situated 111.5 cm. forward of the jig point.

## 16. Mean Aerodynamic Chord (MAC)

Length: 219 cm

The leading edge of M.A.C. is 546.2 cm. aft of datum.

## 17. Levelling Means

Plumb-bob provision on aft face of aft cockpit compartment bulkhead.

## 18. Minimum Flight Crew

Two (2). Pilot and Co-pilot

## 19. Minimum Cabin Crew

(in accordance with the emergency evacuation test)

N/A

## 20. Maximum Seating Capacity

28

## 21. Baggage/ Cargo Compartment

Maximum Baggage:

Aft baggage compartment:	400 Kg (total)
Maximum floor loading:	586 kg/m <sup>2</sup> and 700 kg/m (lineal)

Baggage and/or cargo load must comply with loading limitations of approved Airplane Flight Manual, and must be loaded in accordance with loading instructions of Weight and Balance Supplement to the approved Airplane Flight Manual.

## 22. Wheels and Tyres

The maximum tyres inflate pressures and LCN numbers are:

Main: 56 psig

Nose: 53 psig

Minimum LCN number: 7



## **SECTION 2: MODEL C-212-CC - continued**

### 23. ETOPS

N/A

## **IV. Operating and Service Instructions**

### 1. Airplane Flight Manual (AFM)

The required Airplane Flight Manual approved by DGAC Authority is:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 78-2501, applicable to C-212-CC Model.

For the C-212-CC Model with the TPE331-10R-501C or -501C engines installed the DGAC approved Airplane Flight Manual, Document 78-2501 Revision 7, dated January 8, 1982, or later approved revision is required.

For the airplanes C-212-CC Model registered in Italy, the Airplane Flight Manual 78-2501 contains the Annex nº 1, D.T. 93-2501 with the following note in page A: "For RAI registered airplanes, this AFM must be used in conjunction with CASA Document Nº D.T. 93-2501, AFM Annex Nº1 "RAI Required Supplementary DATA""

Airplane operation must be in accordance with the Airplane Flight Manual (AFM) listed above. All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed in the airplane.

### 2. Instructions for Continued Airworthiness and Airworthiness Limitations

The service life limits for aircraft structural parts which are fatigue critical are listed in the latest approved C212 Supplemental Inspection Document (SID), reference C212-PV-02-SID or later revision or variation approved by EASA.

Life limited parts for the Model TPE331-5-501C engine are listed in FAA-Approved Garrett Service Bulletin TPE331-72-0019 dated December 4, 1972, or later FAA-Approved revisions. Life limited parts for the Model TPE331-10 and -10R series engines are listed in FAA-approved Garrett Service Bulletins TPE331-72-0180, dated February 15, 1978, or later FAA-Approved revisions.

The Services Bulletins issued by EADS-CASA, correspond to major modifications, will be approved by EASA. The Service Bulletins corresponding to minor modification will be approved by EADS-CASA according to the DOA EASA.21J.032 dated July 30th, 2004. In both cases the Service Bulletins will have the corresponding declaration approval.

### 3. Weight and Balance Manual (WBM)

Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions, must be on board in each aircraft at the time of original certification.

## **V. Notes**

N/A



**SECTION 3: MODEL C-212-CD****I. General**

## 1. Type/ Model/ Variant

C-212-CD

The aeroplanes covered by this Type Certificate Data Sheet have the Serial Number format XXX.

## 2. Performance Class

A

## 3. Certifying Authority(\*)

DGAC/EASA

## 4. Manufacturer(\*\*)

Airbus Defence and Space, S.A.

Calle Aviocar, 2

28906 Getafe, Madrid

Spain

## 5. State of Design Authority Certification Application Date

DGAC-ES, September 7, 1974

## 6. EASA Type Certification Application Date

N/A

## 7. State of Design Authority Type Certificate Date

DGAC-ES, July 18, 1983

## 8. EASA Type Certification Date

N/A

EASA grandfathered the DGAC-ES TC 01/82(\*)

(\*): Data Sheet from the Spanish Type Certificate Nr 01/82 remains a valid reference for design data approved before 24 November 2021. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES or DGAC approved (aprobado por DGAC-ES o DGAC) documents have been recorded, herein, as "EASA approved" documents.

(\*\*):The company corporate name was changed to "AIRBUS DEFENCE AND SPACE, S.A.U." (Airbus DS S.A.U.) and it is reflected in the EASA DOA Approval Certificate EASA.21J.032 issued on 30th September 2014. The former corporate name, Construcciones Aeronáuticas S.A., was used to identify the TC holder in all versions of the previous Data Sheet TCDS Nr 01/82.



## **SECTION 3: MODEL C-212-CD- continued**

### **II. Certification Basis**

1. Reference Date for determining the applicable requirements  
September 7, 1974
2. State of Design Airworthiness Authority Type Certification Data Sheet No.  
Data Sheet from the Spanish Type Certificate (DGAC-ES) Nr 01/82
3. State of Design Airworthiness Authority Certification Basis  
Spain
4. EASA Airworthiness Requirements  
FAR Part 25, dated 1 February 1965, with Amendments 25-1 to 25-35, both inclusive
5. Special Conditions  
FAA special conditions No. 25-100-NW-6, dated 18-5-1981
6. Exemptions  
N/A
7. Deviations  
N/A
8. Equivalent Safety Findings  
N/A
9. Environmental Protection  
FAR Part 34, dated 10 August 1990  
ICAO Annex 16, Volume 2, 2nd Edition dated 1993  
FAR Part 36, dated 1 December 1969  
ICAO Annex 16, Volume 1, 3rd Edition dated 1993

### **III. Technical Characteristics and Operational Limitations**

1. Type Design Definition  
Defined by EADS-CASA Basic Drawing 212-00099
2. Description  
A high wing, twin-engine turboprop aircraft equipped to carry up to 28 passengers and cargo in a cabin and intended for short to medium transport routes
3. Equipment  
The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and listed in document Equipment List Report D.T. 77-2301 must be installed in the aircraft for certification.  
In addition, the following document is required:
  - DGAC-approved Airplane Flight Manual, Document No. D.T. 83-2501, applicable to C-212-CD Model.





## **SECTION 3: MODEL C-212-CD- continued**

### 8. Fluids (Fuel, Oil, Additives, Hydraulics)

#### Fuel:

See Airplane Flight Manual for approved fuels, alternate fuels and approved fuel additives. Unusable fuel and system oil and all hydraulic fluid must be included in the certified weight. Unusable fuel is that quantity of fuel remaining in the system and in the tanks when the fuel quantity indicators read zero. The approved unusable fuel of 76 litres is comprised of system and tank fuel determined under FAR 25.959.

#### Oil:

Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II).

See approved AFM for a list of approved engine lubricating oils.

### 9. Fluid Capacities

#### Fuel:

Total Capacity:	2 074 L in two wing tanks
Usable fuel:	1 998 L
Unusable fuel:	76 L

#### Oil:

System oil is the amount of oil required to fill the oil system and tanks up to its normal level.

Usable oil:	4.97 L. in each engine tank
Unusable oil:	(NONE)

### 10. Airspeed Limits

Unless otherwise noted below, airspeeds are indicated airspeeds in knots IAS:

V <sub>MO</sub> ( Maximum Operating) Sea Level-25 000 feet	200 Knots
V <sub>A</sub> (Manoeuvring)	146 Knots
V <sub>FE</sub> ( Maximum Flap Extended)	Takeoff 25%: 135 Knots Approach 37.5%: 130 Knots Landing, 100%: 115 Knots
V <sub>MC</sub> (Min. control speed)	85 Knots

### 11. Flight Envelope

Maximum Operating Altitude: 7 620 m (25 000 ft) pressure altitude.

### 12. Operating Limitations

#### 12.1 Approved Operations

The aircraft has been certificated in Airworthiness Category Large Airplane under FAR 25. When appropriate equipment is installed and operating correctly the follow operations can be operated:

- Day & Night VFR operations.
- Day & Night IFR operations.
- Passengers transport.
- Cargo transport.
- Atmospheric conditions to ice forming.



## **SECTION 3: MODEL C-212-CD- continued**

### 12.2 Other Limitations

Elevator:	Up 30.0°	Down 20.0°
Elevator balance tab:	Up 3.0°	Down 8.6°
Rudder:	Right 27.5°	Left 27.5°
Rudder balance tab:	Right 14.0°	Left 14.8°
Ailerons:	Up 20.0°	Down 20.0°
Trailing edge for aileron:	Up 15.0°	Down 15.0°
Flaps:		
Take off	Down 10.0°	
Approach	Down 10.0°	
Landing	Down 40.0°	

All measurements are taken at trailing edge from neutral position. Further details regarding tolerances on control surface movements refer to document D.T. 77-2101.

### 13. Maximum Certified Masses

Ramp	7 750 Kg
Takeoff	7 700 Kg
Landing	7 450 Kg
MZFW	7 100 Kg

### 14. Centre of Gravity Range

Weight (Kg)	FWD % MAC	AFT % MAC
7 700	16.00	30.00
7 450	15.90	30.00
5 013	15.00	30.00
4 300	15.00	30.00

Straight line variation between points given

### 15. Datum

A jig point is located in forward fuselage aft Frame No. 4 and marked on the underside of the fuselage. The C.G. reference datum is situated 111.5 cm. forward of the jig point.

### 16. Mean Aerodynamic Chord (MAC)

Length: 219 cm

The leading edge of M.A.C. is 546.2 cm. aft of datum.

### 17. Levelling Means

Plumb-bob provision on aft face of aft cockpit compartment bulkhead.

### 18. Minimum Flight Crew

Two (2). Pilot and Co-pilot

### 19. Minimum Cabin Crew

(in accordance with the emergency evacuation test)

N/A



### **SECTION 3: MODEL C-212-CD- continued**

#### 20. Maximum Seating Capacity

28

#### 21. Baggage/ Cargo Compartment

Maximum Baggage:

Aft baggage compartment	400 Kg (total)
Maximum floor loading	586 kg/m <sup>2</sup> and 700 kg/m (lineal)

Baggage and/or cargo load must comply with loading limitations of approved Airplane Flight Manual, and must be loaded in accordance with loading instructions of Weight and Balance Supplement to the approved Airplane Flight Manual.

#### 22. Wheels and Tyres

The maximum tyres inflate pressures and LCN numbers are:

Main: 56 psig

Nose: 53 psig

Minimum LCN number: 7

#### 23. ETOPS

N/A

### **IV. Operating and Service Instructions**

#### 1. Airplane Flight Manual (AFM)

The required Airplane Flight Manual approved by DGAC Authority is:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 83-2501, applicable to C-212-CD Model.

Airplane operation must be in accordance with the Airplane Flight Manual (AFM) listed above. All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed in the airplane.

#### 2. Instructions for Continued Airworthiness and Airworthiness Limitations

The service life limits for aircraft structural parts which are fatigue critical are listed in the latest approved C212 Supplemental Inspection Document (SID), reference C212-PV-02-SID or later revision or variation approved by EASA.

Life limited parts for the Model TPE331-10 and -10R series engines are listed in FAA-Approved Garrett Service Bulletins TPE331-72-0180, dated February 15, 1978, or later FAA-Approved revisions.

The Services Bulletins issued by EADS-CASA, correspond to major modifications, will be approved by EASA. The Service Bulletins corresponding to minor modification will be approved by EADS-CASA according to the DOA EASA.21J.032 dated July 30th, 2004. In both cases the Service Bulletins will have the corresponding declaration approval

#### 3. Weight and Balance Manual (WBM)

Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions, must be on board in each aircraft at the time of original certification.





## **SECTION 3: MODEL C-212-CD- continued**

### **V. Notes**

#### **NOTE 3.1**

Engine Models TPE331-10-511C, TPE331-10R-511C and TPE331-10R-512C are the same as Models TPE331-10-501C, TPE331-10R-501C and TPE331-10R-502C with Garrett Service Bulletin No. TPE331-72-0395, effective April 1, 1983, Revision 1, dated November 10, 1983, or later revision incorporated and are eligible when CASA Service Bulletin 212-80-22 and 212-80-23 are incorporated upon installation of the later model engine.

#### **NOTE 3.2**

Operation of the C-212-CD Models with a TPE331-10R-502C engine on one side and a TPE331-10R-512C engine on the other side is authorized for a maximum of 300 hours after the later model engine is installed. C-212-CD airplane performance is unaffected with mixed engine installed.



**SECTION 4: MODEL C-212-CE****I. General****1. Type/ Model/ Variant**

C-212-CE

The aeroplanes covered by this Type Certificate Data Sheet have the Serial Number format XXX.

**2. Performance Class**

A

**3. Certifying Authority(\*)**

DGAC/EASA

**4. Manufacturer(\*\*)**

Airbus Defence and Space, S.A.  
Calle Aviocar, 2  
28906 Getafe, Madrid  
Spain

**5. State of Design Authority Certification Application Date**

DGAC-ES, September 7, 1974

**6. EASA Type Certification Application Date**

N/A

**7. State of Design Authority Type Certificate Date**

DGAC-ES, August 22, 1985

**8. EASA Type Certification Date**

N/A

EASA grandfathered the DGAC-ES TC 01/82(\*)

(\*): Data Sheet from the Spanish Type Certificate Nr 01/82 remains a valid reference for design data approved before 24 November 2021. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES or DGAC approved (aprobado por DGAC-ES o DGAC) documents have been recorded, herein, as “EASA approved” documents.

(\*\*):The company corporate name was changed to “AIRBUS DEFENCE AND SPACE, S.A.U.” (Airbus DS S.A.U.) and it is reflected in the EASA DOA Approval Certificate EASA.21J.032 issued on 30th September 2014. The former corporate name, Construcciones Aeronáuticas S.A., was used to identify the TC holder in all versions of the previous Data Sheet TCDS Nr 01/82.



## **SECTION 4: MODEL C-212-CE - continued**

### **II. Certification Basis**

1. Reference Date for determining the applicable requirements  
September 7, 1974
2. State of Design Airworthiness Authority Type Certification Data Sheet No.  
Data Sheet from the Spanish Type Certificate (DGAC-ES) Nr 01/82
3. State of Design Airworthiness Authority Certification Basis  
Spain
4. EASA Airworthiness Requirements  
FAR Part 25, dated 1 February 1965, with Amendments 25-1 to 25-35, both inclusive
5. Special Conditions  
FAA special conditions No. 25-100-NW-6, dated 18-5-1981
6. Exemptions  
For Model C-212-CE, when S. B. 212-57-28 has been completed, exemption from compliance with paragraph FAR Part 25, 25-903 (d)(1).
7. Deviations  
N/A
8. Equivalent Safety Findings  
N/A
9. Environmental Protection  
14 C.F.R. FAR Part 36 Issued Dec. 1, 1969 including Amendments 36-1 through 36-17  
ICAO Annex 16, Volume I (Noise), 3rd issue, November 1993  
14 C.F.R. FAR Part 34 Issued Aug. 10, 1990  
ICAO Annex 16, Volume II (Fuel system ventilation and exhaust gas) 2nd issue, November 1993



## **SECTION 4: MODEL C-212-CE - continued**

### **III. Technical Characteristics and Operational Limitations**

#### 1. Type Design Definition

Defined by EADS-CASA Basic Drawing 212-00021

#### 2. Description

A high wing, twin-engine turboprop aircraft equipped to carry up to 28 passengers and cargo in a cabin and intended for short to medium transport routes.

#### 3. Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and listed in document Equipment List Report D.T. 77-2301 must be installed in the aircraft for certification.

In addition, the following documents are required:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 84-2501, applicable to C-212-CE Model.
- DGAC-approved Airplane Flight Manual, Document No. D.T. 90-2501, applicable to C-212-CE Model with Morro Norton International Inc. AD-4303X-2 incorporated.
- DGAC-approved Airplane Flight Manual, Document No. D.T. 84-2501, applicable to C-212-CE Model and Document No. D.T. 90-2503, supplement to D.T. 84-2501, when C-212-CE model have implemented B.S. 212-57-28.

#### 4. Dimensions

Span:	19 m
Length:	15.2 m
Height:	6.3 m
Wing Area:	40 m <sup>2</sup>

#### 5. Engines

2 Garrett Turbine Engine Co. model PE331-10R-502C or TPE331-10R-512C or TPE331-10R-513C turboprops.

Reduction ratio: 1/26.2287

Engines Limitations:

Condition	ESHP	SHP	%RPM	ITT (°C)
Takeoff (5 min)	944	900	100	650
Takeoff (APR) (5 min)	970	925	100	650
Continuous Maximum	944	900	100	650

Transient temperature limit (EGT): 770°C (1 second)

Transient overspeed limits: 105.5% (30 seconds)

106.0% (5 seconds)

The 100% RPM value is defined as 41 730 rpm of the engine shaft and 1 591 rpm of the propeller shaft.

See document D.T. 84-2501, Approved Flight Manual, for other operational limitations of the engine.

See NOTE 4.1, NOTE 4.2, and NOTE 4.3



**SECTION 4: MODEL C-212-CE - continued**

## 6. Auxiliary Power Unit

N/A

## 7. Propellers

2 Dowty Rotal Model (c) R.334/4-82-F/13 hydraulic full feathering, constant speed reversible propellers.

Blades: 4, serial number 660709314

Diameter: 2 794 mm.

For % RPM at windmilling see DGAC-approved Airplane Flight Manual, Document D.T. 83-2501.

Blade angle measured at 897.7 mm. radius station:

Feathered	$82^{\circ}30' \pm 20'$
Flight Idle	$9^{\circ} \pm 20'$
Start Locks	$-1^{\circ}45' \pm 0^{\circ}30'$
Full Reverse	$-13^{\circ} \pm 1^{\circ}$

## 8. Fluids (Fuel, Oil, Additives, Hydraulics)

Fuel:

See Airplane Flight Manual for approved fuels, alternate fuels and approved fuel additives.

Unusable fuel and system oil and all hydraulic fluid must be included in the certified weight. Unusable fuel is that quantity of fuel remaining in the system and in the tanks when the fuel quantity indicators read zero. The approved unusable fuel of 76 litres is comprised of system and tank fuel determined under FAR 25.959.

Oil:

Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II).

See approved AFM for a list of approved engine lubricating oils.

## 9. Fluid Capacities

Fuel:

Total Capacity:	2 074 L in two wing tanks
Usable fuel:	1 998 L
Unusable fuel:	76 L

C-212-CE models with Service bulletin 212-57-28 implemented:

Total Capacity:	3 066 L in two wing tanks
Usable fuel:	2 982 L
Unusable fuel:	83 L

Oil:

System oil is the amount of oil required to fill the oil system and tanks up to its normal level.

Usable oil: 4.97 L. in each engine tank

Unusable oil: (NONE)



## **SECTION 4: MODEL C-212-CE - continued**

### 10. Airspeed Limits

Unless otherwise noted below, airspeeds are indicated airspeeds in knots IAS:

V <sub>MO</sub> ( Maximum Operating) Sea Level-25 000 feet	200 Knots
V <sub>A</sub> (Manoeuvring)	146 Knots
V <sub>FE</sub> ( Maximum Flap Extended)	Take off 25%: 135 Knots Approach 37.5%: 130 Knots Landing, 100%: 115 Knots
V <sub>MC</sub> (Min. control speed)	88 Knots

### 11. Flight Envelope

Maximum Operating Altitude: 7 620 m (25 000 ft) pressure altitude.

### 12. Operating Limitations

#### 12.1 Approved Operations

The aircraft has been certificated in Airworthiness Category Large Airplane under FAR 25. When appropriate equipment is installed and operating correctly the follow operations can be operated:

- Day & Night VFR operations.
- Day & Night IFR operations.
- Passengers transport, except when B.S. 212-57-28 are implemented that are certificated like restricted category.
- Cargo transport, except when B.S. 212-57-28 are implemented that are certificated like restricted category.
- Atmospheric conditions to ice forming.

#### 12.2 Other Limitations

Elevator:	Up 30.0°	Down 20.0°
Elevator balance tab:	Up 3.0°	Down 8.6°
Rudder:	Right 27.5°	Left 27.5°
Rudder balance tab:	Right 14.0°	Left 14.8°
Ailerons:	Up 20.0°	Down 20.0°
Trailing edge for aileron:	Up 15.0°	Down 15.0°
Flaps:		
Take off	Down 10.0°	
Approach	Down 10.0°	
Landing	Down 40.0°	

All measurements are taken at trailing edge from neutral position. Further details regarding tolerances on control surface movements refer to document D.T. 77-2101.

### 13. Maximum Certified Masses

Ramp	7 750 Kg
Takeoff	7 700 Kg
Landing	7 450 Kg
MZFW	7 100 Kg



**SECTION 4: MODEL C-212-CE - continued**

## 14. Centre of Gravity Range

Weight (Kg)	FWD % MAC	AFT % MAC
7 700	16.00	30.00
7 450	15.90	30.00
5 013	15.00	30.00
4 300	15.00	30.00

Straight line variation between points given.

With Morro Norton International Inc. AD-4303X-2 incorporated:

Weight (Kg)	FWD % MAC	AFT % MAC
7 700	16.00	30.00
7 450	15.20	30.00
6 500	12.00	30.00
4 300	12.00	30.00

## 15. Datum

A jig point is located in forward fuselage aft Frame No. 4 and marked on the underside of the fuselage. The C.G. reference datum is situated 111.5 cm. forward of the jig point.

## 16. Mean Aerodynamic Chord (MAC)

Length: 219 cm

The leading edge of M.A.C. is 546.2 cm. aft of datum.

## 17. Levelling Means

Plumb-bob provision on aft face of aft cockpit compartment bulkhead

## 18. Minimum Flight Crew

Two (2). Pilot and Co-pilot

## 19. Minimum Cabin Crew

(in accordance with the emergency evacuation test)

N/A

## 20. Maximum Seating Capacity

28

## 21. Baggage/ Cargo Compartment

Maximum Baggage:

Aft baggage compartment	400 Kg (total)
Maximum floor loading	586 kg/m <sup>2</sup> and 700 kg/m (lineal)

Baggage and/or cargo load must comply with loading limitations of approved Airplane Flight Manual, and must be loaded in accordance with loading instructions of Weight and Balance Supplement to the approved Airplane Flight Manual.



## **SECTION 4: MODEL C-212-CE - continued**

### 22. Wheels and Tyres

The maximum tyres inflate pressures and LCN numbers are:

Main: 56 psig

Nose: 53 psig

Minimum LCN number: 7

### 23. ETOPS

N/A

## **IV. Operating and Service Instructions**

### 1. Airplane Flight Manual (AFM)

The required Airplane Flight Manual approved by DGAC Authority are:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 84-2501, applicable to C-212-CE Model.
- DGAC-approved Airplane Flight Manual, Document No. D.T. 90-2501, applicable to C-212-CE Model with Morro Norton International Inc. AD-4303X-2 incorporated.
- DGAC-approved Airplane Flight Manual, Document No. D.T. 84-2501, applicable to C-212-CE Model and Document No. D.T. 90-2503, supplement to D.T. 84-2501, when C-212-CE model have implemented B.S. 212-57-28.

Airplane operation must be in accordance with the Airplane Flight Manual (AFM) listed above. All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed in the airplane.

### 2. Instructions for Continued Airworthiness and Airworthiness Limitations

The service life limits for aircraft structural parts which are fatigue critical are listed in the latest approved C212 Supplemental Inspection Document (SID), reference C212-PV-02-SID or later revision or variation approved by EASA.

Life limited parts for the Model TPE331-10 and -10R series engines are listed in FAA-Approved Garrett Service Bulletins TPE331-72-0180, dated February 15, 1978, or later FAA-Approved revisions.

The Services Bulletins issued by EADS-CASA, correspond to major modifications, will be approved by EASA. The Service Bulletins corresponding to minor modification will be approved by EADS-CASA according to the DOA EASA.21J.032 dated July 30th, 2004. In both cases the Service Bulletins will have the corresponding declaration approval.

### 3. Weight and Balance Manual (WBM)

Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions, must be on board in each aircraft at the time of original certification.

## **V. Notes**

### NOTE 4.1

Engine Models TPE331-10-511C, TPE331-10R-511C and TPE331-10R-512C are the same as Models TPE331-10-501C, TPE331-10R-501C and TPE331-10R-502C with Garrett Service Bulletin No. TPE331-72-0395, effective April 1, 1983, Revision 1, dated November 10, 1983, or later revision incorporated and are eligible when CASA Service Bulletin 212-80-22 and 212-80-23 are incorporated upon installation of the later model engine.





**SECTION 4: MODEL C-212-CE - continued**

## NOTE 4.2

of the C-212-CE Models with a TPE331-10R-502C engine on one side and a TPE331-10R-512C engine on the other side is authorized for a maximum of 300 hours after the later model engine is installed. C-212-CE airplane performance is unaffected with mixed engine installed

## NOTE 4.3

Engine Model TPE-331-10R-513C is the same as Model TPE331-10R-512C with Garrett Service Bulletin TPE331-72-0509, dated August 21, 1985, or later approved revision incorporated.



**SECTION 5: MODEL C-212-CF****I. General**

## 1. Type/ Model/ Variant

C-212-CF

The aeroplanes covered by this Type Certificate Data Sheet have the Serial Number format XXX.

## 2. Performance Class

A

## 3. Certifying Authority(\*)

DGAC/EASA

## 4. Manufacturer(\*\*)

Airbus Defence and Space, S.A.  
Calle Aviocar, 2  
28906 Getafe, Madrid  
Spain

## 5. State of Design Authority Certification Application Date

DGAC-ES, September 7, 1974

## 6. EASA Type Certification Application Date

N/A

## 7. State of Design Authority Type Certificate Date

DGAC-ES, September 16, 1985

## 8. EASA Type Certification Date

N/A

EASA grandfathered the DGAC-ES TC 01/82(\*)

(\*): Data Sheet from the Spanish Type Certificate Nr 01/82 remains a valid reference for design data approved before 24 November 2021. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES or DGAC approved (aprobado por DGAC-ES o DGAC) documents have been recorded, herein, as “EASA approved” documents.

(\*\*):The company corporate name was changed to “AIRBUS DEFENCE AND SPACE, S.A.U.” (Airbus DS S.A.U.) and it is reflected in the EASA DOA Approval Certificate EASA.21J.032 issued on 30th September 2014. The former corporate name, Construcciones Aeronáuticas S.A., was used to identify the TC holder in all versions of the previous Data Sheet TCDS Nr 01/82.



## **SECTION 5: MODEL C-212-CF - continued**

### **II. Certification Basis**

1. Reference Date for determining the applicable requirements

September 7, 1974

2. State of Design Airworthiness Authority Type Certification Data Sheet No.

Data Sheet from the Spanish Type Certificate (DGAC-ES) Nr 01/82

3. State of Design Airworthiness Authority Certification Basis

Spain

4. EASA Airworthiness Requirements

FAR Part 25, dated 1 February 1965, with Amendments 25-1 to 25-35, both inclusive  
FAR Part 34, dated 10 August 1990

5. Special Conditions

FAA nº 25-100-NW-6, Date May, 18, 1981.

6. Exemptions

N/A

7. Deviations

N/A

8. Equivalent Safety Findings

N/A

9. Environmental Protection

14 C.F.R. FAR Part 36 Issued Dec. 1, 1969 including Amendments 36-1 through 36-17  
ICAO Annex 16, Volume I (Noise), 3rd issue, November 1993  
14 C.F.R. FAR Part 34 Issued Aug. 10, 1990  
ICAO Annex 16, Volume II (Fuel system ventilation and exhaust gas) 2nd issue, November 1993



## **SECTION 5: MODEL C-212-CF - continued**

### **III. Technical Characteristics and Operational Limitations**

#### 1. Type Design Definition

Defined by EADS-CASA Basic Drawing 212-00099 with the modifications PP0956 or PP1012.

#### 2. Description

A high wing, twin-engine turboprop aircraft equipped to carry up to 28 passengers and cargo in a cabin and intended for short to medium transport routes.

#### 3. Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and listed in document Equipment List Report D.T. 77-2301 must be installed in the aircraft for certification.

In addition, the following document is required:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 84-2502, applicable to C-212-CF Model.

#### 4. Dimensions

Span	19 m
Length	15.2 m
Height	6.3 m
Wing Area	40 m <sup>2</sup>

#### 5. Engines

2 Garrett Turbine Engine Co. model TPE331-10R-501C or TPE331-10R-511C turboprops.

Reduction ratio: 1/26.2287

Engines Limitations:

Condition	ESHP	SHP	%RPM	ITT (°C)
Takeoff (5 min)	944	900	100	650
Takeoff (APR) (5 min)	970	925	100	650
Continuous Maximum	944	900	100	650

Transient temperature limit (EGT): 770°C (1 second)

Transient overspeed limits: 105.5% (30 seconds)

106.0% (5 seconds)

The 100% RPM value is defined as 41 730 rpm of the engine shaft and 1 591 rpm of the propeller shaft.

See document D.T. 84-2502, Approved Flight Manual, for other operational limitations of the engine.

See NOTE 5.1 and NOTE 5.2

#### 6. Auxiliary Power Unit

N/A



## **SECTION 5: MODEL C-212-CF - continued**

### 7. Propellers

2 Hartzell model (c) HC-B4MN-5AL hydraulic propellers, with constant speed, variable pitch, which can be reversed and feathered.

Blades: 4, model LM 10585 B + 4 or 4, model LM 10585 ANK + 4

Diameter: 279.4 cm. (110 inches)

Prohibited %RPM interval (windmilling): 18% to 28%

Blade angles measured at the station located at the 106.7-cm (42-inch) radius.

Feathered	$83.0^{\circ} \pm 1.0'$
Flight Idle	$7.0^{\circ} \pm 0.3'$
Start Locks	$-1.5^{\circ} \pm 0.2^{\circ}$
Full Reverse	$-10^{\circ} \pm 0.5^{\circ}$

### 8. Fluids (Fuel, Oil, Additives, Hydraulics)

#### Fuel:

See Airplane Flight Manual for approved fuels, alternate fuels and approved fuel additives.

Unusable fuel and system oil and all hydraulic fluid must be included in the certified weight.

Unusable fuel is that quantity of fuel remaining in the system and in the tanks when the fuel quantity indicators read zero. The approved unusable fuel of 76 litres is comprised of system and tank fuel determined under FAR 25.959.

#### Oil:

Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II).

See approved AFM for a list of approved engine lubricating oils.

### 9. Fluid Capacities

#### Fuel:

Total Capacity:	2 074 L in two wing tanks
Usable fuel:	1 998 L
Unusable fuel:	76 L

#### Oil:

System oil is the amount of oil required to fill the oil system and tanks up to its normal level.

Usable oil:	4.97 L. in each engine tank
Unusable oil:	(NONE)



## **SECTION 5: MODEL C-212-CF - continued**

### 10. Airspeed Limits

Unless otherwise noted below, airspeeds are indicated airspeeds in knots IAS:

V <sub>MO</sub> ( Maximum Operating) Sea Level-25 000 feet	200 Knots
V <sub>A</sub> (Manoeuvring)	146 Knots
V <sub>FE</sub> ( Maximum Flap Extended)	Takeoff 25%: 135 Knots Approach 37.5%: 130 Knots Landing, 100%: 115 Knots
V <sub>MC</sub> (Min. control speed)	88 Knots

### 11. Flight Envelope

Maximum Operating Altitude: 7 620 m (25 000 ft) pressure altitude.

### 12. Operating Limitations

#### 12.1 Approved Operations

The aircraft has been certificated in Airworthiness Category Large Airplane under FAR 25. When appropriate equipment is installed and operating correctly the follow operations can be operated:

- Day & Night VFR operations.
- Day & Night IFR operations.
- Passengers transport.
- Cargo transport.
- Atmospheric conditions to ice forming

#### 12.2 Other Limitations

Elevator:	Up 30.0°	Down 20.0°
Elevator balance tab:	Up 3.0°	Down 8.60°
Rudder:	Right 27.5°	Left 27.5°
Rudder balance tab:	Right 14.0°	Left 14.8°
Ailerons:	Up 20.0°	Down 20.0°
Trailing edge for aileron:	Up 15.0°	Down 15.0°
Flaps:		
Take off	Down 10.0°	
Approach	Down 10.0°	
Landing	Down 40.0°	

All measurements are taken at trailing edge from neutral position. Further details regarding tolerances on control surface movements refer to document D.T. 77-2101.

### 13. Maximum Certified Masses

Ramp	7 750 Kg
Takeoff	7 700 Kg
Landing	7 450 Kg
MZFW	7 100 Kg



**SECTION 5: MODEL C-212-CF - continued**

## 14. Centre of Gravity Range

Weight (Kg)	FWD % MAC	AFT % MAC
7 700	16.00	30.00
7 450	15.90	30.00
5 013	15.00	30.00
4 300	15.00	30.00

Straight line variation between points given.

## 15. Datum

A jig point is located in forward fuselage aft Frame No. 4 and marked on the underside of the fuselage. The C.G. reference datum is situated 111.5 cm. forward of the jig point.

## 16. Mean Aerodynamic Chord (MAC)

Length: 219 cm

The leading edge of M.A.C. is 546.2 cm. aft of datum.

## 17. Levelling Means

Plumb-bob provision on aft face of aft cockpit compartment bulkhead

## 18. Minimum Flight Crew

Two (2). Pilot and Co-pilot

## 19. Minimum Cabin Crew

(in accordance with the emergency evacuation test)

N/A

## 20. Maximum Seating Capacity

28

## 21. Baggage/ Cargo Compartment

Maximum Baggage:

Aft baggage compartment:	400 Kg (total)
Maximum floor loading:	586 kg/m <sup>2</sup> and 700 kg/m (lineal)

Baggage and/or cargo load must comply with loading limitations of approved Airplane Flight Manual, and must be loaded in accordance with loading instructions of Weight and Balance Supplement to the approved Airplane Flight Manual.

## 22. Wheels and Tyres

The maximum tyres inflate pressures and LCN numbers are:

Main: 56 psig

Nose: 53 psig

Minimum LCN number: 7

## 23. ETOPS

N/A



## **SECTION 5: MODEL C-212-CF - continued**

### **IV. Operating and Service Instructions**

#### 1. Airplane Flight Manual (AFM)

The required Airplane Flight Manual approved by DGAC Authority is:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 84-2502, applicable to C-212-CF Model.

Airplane operation must be in accordance with the Airplane Flight Manual (AFM) listed above. All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed in the airplane.

#### 2. Instructions for Continued Airworthiness and Airworthiness Limitations

The service life limits for aircraft structural parts which are fatigue critical are listed in the latest approved C212 Supplemental Inspection Document (SID), reference C212-PV-02-SID or later revision or variation approved by EASA.

Life limited parts for the Model TPE331-5-501C engine are listed in FAA-Approved Garrett Service Bulletin TPE331-72-0019 dated December 4, 1972, or later FAA-Approved revisions.

Life limited parts for the Model TPE331-10 and -10R series engines are listed in FAA-Approved Garrett Service Bulletins TPE331-72-0180, dated February 15, 1978, or later FAA-Approved revisions.

The Services Bulletins issued by EADS-CASA, correspond to major modifications, will be approved by EASA. The Service Bulletins corresponding to minor modification will be approved by EADS-CASA according to the DOA EASA.21J.032 dated July 30th, 2004. In both cases the Service Bulletins will have the corresponding declaration approval.

#### 3. Weight and Balance Manual (WBM)

Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions, must be on board in each aircraft at the time of original certification.

### **V. Notes**

#### NOTE 5.1

Engine Models TPE331-10-511C, TPE331-10R-511C and TPE331-10R-512C are the same as Models TPE331-10-501C, TPE331-10R-501C and TPE331-10R-502C with Garrett Service Bulletin No. TPE331-72-0395, effective April 1, 1983, Revision 1, dated November 10, 1983, or later revision incorporated and are eligible when CASA Service Bulletin 212-80-22 and 212-80-23 are incorporated upon installation of the later model engine.

#### NOTE 5.2

Operation of the C-212-CF Models with a TPE331-10-501C or TPE331-10R-501C engine on one side and a TPE331-10-511C or TPE331-10R-511C engine on the other side is authorized for a maximum of 300 hours after the later model engine is installed. Operation of the C-212-CF Models with a TPE331-10R-502C engine on one side and a TPE331-10R-512C engine on the other side is authorized for a maximum of 300 hours after the later model engine is installed. C-212-CF airplane performance is unaffected with mixed engine installed.





**SECTION 6: MODEL C-212-DD****I. General**

## 1. Type/ Model/ Variant

C-212-DD

The aeroplanes covered by this Type Certificate Data Sheet have the Serial Number format XXX.

## 2. Performance Class

A

## 3. Certifying Authority(\*)

DGAC/EASA

## 4. Manufacturer(\*\*)

Airbus Defence and Space, S.A.

Calle Aviocar, 2

28906 Getafe, Madrid

Spain

## 5. State of Design Authority Certification Application Date

DGAC-ES, September 7, 1974

## 6. EASA Type Certification Application Date

N/A

## 7. State of Design Authority Type Certificate Date

DGAC-ES, July 12, 1988

## 8. EASA Type Certification Date

N/A

EASA grandfathered the DGAC-ES TC 01/82(\*)

(\*): Data Sheet from the Spanish Type Certificate Nr 01/82 remains a valid reference for design data approved before 24 November 2021. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES or DGAC approved (aprobado por DGAC-ES o DGAC) documents have been recorded, herein, as "EASA approved" documents.

(\*\*):The company corporate name was changed to "AIRBUS DEFENCE AND SPACE, S.A.U." (Airbus DS S.A.U.) and it is reflected in the EASA DOA Approval Certificate EASA.21J.032 issued on 30th September 2014. The former corporate name, Construcciones Aeronáuticas S.A., was used to identify the TC holder in all versions of the previous Data Sheet TCDS Nr 01/82.



## **SECTION 6: MODEL C-212-DD - continued**

### **II. Certification Basis**

1. Reference Date for determining the applicable requirements  
September 7, 1974
2. State of Design Airworthiness Authority Type Certification Data Sheet No.  
Data Sheet from the Spanish Type Certificate (DGAC-ES) Nr 01/82
3. State of Design Airworthiness Authority Certification Basis  
Spain
4. EASA Airworthiness Requirements  
FAR Part 25, dated 1 February 1965, with Amendments 25-1 to 25-35, both inclusive.  
In addition, for model C-212-DD the applicant voluntarily complies with paragraphs 25.855 and 25.857 in the revision status corresponding to Amendment 25-60
5. Special Conditions  
FAA special conditions No. 25-100-NW-6, dated 18-5-1981
6. Exemptions  
N/A
7. Deviations  
N/A
8. Equivalent Safety Findings  
N/A
9. Environmental Protection  
14 C.F.R. FAR Part 36 Issued Dec. 1, 1969 including Amendments 36-1 through 36-17  
ICAO Annex 16, Volume I (Noise), 3rd issue, November 1993  
14 C.F.R. FAR Part 34 Issued Aug. 10, 1990  
ICAO Annex 16, Volume II (Fuel system ventilation and exhaust gas) 2nd issue ,November 1993



## **SECTION 6: MODEL C-212-DD - continued**

### **III. Technical Characteristics and Operational Limitations**

#### 1. Type Design Definition

Defined by EADS-CASA Technical Document GCP/CC/87-009 "Relación de conjuntos fundamentales que definen según diseño la versión civil C-212 Modelo DD".

#### 2. Description

A high wing, twin-engine turboprop aircraft equipped to carry up to 28 passengers and cargo in a cabin and intended for short to medium transport routes

#### 3. Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and listed in document Equipment List Report D.T. 87-2523 must be installed in the aircraft for certification.

In addition, the following document is required:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 87-2501, applicable to C-212-DD Model

#### 4. Dimensions

Span	20.4 m
Length	15.8 m
Height	6.3 m
Wing Area	40.29 m <sup>2</sup>

#### 5. Engines

2 Garrett Turbine Engine Co. model PE331-10R-502C or TPE331-10R-512C or TPE 331- OR-513C turboprops.

Reduction ratio: 1/26.2287

Engines Limitations:

Condition	ESHP	SHP	%RPM	ITT (°C)
Takeoff (5 min)	944	900	100	650
Takeoff (APR) (5 min)	970	925	100	650
Continuous Maximum	944	900	100	650

Transient temperature limit (EGT): 770°C (1 second)

Transient overspeed limits: 105.5% (30 seconds)

106.0% (5 seconds)

The 100% RPM value is defined as 41 730 rpm of the engine shaft and 1 591 rpm of the propeller shaft.

See document D.T. 87-2501, Approved Flight Manual, for other operational limitations of the engine.

See NOTE 6.1 and NOTE 6.2

#### 6. Auxiliary Power Unit

N/A



## **SECTION 6: MODEL C-212-DD - continued**

### 7. Propellers

2 Dowty Rotol Ltd, Model (c) R.334/4-82-F/13, hydraulic full feathering, constant speed, reversible propellers.

Blades: 4, serial number 660709314

Diameter: 2 794 mm.

Prohibited %RPM interval (windmilling): 18% to 28%

Blade angle measured at 897.7 mm. radius station:

Feathered	82°32' ± 20'
Flight Idle	9° ± 20'
Start Locks	-1°45' ± 0°30'
Full Reverse	-13° ± 1°

### 8. Fluids (Fuel, Oil, Additives, Hydraulics)

#### Fuel:

See Airplane Flight Manual for approved fuels, alternate fuels and approved fuel additives.

Unusable fuel and system oil and all hydraulic fluid must be included in the certified weight.

Unusable fuel is that quantity of fuel remaining in the system and in the tanks when the fuel quantity indicators read zero. The approved unusable fuel of 76 litres is comprised of system and tank fuel determined under FAR 25.959.

#### Oil:

Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II).

See approved AFM for a list of approved engine lubricating oils.

### 9. Fluid Capacities

#### Fuel:

Total Capacity:	2 074 L in two wing tanks
Usable fuel:	1 998 L
Unusable fuel:	76 L

#### Oil:

System oil is the amount of oil required to fill the oil system and tanks up to its normal level.

Usable oil: 4.97 L. in each engine tank

Unusable oil: (NONE)

### 10. Airspeed Limits

Unless otherwise noted below, airspeeds are indicated airspeeds in knots IAS:

V <sub>MO</sub> ( Maximum Operating) Sea Level-25 000 feet	200 Knots
V <sub>A</sub> (Manoeuvring)	146 Knots
V <sub>FE</sub> ( Maximum Flap Extended)	Takeoff 25%: 135 Knots Approach 25%: 135Knots Landing, 100%: 115 Knots
V <sub>MC</sub> (Min. control speed)	88 Knots

### 11. Flight Envelope

Maximum Operating Altitude: 7 620 m (25 000 ft) pressure altitude.



## **SECTION 6: MODEL C-212-DD - continued**

### 12. Operating Limitations

#### 12.1 Approved Operations

The aircraft has been certificated in Airworthiness Category Large Airplane under FAR 25. When appropriate equipment is installed and operating correctly the follow operations can be operated:

- Day & Night VFR operations.
- Day & Night IFR operations.
- Passengers transport.
- Cargo transport.
- Atmospheric conditions to ice forming.

#### 12.2 Other Limitations

Elevator:	Up 30.0°	Down 20.0°
Elevator balance tab:	Up 3.0°	Down 8.6°
Rudder:	Right 18.5°	Left 22.5°
Rudder balance tab:	Right 14.0°	Left 14.8°
Ailerons:	Up 20.0°	Down 20.0°
Trailing edge for aileron:	Up 15.0°	Down 15.0°
Flaps:		
Take off	Down 10.0°	
Approach	Down 10.0°	
Landing	Down 40.0°	

All measurements are taken at trailing edge from neutral position. Further details regarding tolerances on control surface movements refer to document D.T. 77-2101.

### 13. Maximum Certified Masses

Ramp	7 750 Kg
Takeoff	7 700 Kg
Landing	7 450 Kg
MZFW	7 100 Kg

### 14. Centre of Gravity Range

Weight (Kg)	FWD % MAC	AFT % MAC
7 700	16.00	30.00
7 450	15.90	30.00
5 013	15.00	30.00
4 300	15.00	30.00

### 15. Datum

A jig point is located in forward fuselage aft Frame No. 4 and marked on the underside of the fuselage. The C.G. reference datum is situated 111.5 cm. forward of the jig point.

### 16. Mean Aerodynamic Chord (MAC)

Length: 219 cm

The leading edge of M.A.C. is 546.2 cm. aft of datum.



## **SECTION 6: MODEL C-212-DD - continued**

### 17. Levelling Means

Plumb-bob provision on aft face of aft cockpit compartment bulkhead

### 18. Minimum Flight Crew

Two (2). Pilot and Co-pilot

### 19. Minimum Cabin Crew

(in accordance with the emergency evacuation test)

N/A

### 20. Maximum Seating Capacity

28

### 21. Baggage/ Cargo Compartment

Maximum Baggage:

Aft baggage compartment:	400 Kg (total)
Fwd baggage compartment:	140 Kg (total)
Maximum floor loading:	586 kg/m <sup>2</sup> and 700 kg/m (lineal)

Baggage and/or cargo load must comply with loading limitations of approved Airplane Flight Manual, and must be loaded in accordance with loading instructions of Weight and Balance Supplement to the approved Airplane Flight Manual.

### 22. Wheels and Tyres

The maximum tyres inflate pressures and LCN numbers are:

Main: 56 psig

Nose: 53 psig

Minimum LCN number: 7

### 23. ETOPS

N/A

## **IV. Operating and Service Instructions**

### 1. Airplane Flight Manual (AFM)

The required Airplane Flight Manual approved by DGAC Authority is:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 87-2501, applicable to C-212-DD Model

Airplane operation must be in accordance with the Airplane Flight Manual (AFM) listed above. All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed in the airplane.

### 2. Instructions for Continued Airworthiness and Airworthiness Limitations

The service life limits for aircraft structural parts which are fatigue critical are listed in the latest approved C212 Supplemental Inspection Document (SID), reference C212-PV-02-SID or later revision or variation approved by EASA.

Life limited parts for the Model TPE331-10 and -10R series engines are listed in FAA-Approved Garrett Service Bulletins TPE331-72-0180, dated February 15, 1978, or later FAA-Approved revisions.



## **SECTION 6: MODEL C-212-DD - continued**

The Services Bulletins issued by EADS-CASA, correspond to major modifications, will be approved by EASA. The Service Bulletins corresponding to minor modification will be approved by EADS-CASA according to the DOA EASA.21J.032 dated July 30th , 2004. In both cases the Service Bulletins will have the corresponding declaration approval.

### 3. Weight and Balance Manual (WBM)

Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions, must be on board in each aircraft at the time of original certification.

## **V. Notes**

### NOTE 6.1

Engine Model TPE-331-10R-513C is the same as Model TPE331-10R-512C with Garrett Service Bulletin TPE331-72-0509, dated August 21, 1985, or later approved revision incorporated.

### NOTE 6.2

Operation of the C-212-DD Model with a TPE331-10R-512C engine on one side and TPE331-10R-513C engine on the other side is authorized for an unlimited time.

Operation of the C-212-DD Model with a TPE331-10R-512C or TPE331-10R-513C engine on one side, and TPE331-10R-502C engine on the other side is authorized for a maximum of 300 hours after the later model engine is installed.

C-212-DD airplane performance is unaffected with mixed engines installed



**SECTION 7: MODEL C-212-DF****I. General**

## 1. Type/ Model/ Variant

C-212-DF

The aeroplanes covered by this Type Certificate Data Sheet have the Serial Number format XXX.

## 2. Performance Class

A

## 3. Certifying Authority(\*)

DGAC/EASA

## 4. Manufacturer (\*\*)

Airbus Defence and Space SA

Calle Aviocar, 2

28906 Getafe, Madrid

Spain

## 5. State of Design Authority Certification Application Date

DGAC-E September 7, 1974

## 6. EASA Type Certification Application Date

N/A

## 7. State of Design Authority Type Certificate Date

DGAC-E November 30, 1988

## 8. EASA Type Certification Date

N/A

EASA grandfathered the DGAC-ES TC 01/82(\*)

(\*): Data Sheet from the Spanish Type Certificate Nr 01/82 remains a valid reference for design data approved before 24 November 2021. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES or DGAC approved (aprobado por DGAC-ES o DGAC) documents have been recorded, herein, as "EASA approved" documents.

(\*\*):The company corporate name was changed to "AIRBUS DEFENCE AND SPACE, S.A.U." (Airbus DS S.A.U.) and it is reflected in the EASA DOA Approval Certificate EASA.21J.032 issued on 30th September 2014. The former corporate name, Construcciones Aeronáuticas S.A., was used to identify the TC holder in all versions of the previous Data Sheet TCDS Nr 01/82.





## **SECTION 7: MODEL C-212-DF - continued**

### **II. Certification Basis**

1. Reference Date for determining the applicable requirements  
September 7, 1974
2. State of Design Airworthiness Authority Type Certification Data Sheet No.  
Data Sheet from the Spanish Type Certificate Nr 01/82.
3. State of Design Airworthiness Authority Certification Basis  
Spain
4. EASA Airworthiness Requirements  
FAR Part 25, dated 1 February 1965, with Amendments 25-1 to 25-35, both inclusive  
In addition, for model C-212-DF the applicant voluntarily complies with paragraphs 25.855  
and 25.857 in the revision status corresponding to Amendment 25-60
5. Special Conditions  
FAA special conditions No. 25-100-NW-6, dated 18-5-1981
6. Exemptions  
N/A
7. Deviations  
N/A
8. Equivalent Safety Findings  
N/A
9. Environmental Protection  
FAR Part 34, dated 10 August 1990  
ICAO Annex 16, Volume 2, 2nd Edition dated 1993  
FAR Part 36, dated 1 December 1969  
ICAO Annex 16, Volume 1, 3rd Edition dated 1993



## **SECTION 7: MODEL C-212-DF - continued**

### **III. Technical Characteristics and Operational Limitations**

#### 1. Type Design Definition

Defined by EADS-CASA Technical Document GCP/CC/89-002 "Relación de conjuntos fundamentales que definen según diseño la versión civil C-212 Modelo DF"

#### 2. Description

A high wing, twin-engine turboprop aircraft equipped to carry up to 28 passengers and cargo in a cabin and intended for short to medium transport routes

#### 3. Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and listed in document Equipment List Report D.T. 87-2523 must be installed in the aircraft for certification.

In addition, the following document is required:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 88-2509, applicable to C-212-DF Model.

#### 4. Dimensions

Span:	20.4 m
Length:	15.8 m
Height:	6.3 m
Wing Area:	40.29 m <sup>2</sup>

#### 5. Engines

2 Garrett Turbine Engine Co. model TPE331-10R-502C or TPE331-10R-512C or TPE 331-0R-513C turboprops.

Reduction ratio: 1/26.2287

##### Engines Limitations:

Condition	ESHP	SHP	%RPM	ITT (°C)
Takeoff (5 min)	944	900	100	650
Takeoff (APR) (5 min)	970	925	100	650
Continuous Maximum	944	900	100	650

Transient temperature limit (EGT): 770°C (1 second)

Transient overspeed limits: 105.5% (30 seconds)

106.0% (5 seconds)

The 100% RPM value is defined as 41 730 rpm of the engine shaft and 1 591 rpm of the propeller shaft.

See document D.T. 88-2509, Approved Flight Manual, for other operational limitations of the engine.

See NOTE 7.1 and NOTE 7.2

#### 6. Auxiliary Power Unit

N/A

#### 7. Propellers

2 Dowty Rotol Ltd model (c) R.334/4-82-F/13 hydraulic propellers, with constant speed, variable pitch, which can be reversed and feathered.



**SECTION 7: MODEL C-212-DF - continued**

Blades: 4, serial number 660709314  
 Diameter: 2 794 mm.  
 Prohibited %RPM interval (windmilling): 18% to 28%

Blade angles measured at the station located at the 89.77-cm radius. (35.333 inches).

Feathered	82°32' ± 20'
Flight Idle	9° ± 20'
Start Locks	-1°45' ± 0°30'
Full Reverse	-13° ± 1°

**8. Fluids (Fuel, Oil, Additives, Hydraulics)****Fuel:**

See Airplane Flight Manual for approved fuels, alternate fuels and approved fuel additives.

Unusable fuel and system oil and all hydraulic fluid must be included in the certified weight.

Unusable fuel is that quantity of fuel remaining in the system and in the tanks when the fuel quantity indicators read zero. The approved unusable fuel of 76 litres is comprised of system and tank fuel determined under FAR 25.959.

**Oil:**

Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II).

See approved AFM for a list of approved engine lubricating oils.

**9. Fluid Capacities****Fuel:**

Total Capacity:	2 074 L in two wing tanks
Usable fuel:	1 998 L
Unusable fuel:	76 L

**Oil:**

System oil is the amount of oil required to fill the oil system and tanks up to its normal level.

Usable oil:	4.97 L. in each engine tank
Unusable oil:	(NONE)

**10. Airspeed Limits**

Unless otherwise noted below, airspeeds are indicated airspeeds in knots IAS:

V <sub>MO</sub> ( Maximum Operating) Sea Level-25 000 feet	200 Knots
V <sub>A</sub> (Manoeuvring)	146 Knots
V <sub>FE</sub> ( Maximum Flap Extended)	Takeoff 25%: 135 Knots Approach 25%: 135 Knots Landing, 100%: 115 Knots
V <sub>MC</sub> (Min. control speed)	76 Knots



## **SECTION 7: MODEL C-212-DF - continued**

### 11. Flight Envelope

Maximum Operating Altitude: 7 620 m (25 000 ft) pressure altitude.

### 12. Operating Limitations

#### 12.1 Approved Operations

The aircraft has been certificated in Airworthiness Category Large Airplane under FAR 25.

When appropriate equipment is installed and operating correctly the follow operations can be operated:

- Day & Night VFR operations.
- Day & Night IFR operations.
- Passengers transport.
- Cargo transport.
- Atmospheric conditions to ice forming.

#### 12.2 Other Limitations

Elevator:	Up 30.0°	Down 20.0°
Elevator balance tab:	Up 3.0°	Down 8.6°
Rudder:	Right 20.0°	Left 24.0°
Rudder balance tab:	Right 14.0°	Left 14.0°
Ailerons:	Up 20.0°	Down 20.0°
Trailing edge for aileron:	Up 15.0°	Down 15.0°
Flaps:		
Take off	Down 10.0°	
Approach	Down 10.0°	
Landing	Down 40.0°	

All measurements are taken at trailing edge from neutral position. Further details regarding tolerances on control surface movements refer to document D.T. 87-2104.

### 13. Maximum Certified Masses

Ramp	7 750 Kg
Takeoff	7 700 Kg
Landing	7 450 Kg
MZFW	7 100 Kg

### 14. Centre of Gravity Range

Weight (Kg)	FWD % MAC	AFT % MAC
7 700	16.00	30.00
7 450	15.90	30.00
5 013	15.00	30.00
4 300	15.00	30.00

Straight line variation between points given.

### 15. Datum

A jig point is located in forward fuselage aft Frame No. 4 and marked on the underside of the fuselage. The C.G. reference datum is situated 111.5 cm. forward of the jig point.

### 16. Mean Aerodynamic Chord (MAC)

Length: 219 cm

The leading edge of M.A.C. is 546.2 cm. aft of datum.



## **SECTION 7: MODEL C-212-DF - continued**

### 17. Levelling Means

Plumb-bob provision on aft face of aft cockpit compartment bulkhead

### 18. Minimum Flight Crew

Two (2). Pilot and Co-pilot

### 19. Minimum Cabin Crew

(in accordance with the emergency evacuation test)

N/A

### 20. Maximum Seating Capacity

28

### 21. Baggage/ Cargo Compartment

Maximum Baggage:

Aft baggage compartment:	400 Kg (total)
Fwd baggage compartment:	140 Kg (total)
Maximum floor loading:	586 kg/m <sup>2</sup> and 700 kg/m (lineal)

Baggage and/or cargo load must comply with loading limitations of approved Airplane Flight Manual, and must be loaded in accordance with loading instructions of Weight and Balance Supplement to the approved Airplane Flight Manual.

### 22. Wheels and Tyres

The maximum tyres inflate pressures and LCN numbers are:

Main:	56 psig
Nose:	53 psig
Minimum LCN number:	7

### 23. ETOPS

N/A

## **IV. Operating and Service Instructions**

### 1. Airplane Flight Manual (AFM)

The required Airplane Flight Manual approved by DGAC Authority is:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 88-2509, applicable to C-212-DF Model.

Airplane operation must be in accordance with the Airplane Flight Manual (AFM) listed above. All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed in the airplane.

### 2. Instructions for Continued Airworthiness and Airworthiness Limitations

The service life limits for aircraft structural parts which are fatigue critical are listed in the latest approved C212 Supplemental Inspection Document (SID), reference C212-PV-02-SID or later revision or variation approved by EASA.

Life limited parts for the Model TPE331-10 and -10R series engines are listed in FAA-Approved Garrett Service Bulletins TPE331-72-0180, dated February 15, 1978, or later FAA-Approved revisions.



## **SECTION 7: MODEL C-212-DF - continued**

The Services Bulletins issued by EADS-CASA, correspond to major modifications, will be approved by EASA. The Service Bulletins corresponding to minor modification will be approved by EADS-CASA according to the DOA EASA.21J.032 dated July 30th , 2004. In both cases the Service Bulletins will have the corresponding declaration approval.

### **3. Weight and Balance Manual (WBM)**

Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions, must be on board in each aircraft at the time of original certification.

## **V. Notes**

### **NOTE 7.1**

Engine Model TPE-331-10R-513C is the same as Model TPE331-10R-512C with Garrett Service Bulletin TPE331-72-0509, dated August 21, 1985, or later approved revision incorporated.

### **NOTE 7.2**

Operation of the C-212-DF Model with a TPE331-10R-512C engine on one side and TPE331-10R-513C engine on the other side is authorized for an unlimited time. Operation of the C-212-DF Model with a TPE331-10R-512C or TPE331-10R-513C engine on one side, and TPE331-10R-502C engine on the other side is authorized for a maximum of 300 hours after the later model engine is installed. C-212-DF airplane performance is unaffected with mixed engines installed.



**SECTION 8: MODEL C-212-VA****I. General**

## 1. Type/ Model/ Variant

C-212-VA

The aeroplanes covered by this Type Certificate Data Sheet have the Serial Number format XXX.

## 2. Performance Class

A

## 3. Certifying Authority(\*)

DGAC/EASA

## 4. Manufacturer (\*\*)

Airbus Defence and Space SA

Calle Aviocar, 2

28906 Getafe, Madrid

Spain

## 5. State of Design Authority Certification Application Date

DGAC-E September 7, 1974

## 6. EASA Type Certification Application Date

N/A

## 7. State of Design Authority Type Certificate Date

DGAC-E July 20, 1989

## 8. EASA Type Certification Date

N/A

EASA grandfathered the DGAC-ES TC 01/82(\*)

(\*): Data Sheet from the Spanish Type Certificate Nr 01/82 remains a valid reference for design data approved before 24 November 2021. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES or DGAC approved (aprobado por DGAC-ES o DGAC) documents have been recorded, herein, as "EASA approved" documents.

(\*\*):The company corporate name was changed to "AIRBUS DEFENCE AND SPACE, S.A.U." (Airbus DS S.A.U.) and it is reflected in the EASA DOA Approval Certificate EASA.21J.032 issued on 30th September 2014. The former corporate name, Construcciones Aeronáuticas S.A., was used to identify the TC holder in all versions of the previous Data Sheet TCDS Nr 01/82.



## **SECTION 8: MODEL C-212-VA - continued**

### **II. Certification Basis**

1. Reference Date for determining the applicable requirements  
September 7, 1974
2. State of Design Airworthiness Authority Type Certification Data Sheet No.  
Data Sheet from the Spanish Type Certificate Nr 01/82.
3. State of Design Airworthiness Authority Certification Basis  
Spain
4. EASA Airworthiness Requirements  
FAR Part 25, dated 1 February 1965, with Amendments 25-1 to 25-35, both inclusive
5. Special Conditions  
FAA special conditions No. 25-100-NW-6, dated 18-5-1981
6. Exemptions  
N/A
7. Deviations  
N/A
8. Equivalent Safety Findings  
N/A
9. Environmental Protection  
FAR Part 34, dated 10 August 1990  
ICAO Annex 16, Volume 2, 2nd Edition dated 1993  
FAR Part 36, dated 1 December 1969  
ICAO Annex 16, Volume 1, 3rd Edition dated 1993





## **SECTION 8: MODEL C-212-VA - continued**

### **III. Technical Characteristics and Operational Limitations**

#### 1. Type Design Definition

Defined by EADS-CASA Technical Document GCP/CC/89-012 "Relación de conjuntos fundamentales que definen según diseño la versión civil C-212 Modelo VA".

#### 2. Description

A high wing, twin-engine turboprop aircraft equipped to carry up to 28 passengers and cargo in a cabin and intended for short to medium transport routes.

#### 3. Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and listed in document Equipment List Report D.T. 77-2301 must be installed in the aircraft for certification.

In addition, the following documents are required:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 88-2503, applicable to C-212-VA Model.
- DGAC-approved Airplane Flight Manual, Document No. D.T. 88-2503, applicable to C-212-VA Model and Document No. D.T. 99-2004, Supplement to D.T. 88-2503 to Dowty Rotol propellers when C-212-VA model have implemented B.S. 212-71-07.

#### 4. Dimensions

Span	20.4 m
Length	15.8 m
Height	6.3 m
Wing Area	40.29 m <sup>2</sup>

#### 5. Engines

2 Garrett Turbine Engine Co. Model TPE331-10-501C or TPE331-10R-501C turboprops. Aircraft with B.S. 212-71-07 incorporated, 2 Garrett Turbine Engine Co. Model TPE331-10R-502C, TPE331-10R-512C or TPE331-10R-513C turboprops.

Reduction ratio: 1/26.2287

Engines Limitations:

Condition	ESHP	SHP	%RPM	ITT (°C)
Takeoff (5 min)	944	900	100	650
Takeoff (APR) (5 min)	944	900	100	650
Continuous Maximum	944	900	100	650

Transient temperature limit (EGT): 770°C (1 second)

Transient overspeed limits: 105.5% (30 seconds)  
106.0% (5 seconds)

The 100% RPM value is defined as 41 730 rpm of the engine shaft and 1 591 rpm of the propeller shaft.

See document D.T. 89-2503, Approved Flight Manual, and D.T. 99-2004, in the case of aircraft that incorporate B.S. 212-71-07, for other operational limitations of the engine.

See NOTE 8.1 and NOTE 8.2



**SECTION 8: MODEL C-212-VA - continued**

## 6. Auxiliary Power Unit

N/A

## 7. Propellers

2 Hartzell model HC-B4MN-5AL hydraulic propellers, with constant speed, variable pitch, which can be reversed and feathered.

Blades: 4, model LM 10585 B+4, or 4, model LM 10585 ANK+4

Diameter: 279.4 cm.(110 inches)

Prohibited %RPM interval (windmilling): 18% to 28%

Blade angles measured at the station located at the 106.7-cm radius. (42 inches).

Feathered	$83.0^{\circ} \pm 1.0'$
Flight Idle	$7.0^{\circ} \pm 0.3'$
Start Locks	$-1.5^{\circ} \pm 0.2^{\circ}$
Full Reverse	$-10^{\circ} \pm 0.5^{\circ}$

Aircraft with B.S. 212-71-07 incorporated, 2 Dowty Rotol Ltd. Model (c) R.334/4-82F/13 hydraulic propellers, with constant speed, variable pitch, which can be feathered and reversed.

Blades: 4, serial number 660709314

Diameter: 2 794 mm.

Prohibited %RPM interval (windmilling): 18% to 28%

Blade angles measured at the station located at the 89.77-cm radius. (35.33 inches).

Feathered	$82^{\circ}32' \pm 20'$
Flight Idle	$9^{\circ} \pm 20'$
Start Locks	$-1^{\circ}45' \pm 0^{\circ}30'$
Full Reverse	$-13^{\circ} \pm 1^{\circ}$

## 8. Fluids (Fuel, Oil, Additives, Hydraulics)

## Fuel:

See Airplane Flight Manual for approved fuels, alternate fuels and approved fuel additives.

Unusable fuel and system oil and all hydraulic fluid must be included in the certified weight. Unusable fuel is that quantity of fuel remaining in the system and in the tanks when the fuel quantity indicators read zero. The approved unusable fuel of 76 litres is comprised of system and tank fuel determined under FAR 25.959.

## Oil:

Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II).

See approved AFM for a list of approved engine lubricating oils.



## **SECTION 8: MODEL C-212-VA - continued**

### 9. Fluid Capacities

#### Fuel:

Total Capacity:	2 074 L in two wing tanks
Usable fuel:	1 998 L
Unusable fuel:	76 L

#### Oil:

System oil is the amount of oil required to fill the oil system and tanks up to its normal level.

Usable oil:	4.97 L. in each engine tank
Unusable oil:	(NONE)

### 10. Airspeed Limits

Unless otherwise noted below, airspeeds are indicated airspeeds in knots IAS:

V <sub>MO</sub> ( Maximum Operating) Sea Level-25 000 feet	200 Knots
V <sub>A</sub> (Manoeuvring)	146 Knots
V <sub>FE</sub> ( Maximum Flap Extended)	Takeoff 25%: 135 Knots Approach 37.5%: 130 Knots Landing, 100%: 115 Knots
V <sub>MC</sub> (Min. control speed)	85 Knots

### 11. Flight Envelope

Maximum Operating Altitude: 7 620 m (25 000 ft) pressure altitude.

### 12. Operating Limitations

#### 12.1 Approved Operations

The aircraft has been certificated in Airworthiness Category Large Airplane under FAR 25. When appropriate equipment is installed and operating correctly the follow operations can be operated:

- Day & Night VFR operations.
- Day & Night IFR operations.
- Passengers transport.
- Cargo transport.
- Atmospheric conditions to ice forming.

#### 12.2 Other Limitations

Elevator:	Up 30.0°	Down 20.0°
Elevator balance tab:	Up 3.0°	Down 8.6°
Rudder:	Right 27.5°	Left 27.5°
Rudder balance tab:	Right 14.0°	Left 14.8°
Ailerons:	Up 20.0°	Down 20.0°
Trailing edge for aileron:	Up 15.0°	Down 15.0°
Flaps:		
Take off	Down 10.0°	
Approach	Down 10.0°	
Landing	Down 40.0°	

All measurements are taken at trailing edge from neutral position. Further details regarding tolerances on control surface movements refer to document D.T. 87-2104.



**SECTION 8: MODEL C-212-VA - continued**

## 13. Maximum Certified Masses

Ramp	7 750 Kg
Takeoff	7 700 Kg
Landing	7 450 Kg
MZFW	7 100 Kg

## 14. Centre of Gravity Range

Weight (Kg)	FWD % MAC	AFT % MAC
7 700	16.00	30.00
7 450	15.20	30.00
6 500	12.00	30.00
4 300	12.00	30.00

Straight line variation between points given.

## 15. Datum

A jig point is located in forward fuselage aft Frame No. 4 and marked on the underside of the fuselage. The C.G. reference datum is situated 111.5 cm. forward of the jig point.

## 16. Mean Aerodynamic Chord (MAC)

Length: 219 cm

The leading edge of M.A.C. is 546.2 cm. aft of datum.

## 17. Levelling Means

Plumb-bob provision on aft face of aft cockpit compartment bulkhead

## 18. Minimum Flight Crew

Two (2). Pilot and Co-pilot

## 19. Minimum Cabin Crew

(in accordance with the emergency evacuation test)

N/A

## 20. Maximum Seating Capacity

28

## 21. Baggage/ Cargo Compartment

Maximum Baggage:

Aft baggage compartment:	400 Kg (total)
Maximum floor loading:	586 kg/m <sup>2</sup> and 700 kg/m (lineal)

Baggage and/or cargo load must comply with loading limitations of approved Airplane Flight Manual, and must be loaded in accordance with loading instructions of Weight and Balance Supplement to the approved Airplane Flight Manual.

## 22. Wheels and Tyres

The maximum tyres inflate pressures and LCN numbers are:

Main: 56 psig

Nose: 53 psig

Minimum LCN number: 7

## 23. ETOPS

N/A



## **SECTION 8: MODEL C-212-VA - continued**

### **IV. Operating and Service Instructions**

#### **1. Airplane Flight Manual (AFM)**

The required Airplane Flight Manual approved by DGAC Authority are:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 88-2503, applicable to C-212-VA Model.

The aircrafts C-212-VA model that have incorporated the Service Bulletin 212-71-07 must be operated according with DGAC-approved Airplane Flight Manual, Document No. D.T. 88-2503, applicable to C-212-VA Model and the Supplement D.T. 99-2004 to the Airplane Flight Manual D.T. 89-2503.

Airplane operation must be in accordance with the Airplane Flight Manual (AFM) listed above. All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed in the airplane.

#### **2. Instructions for Continued Airworthiness and Airworthiness Limitations**

The service life limits for aircraft structural parts which are fatigue critical are listed in the latest approved C212 Supplemental Inspection Document (SID), reference C212-PV-02-SID or later revision or variation approved by EASA.

Life limited parts for the Model TPE331-5-501C engine are listed in FAA-Approved Garrett Service Bulletin TPE331-72-0019 dated December 4, 1972, or later FAA-Approved revisions.

Life limited parts for the Model TPE331-10 and -10R series engines are listed in FAA-Approved Garrett Service Bulletins TPE331-72-0180, dated February 15, 1978, or later FAA-Approved revisions.

The Services Bulletins issued by EADS-CASA, correspond to major modifications, will be approved by EASA. The Service Bulletins corresponding to minor modification will be approved by EADS-CASA according to the DOA EASA.21J.032 dated July 30th, 2004. In both cases the Service Bulletins will have the corresponding declaration approval.

#### **3. Weight and Balance Manual (WBM)**

Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions, must be on board in each aircraft at the time of original certification.

### **V. Notes**

#### **NOTE 8.1**

Engine Models TPE331-10-511C, TPE331-10R-511C and TPE331-10R-512C are the same as Models TPE331-10-501C, TPE331-10R-501C and TPE331-10R-502C with Garrett Service Bulletin No. TPE331-72-0395, effective April 1, 1983, Revision 1, dated November 10, 1983, or later revision incorporated and are eligible when CASA Service Bulletin 212-80-22 and 212-80-23 are incorporated upon installation of the later model engine.

#### **NOTE 8.2**

Operation of the C-212-VA Models with a TPE331-10-501C or TPE331-10R-501C engine on one side and a TPE331-10-511C or TPE331-10R-511C engine on the other side is authorized for a maximum of 300 hours after the later model engine is installed.

Operation of the C-212-VA Models with a TPE331-10R-502C engine on one side and a TPE331-10R-512C engine on the other side is authorized for a maximum of 300 hours after the later model engine is installed

C-212-VA airplane performance is unaffected with mixed engine installed



**SECTION 9: MODEL C-212-DE****I. General**

## 1. Type/ Model/ Variant

C-212-DE

The aeroplanes covered by this Type Certificate Data Sheet have the Serial Number format XXX.

## 2. Performance Class

A

## 3. Certifying Authority (\*)

DGAC/EASA

## 4. Manufacturer (\*\*)

Airbus Defence and Space SA

Calle Aviocar, 2

28906 Getafe, Madrid

Spain

## 5. State of Design Authority Certification Application Date

DGAC-E September 7, 1974

## 6. EASA Type Certification Application Date

N/A

## 7. State of Design Authority Type Certificate Date

DGAC-E March 8, 1990

## 8. EASA Type Certification Date

N/A

EASA grandfathered the DGAC-ES TC 01/82(\*)

(\*): Data Sheet from the Spanish Type Certificate Nr 01/82 remains a valid reference for design data approved before 24 November 2021. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES or DGAC approved (aprobado por DGAC-ES o DGAC) documents have been recorded, herein, as "EASA approved" documents.

(\*\*):The company corporate name was changed to "AIRBUS DEFENCE AND SPACE, S.A.U." (Airbus DS S.A.U.) and it is reflected in the EASA DOA Approval Certificate EASA.21J.032 issued on 30th September 2014. The former corporate name, Construcciones Aeronáuticas S.A., was used to identify the TC holder in all versions of the previous Data Sheet TCDS Nr 01/82.



## **SECTION 9: MODEL C-212-DE - continued**

### **II. Certification Basis**

1. Reference Date for determining the applicable requirements  
September 7, 1974
2. State of Design Airworthiness Authority Type Certification Data Sheet No.  
Data Sheet from the Spanish Type Certificate Nr 01/82.
3. State of Design Airworthiness Authority Certification Basis  
Spain
4. EASA Airworthiness Requirements  
FAR Part 25, dated 1 February 1965, with Amendments 25-1 to 25-35, both inclusive  
In addition, for model C-212-DE the applicant voluntarily complies with paragraphs 25.855  
and 25.857 in the revision status corresponding to Amendment 25-60
5. Special Conditions  
FAA special conditions No. 25-100-NW-6, dated 18-5-1981
6. Exemptions  
N/A
7. Deviations  
N/A
8. Equivalent Safety Findings  
N/A
9. Environmental Protection  
FAR Part 34, dated 10 August 1990  
CAO Annex 16, Volume 2, 2nd Edition dated 1993  
FAR Part 36, dated 1 December 1969  
ICAO Annex 16, Volume 1, 3rd Edition dated 1993

### **III. Technical Characteristics and Operational Limitations**

1. Type Design Definition  
Defined by EADS-CASA Basic Drawing E212-00600.
2. Description  
A high wing, twin-engine turboprop aircraft equipped to carry up to 28 passengers and cargo  
in a cabin and intended for short to medium transport routes.
3. Equipment  
The basic required equipment as prescribed in the applicable airworthiness regulations (see  
Certification Basis) and listed in document Equipment List Report D.T. 88-2315 must be  
installed in the aircraft for certification.

In addition, the following document is required:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 88-2518, applicable to C-212-DE Model.



**SECTION 9: MODEL C-212-DE - continued**

## 4. Dimensions

Span:	20.4 m
Length:	15.8 m
Height:	6.3 m
Wing Area:	40.29 m <sup>2</sup>

## 5. Engines

2 Pratt and Whitney Canada, Ltd. Model PT6A-65B turboprops.  
Reduction ratio: 0.0568:1

## Engines Limitations:

Condition	ESHP	SHP	%RPM	ITT (°C)
Takeoff (initial) (5 min)	1 069	1 000	100	820
Continuous Maximum	1 069	1 000	100	810

Transient temperature limit (ITT): 1 000° C (5 second)

The 100% RPM value of the Gas Generator (Ng) is defined as 37 468 rpm of the engine's shaft.  
The 100% RPM value of the Power Turbine (Nf) is defined as 29 894 rpm of the engine shaft which corresponds to 1700 rpm of the propeller shaft (Np).

See document D.T. 88-2518, Flight Manual approved for other operational limitations of the engine.

## 6. Auxiliary Power Unit

N/A

## 7. Propellers

2 McCauley Model 4HFR34C756/106LM, constant speed, hydraulic full feathering, reversible, propellers.

Blades: 4, Model 106LM

Diameter: 2 692.4 mm.

Blade angle measured at 30 in. radius station:

Feathered	86.7° ± 0.5°
Beta pick-up	19.5° ± 0.2°
Flight Idle	15° ± 0.2°
Start Locks	4° ± 0.5°
Full Reverse	-10° ± 0.5°





## **SECTION 9: MODEL C-212-DE - continued**

### 8. Fluids (Fuel, Oil, Additives, Hydraulics)

#### Fuel:

Refer to Engine Service Bulletin No. 3032845-72-44 (PWC SB 13044) for listing of approved fuels

Total Capacity:	2 074 L in two wing tanks
Usable fuel:	1 998 L
Unusable fuel:	76 L

Unusable fuel is that quantity of fuel remaining in the system and in the tanks when the fuel quantity indicators read zero.

The approved unusable fuel of 76 litres is comprised of system and tank fuel determined under FAR 25.959.

#### Oil:

Refer to Engine Service Bulletin No. 3032845-72-1 (PWC SB 13001) for listing of approved oils.

Unusable fuel and system oil and all hydraulic fluid must be included in the certified weight. System oil is the amount of oil required to fill the oil system and tanks up to its normal level.

### 9. Fluid Capacities

#### Fuel:

Total Capacity:	2 074 L in two wing tanks
Usable fuel:	1 998 L
Unusable fuel:	76 L

#### Oil:

Usable oil:	5.67 4.97 L. in each engine tank
Unusable oil:	3.78 L (NONE)

### 10. Airspeed Limits

Unless otherwise noted below, airspeeds are indicated airspeeds in knots IAS:

V <sub>MO</sub> ( Maximum Operating) Sea Level-25 000 feet	200 Knots
V <sub>A</sub> (Manoeuvring)	146 Knots
V <sub>FE</sub> ( Maximum Flap Extended)	Takeoff 25%: 135 Knots Approach 25 %: 135 Knots Landing, 100%: 115 Knots
V <sub>MC</sub> (Min. control speed)	78 Knots

### 11. Flight Envelope

Maximum Operating Altitude: 7 620 m (25 000 ft) pressure altitude.

### 12. Operating Limitations

#### 12.1 Approved Operations

The aircraft has been certificated in Airworthiness Category Large Airplane under FAR 25.

When appropriate equipment is installed and operating correctly the follow operations can be operated:

- Day & Night VFR operations.
- Day & Night IFR operations.
- Passengers transport.
- Cargo transport.
- Atmospheric conditions to ice forming.



## **SECTION 9: MODEL C-212-DE - continued**

### 12.2 Other Limitations

Elevator:	Up 30.0°	Down 20.0°
Elevator balance tab:	Up 3.0°	Down 8.6°
Rudder:	Right 24.5°	Left 21.0°
Rudder balance tab:	Right 14.0°	Left 14.0°
Ailerons:	Up 20.0°	Down 20.0°
Trailing edge for aileron:	Up 15.0°	Down 15.0°
Flaps:		
Take off	Down 10.0°	
Approach	Down 10.0°	
Landing	Down 40.0°	

All measurements are taken at trailing edge from neutral position. Further details regarding tolerances on control surface movements refer to document D.T. 87-2104.

### 13. Maximum Certified Masses

Ramp	7 750 Kg
Takeoff	7 700 Kg
Landing	7 450 Kg
MZFW	7 100 Kg

### 14. Centre of Gravity Range

Weight (Kg)	FWD % MAC	AFT % MAC
7 700	16.00	30.00
7 450	15.90	30.00
5 013	15.00	30.00
4 300	15.00	30.00

Straight line variation between points given.

### 15. Datum

A jig point is located in forward fuselage aft Frame No. 4 and marked on the underside of the fuselage. The C.G. reference datum is situated 111.5 cm. forward of the jig point.

### 16. Mean Aerodynamic Chord (MAC)

Length: 219 cm

The leading edge of M.A.C. is 546.2 cm. aft of datum.

### 17. Levelling Means

Plumb-bob provision on aft face of aft cockpit compartment bulkhead

### 18. Minimum Flight Crew

Two (2). Pilot and Co-pilot

### 19. Minimum Cabin Crew

(in accordance with the emergency evacuation test)

N/A

### 20. Maximum Seating Capacity

28

### 21. Baggage/ Cargo Compartment

Maximum Baggage:



## **SECTION 9: MODEL C-212-DE - continued**

Aft baggage compartment:	400 Kg (total)
Fwd baggage compartment:	140 Kg (total)
Maximum floor loading:	586 kg/m <sup>2</sup> and 700 kg/m (lineal)

Baggage and/or cargo load must comply with loading limitations of approved Airplane Flight Manual, and must be loaded in accordance with loading instructions of Weight and Balance Supplement to the approved Airplane Flight Manual.

### 22. Wheels and Tyres

The maximum tyres inflate pressures and LCN numbers are:

Main: 56 psig

Nose: 53 psig

Minimum LCN number: 7

### 23. ETOPS

N/A

## **IV. Operating and Service Instructions**

### 1. Airplane Flight Manual (AFM)

The required Airplane Flight Manual approved by DGAC Authority is:

DGAC-approved Airplane Flight Manual, Document No. D.T. 88-2518, applicable to C-212-DE Model.

Airplane operation must be in accordance with the Airplane Flight Manual (AFM) listed above. All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed in the airplane.

### 2. Instructions for Continued Airworthiness and Airworthiness Limitations

The service life limits for aircraft structural parts which are fatigue critical are listed in the approved Airframe Maintenance Manual, Chapter 5.

Life limited parts for the Model PT6A-65B engine are listed in DOT of Canada approved Service Bulletin 3032845-72-2 (PEC SB 13002) dated October 14, 1986, or later DOT-approved revisions

The Services Bulletins issued by EADS-CASA, correspond to major modifications, will be approved by EASA. The Service Bulletins corresponding to minor modification will be approved by EADS-CASA according to the DOA EASA.21J.032 dated July 30th , 2004. In both cases the Service Bulletins will have the corresponding declaration approval.

### 3. Weight and Balance Manual (WBM)

Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions, must be on board in each aircraft at the time of original certification.

## **V. Notes**



**SECTION 10: MODEL C-212-EE****I. General**

## 1. Type/ Model/ Variant

C-212-EE

The aeroplanes covered by this Type Certificate Data Sheet have the Serial Number format XXX.

## 2. Performance Class

A

## 3. Certifying Authority (\*)

DGAC/EASA

## 4. Manufacturer (\*\*)

Airbus Defence and Space SA

Calle Aviocar, 2

28906 Getafe, Madrid

Spain

## 5. State of Design Authority Certification Application Date

DGAC-E September 7, 1974

## 6. EASA Type Certification Application Date

N/A

## 7. State of Design Authority Type Certificate Date

DGAC-E March 30, 1998

## 8. EASA Type Certification Date

N/A

EASA grandfathered the DGAC-ES TC 01/82 (\*).

(\*): Data Sheet from the Spanish Type Certificate Nr 01/82 remains a valid reference for design data approved before 24 November 2021. Those Data Sheets, or Hojas de Datos, as they were issued, in Spanish language, by Dirección General de Aviación Civil, DGAC-ES, can, currently, be obtained from Agencia Estatal de Seguridad Aérea, AESA. The document references appearing in those Data Sheets, as DGAC-ES or DGAC approved (aprobado por DGAC-ES o DGAC) documents have been recorded, herein, as "EASA approved" documents.

(\*\*):The company corporate name was changed to "AIRBUS DEFENCE AND SPACE, S.A.U." (Airbus DS S.A.U.) and it is reflected in the EASA DOA Approval Certificate EASA.21J.032 issued on 30th September 2014. The former corporate name, Construcciones Aeronáuticas S.A., was used to identify the TC holder in all versions of the previous Data Sheet TCDS Nr 01/82.



## **SECTION 10: MODEL C-212-EE - continued**

### **II. Certification Basis**

1. Reference Date for determining the applicable requirements  
September 7, 1974
2. State of Design Airworthiness Authority Type Certification Data Sheet No.  
Data Sheet from the Spanish Type Certificate Nr 01/82
3. State of Design Airworthiness Authority Certification Basis  
Spain
4. EASA Airworthiness Requirements  
FAR Part 25, dated 1 February 1965, with Amendments 25-1 to 25-35, both inclusive.  
For model C-212-EE: For FMS, IEDS and EFIS, FAR Part 25, dated 1 February 1965 with amendments 25-1 to 25-87, both inclusive.

In addition, the applicant voluntarily complies with:

For the APR, FAR 25.904 in revision status corresponding to Amendment 25-62, dated 9 December 1987

For furnishing materials inside the cockpit, FAR 25.853 in the revision status corresponding to Amendment 25-72, dated 20 August 1990.

For HIRF, Certification File No. F-01, Edition 1, dated 20 June 1997

For the anti-collision lights system installed on Versions VP-85, VP-85/2 and VP-85/3 of Model C-212-EE, Aircraft S/N 465, 470 and 472 respectively, defined in DT 98-2302, DT 00-2303 and DT 03-2301, Certification File No. F-02, Edition 1, dated 14 December 1997

5. Special Conditions  
F-01 High Intensity Radiated Fields (HIRF) Protection
6. Exemptions  
When installed with underwing tanks 212-54700 or 212-54701, exemption from compliance with FAR paragraph Part 25, 25.903 (d) (1).
7. Deviations  
N/A
8. Equivalent Safety Findings  
F-02 C-212-EE "Equivalent Safety Finding" to FAR 25.1401 (b) section for airplanes with ventral radome
9. Environmental Protection  
FAR Part 34, dated 10 August 1990  
ICAO Annex 16, Volume 2, 2nd Edition dated 1993  
FAR Part 36, dated 1 December 1969  
ICAO Annex 16, Volume 1, 3rd Edition dated 1993



## **SECTION 10: MODEL C-212-EE - continued**

### **III. Technical Characteristics and Operational Limitations**

#### 1. Type Design Definition

Defined by EADS-CASA Technical Document D.T. 97-2305 "C-212-EE DGAC Certification Master Drawings List"

#### 2. Description

A high wing, twin-engine turboprop aircraft equipped to carry up to 28 passengers and cargo in a cabin and intended for short to medium transport routes.

#### 3. Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and listed in document Equipment List Report D.T. 97-2013 must be installed in the aircraft for certification.

In addition, the following documents are required:

- DGAC-approved Airplane Flight Manual, Document No. D.T. 97-2001, applicable to C-212-EE Model with or without wing tanks 212-54700 or 212-54701 installed.
- DGAC-approved Airplane Flight Manual, Document No. D.T. 97-2001, applicable to C-212-EE Model with or without wing tanks 212-54700 installed and Supplement n° 41, issue 11, or later approved revisions to VP-85 Version.
- DGAC-approved Airplane Flight Manual, Document No. D.T. 97-2001, applicable to C-212-EE Model with or without wing tanks 212-54700 or 212-54701 installed and Supplement n° 41, issue 14, or later approved revisions to VP-85/2 Version.
- DGAC-approved Airplane Flight Manual, Document No. D.T. 97-2001, applicable to C-212-EE Model with or without wing tanks 212-54700 or 212-54701 installed and Supplement n° 41, issue 15, or later approved revisions to VP-85/3 Version.

#### 4. Dimensions

Span:	20.4 m
Length:	16.1 m
Height:	6.8 m
Wing Area:	40.29 m <sup>2</sup>

#### 5. Engines

Two Allied Signal Aerospace Inc. Model TPE 331-12JR-701C turboprops  
Reduction ratio: 1/26.2287

Engines Limitations:

Condition	ESHP	SHP	%RPM	ITT (°C)
Takeoff (5 min)	925	970	101	650
Takeoff (APR) (5 min)	925	970	101	650
Continuous Maximum	925	970	101	650

The 100% RPM value is defined as 41 730 rpm of the engine shaft and 1 591 rpm of the propeller shaft.

See document D.T. 97-2001, Approved Flight Manual, for other operational limitations of the engine.



**SECTION 10: MODEL C-212-EE - continued**

## 6. Auxiliary Power Unit

N/A

## 7. Propellers

2 Dowty Rotol Ltd, Model (c) R.334/4-82-F/13, hydraulic full feathering, constant speed, reversible propellers.

Blades: 4, serial number 660709314

Diameter: 2 794 mm.

Prohibited %RPM interval (windmilling): 18% to 28%

Blade angles measured at a position located at the 89.77-cm radius. (35.33 inches).

Feathered	82°32' ± 20'
Flight Idle	9° ± 20'
Start Locks	-1°45' ± 0°30'
Full Reverse	-13° ± 1°

## 8. Fluids (Fuel, Oil, Additives, Hydraulics)

## Fuel:

See Airplane Flight Manual for approved fuels, alternate fuels and approved fuel additives. Unusable fuel and system oil and all hydraulic fluid must be included in the certified weight. Unusable fuel is that quantity of fuel remaining in the system and in the tanks when the fuel quantity indicators read zero. The approved unusable fuel of 76 litres is comprised of system and tank fuel determined under FAR 25.959.

## Oil:

Oils conforming to Garrett Turbine Engine Co. Specification EMS 53110 (Type I and Type II). See approved AFM for a list of approved engine lubricating oils.

## 9. Fluid Capacities

## Fuel:

Total Capacity:	2 074 L in two wing tanks
Usable fuel:	1 998 L
Unusable fuel:	76 L

C-212-EE models with wing tanks 212-54700 or 212-54701 installed:

Total Capacity:	3 066 L in two wing tanks
Usable fuel:	2 982 L
Unusable fuel:	83 L

## Oil:

System oil is the amount of oil required to fill the oil system and tanks up to its normal level.

Usable oil:	4.97 L. in each engine tank
Unusable oil:	(NONE)



## **SECTION 10: MODEL C-212-EE - continued**

### 10. Airspeed Limits

Unless otherwise noted below, airspeeds are indicated airspeeds in knots IAS:

V <sub>MO</sub> ( Maximum Operating) Sea Level-25 000 feet	200 Knots
V <sub>A</sub> (Manoeuvring)	146 Knots
V <sub>FE</sub> ( Maximum Flap Extended)	Takeoff 25%: 135 Knots Approach 25%: 135 Knots Landing, 100%: 115 Knots
V <sub>MC</sub> (Min. control speed)	77 Knots

### 11. Flight Envelope

Maximum Operating Altitude: 7 620 m (25 000 ft) pressure altitude.

### 12. Operating Limitations

#### 12.1 Approved Operations

The aircraft has been certificated in Airworthiness Category Large Airplane under FAR 25.

When appropriate equipment is installed and operating correctly the follow operations can be operated:

- Day & Night VFR operations.
- Day & Night IFR operations.
- Passengers transport, except when wing tanks 212-54700 and 212-54701 are installed that are certificated like restricted category. (See NOTE 10.1)
- Cargo transport, except when wing tanks 212-54700 and 212-54701 are installed that are certificated like restricted category. (See NOTE 10.2)
- Atmospheric conditions to ice forming.

#### 12.2 Other Limitations

Elevator:	Up 30.0°	Down 20.0°
Elevator balance tab:	Up 3.0°	Down 8.58°
Rudder:	Right 20.0°	Left 24.0°
Rudder balance tab:	Right 14.0°	Left 14.0°
Ailerons:	Up 20.0°	Down 20.0°
Trailing edge for aileron:	Up 15.0°	Down 15.0°
Flaps:		
Take off	Down 10.0°	
Approach	Down 10.0°	
Landing	Down 40.0°	

All measurements are taken at trailing edge from neutral position. Further details regarding tolerances on control surface movements refer to document D.T. 87-2104.

### 13. Maximum Certified Masses

Ramp	7 750 Kg
Takeoff	7 700 Kg
Landing:	7 450 Kg
MZFW	7 100 Kg





**SECTION 10: MODEL C-212-EE - continued**

## 14. Centre of Gravity Range

Weight (Kg)	FWD % MAC	AFT % MAC
7 700	16.00	30.00
7 450	15.90	30.00
5 013	15.00	30.00
4 300	15.00	30.00

Straight line variation between points given

## 15. Datum

A jig point is located in forward fuselage aft Frame No. 4 and marked on the underside of the fuselage. The C.G. reference datum is situated 111.5 cm. forward of the jig point

## 16. Mean Aerodynamic Chord (MAC)

Length: 219 cm

The leading edge of M.A.C. is 546.2 cm. aft of datum

## 17. Levelling Means

Plumb-bob provision on aft face of aft cockpit compartment bulkhead

## 18. Minimum Flight Crew

Two (2). Pilot and Co-pilot

## 19. Minimum Cabin Crew

(in accordance with the emergency evacuation test)

N/A

## 20. Maximum Seating Capacity

28

## 21. Baggage/ Cargo Compartment

Maximum Baggage:

Aft baggage compartment:	400 Kg (total)
Maximum floor loading:	586 kg/m <sup>2</sup> and 700 kg/m (lineal)

Baggage and/or cargo load must comply with loading limitations of approved Airplane Flight Manual, and must be loaded in accordance with loading instructions of Weight and Balance Supplement to the approved Airplane Flight Manual.

## 22. Wheels and Tyres

The maximum tyres inflate pressures and LCN numbers are:

Main: 60 psig

Nose: 53 psig

Minimum LCN number: 7

## 23. ETOPS

N/A



## **SECTION 10: MODEL C-212-EE - continued**

### **IV. Operating and Service Instructions**

#### 1. Airplane Flight Manual (AFM)

The required Airplane Flight Manual approved by DGAC Authority are:

- DGAC-approved Airplane Flight Manual Model C-212-EE, Document No. DT-97-2001, applicable to C-212-EE Model with or without wing tanks 212-54700 or 212-54701 installed.
- DGAC-approved Airplane Flight Manual Model C-212-EE, Document No. DT-97-2001, applicable to C-212-EE Model with or without wing tanks 212-54700 installed and Supplement n° 41, issue 11, or later approved revisions to VP-85 Version.
- DGAC-approved Airplane Flight Manual Model C-212-EE, Document No. DT-97-2001, applicable to C-212-EE Model with or without wing tanks 212-54700 or 212-54701 installed and Supplement n° 41, issue 14, or later approved revisions to VP-85/2 Version.
- DGAC-approved Airplane Flight Manual Model C-212-EE, Document No. DT-97-2001, applicable to C-212-EE Model with or without wing tanks 212-54700 or 212-54701 installed and Supplement n° 41, issue 15, or later approved revisions to VP-85/3 Version.

Airplane operation must be in accordance with the Airplane Flight Manual (AFM) listed above. All placards required in either the approved AFM, the application operating rules, or the certification basis must be installed in the airplane.

#### 2. Instructions for Continued Airworthiness and Airworthiness Limitations

The service life limits for aircraft structural parts which are fatigue critical are listed in the approved Airframe Maintenance Manual, Chapter 5.

Life limited parts for the Model TPE331-10R-12JR series engines are listed in FAA-Approved Allied Signal Service Bulletins TPE331-72-0476, Revision 19 or later FAA-Approved revisions.

The Services Bulletins issued by EADS-CASA correspond to major modifications, will be approved by EASA. The Service Bulletins corresponding to minor modification will be approved by EADS-CASA according to the DOA EASA.21J.032 dated July 30th, 2004. In both cases the Service Bulletins will have the corresponding declaration approval.

#### 3. Weight and Balance Manual (WBM)

Current weight and balance report, including list of equipment included in certificated empty weight, and loading instructions, must be on board in each aircraft at the time of original certification.

### **V. Notes**

#### NOTE 10.1

Authorized operations for the VP-85, VP-85/2 and VP-85/3 Versions of C-212-EE Model are Maritime Patrol and Observation. Passenger and cargo transport are not authorized operations (See "Flight authorized operations").

Authorized operations for VP-85/2 and VP-85/3 Versions with Service Bulletin SB. 212-11-32 implemented, are Maritime Patrol and Observation. Passenger and cargo transport are not authorized operations (See "Flight authorized operations").



**SECTION 10: MODEL C-212-EE - continued**

VP-85/2 and VP-85/3 Versions with Service Bulletin SB. 212-11-31 implemented, are authorized for private personal transport. The implementation of this Service Bulletin means that wing tanks 212-54700 or 212-54701 are not installed.

**NOTE 10.2**

For C-212-EE Model, incorporated design changes have been approved by modifications nº 10350, 10351, 10352 and 10354. These modifications allow the installation of fuel evacuation system of wing tanks defined by drawings 212-54700 or 212-54701



**SECTION: ADMINISTRATIVE****I. Acronyms and Abbreviations**

AESA	Agencia Estatal de Seguridad Aérea (State Agency for Aviation Safety)
AFM	Airplane Flight Manual
ALS	Airworthiness Limitation
Amdt	Amendment
APR	Automatic Power Reserve
°C	Degrees-Celsius
C.G.	Centre of Gravity
CASA	Construcciones Aeronáuticas S.A. (Aeronautical Constructions Company)
CB	Certification Basis
CDS	Change data sheet
CFR	Code of Federal Regulations
DGAC	Dirección General de Aviación Civil (General Directorate for Civil Aviation)
DOA	Design Organisation Approval
DT	Documento técnico (technical document)
EADS	European Aeronautic Defence and Space Company
EASA	European Aviation Safety Agency
EFIS	Electronic Flight Instrument System
ES	España (Spain)
ESF	Equivalent Safety Finding
ESHP	Equivalent shaft horse power
ETOPS	Extended range operation; Extended twin-engine operation; Extended range operation by twin-engined aeroplane
FAR	Federal aviation regulation
FMS	Flight Management System
ft	Feet
HIRF	High-intensity radiated field
IAS	Indicated airspeed
ICAO	International Civil Aviation Organisation
IEDS	Integrated Engine Display System
IFR	Instrumental Flight Rules
ITT	Inter-turbine temperature
kg	Kilogram
L	Litre
L.E.	Leading edge
lb	Pound
LCN	Load classification number
m	Metre



m <sup>2</sup>	Square Metre
MAC	Mean Aerodynamic Chord
Max Cont.	Maximum Continuous
Max.	Maximum
min	Minute
mm	Millimetre
N/A	Not Applicable
NG	Revolutions per minute of the gas generator
NF	Revolutions per minute of power turbine
NH	High Pressure Shaft Speed
NP	Propeller Speed
psig	Gauge Pounds per square inch Gauge
Ref	Reference
RPM	Revolutions per minute
S/N	Serial Number
SB	Service Bulletin
SC	Special Condition
SHP	Shaft Horse Power
TC	Type Certificate
TCDS	Type Certificate Data Sheet
VFR	Visual Flight Rules
WBM	Weight and Balance Manual

## **II. Type Certificate Holder Record**

Airbus Defence and Space S.A(\*\*)  
Calle Aviocar, 2  
28906 Getafe, Madrid  
Spain

(\*\*):The company corporate name was changed to “AIRBUS DEFENCE AND SPACE, S.A.U.” (Airbus DS S.A.U.) and it is reflected in the EASA DOA Approval Certificate EASA.21J.032 issued on 30th September 2014.The former corporate name, Construcciones Aeronáuticas S.A., was used to identify the TC holder in all versions of the previous Data Sheet TCDS Nr 01/82.

## **III. Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>	<b>TC issue</b>
Issue 01	24 November 2021	Initial Issue	Initial Issue, 24 Nov 2021
Issue 02	14 March 2023	Changed “Airbus Defence and Space S.A” DOA business registration address, page 1	
Issue 03	17 July 2024	-Changes in Sections 1, 2, 3, 4, 5, 6, 7 and 8, paragraph IV.2 to update reference for service life limits of structural parts -New paragraph VI “Part 26 compliance information” for C212-series introduced in the Section 1	



		-Change of manufacturer address in Sections 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10 -Change of business registration address in Section Administrative, paragraph II	
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