

A TIMELESS PASSION

*"Designing and building aeroplanes isn't just a job,
it's an extension of our passion for flying." (Luigi Pascale)*



CERTIFIED
AIRCRAFT

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CERTIFIED

AIRCRAFT



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STORY

Right and left Luigi e Giovanni Pascale

Back in the 1930's I was ten years old and Gino a little bit more than eleven; we lived in our house in Benevento, a little provincial Italian town. Our room was on the second floor; the balconies faced a terrace from where we continuously launched little paper airplanes that gliding, landed on the roofs below.

We built these miniature aircraft with sheets of paper and competing with each other, we tried to make them always go further and further distances.

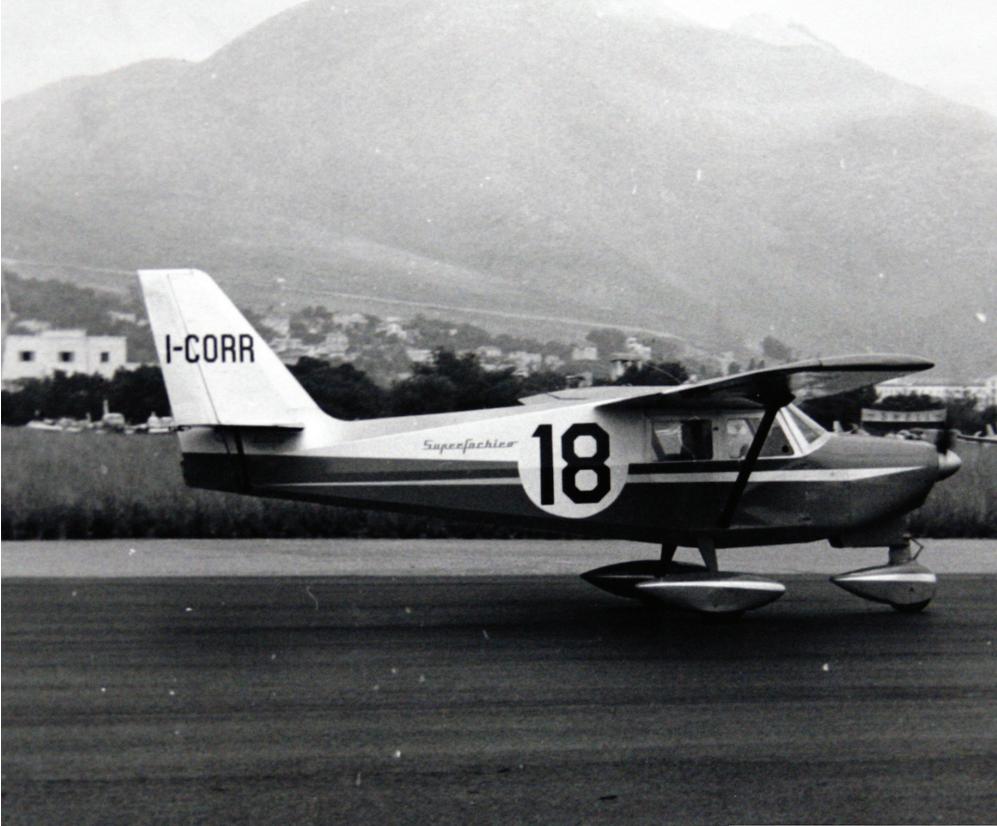
We were two kids animated by a great passion for flying; these paper miniature aeroplanes were the first expression of this big interest. Like all model aircraft enthusiasts we nurtured a secret hope, the dream to build a plane to fly.

I am asked why our new Tecnam creation is called the Astore. Well by the early 1950's, having lived through the challenges of war and having absorbed as much technical and engineering education as we could, we produced our first aircraft the P48 Astore. Astore, yes this was the name we chose for our plane. P as our last name is Pascale, 48 for the year we conceived the initial design and Astore in honour of the bird of prey that lives and soars in our high mountains.

I cannot express the sensation Giovanni and I felt on the occasion of the first flight of the P48 Astore on the 2nd of April 1951. After more than two years of intense work, huge sacrifices, bitterness, joy and satisfaction, there was no way Giovanni or I would rest until we had learnt to fly the Astore ourselves.

That desire and passion to design, build and fly has been with me all my life. I am so proud that Tecnam aircraft today grace blue skies all over the world. Our greatest pleasure is the opportunity to welcome so many kindred spirits to Tecnam and our home in Capua to witness firsthand our timeless passion.

Professor Luigi Pascale



P57 Fachiro

A PASSION
TO DESIGN,
BUILD AND FLY



P70 Alpha



TECNAM A GREAT FLYING EXPERIENCE

Italian styling,
quality and exceptional
value

With its timeless passion for flying, for 65 years Tecnam has been designing and producing beautiful aircraft.

Tecnam's extensive product line includes certified twin and single engine aircraft, light sport aircraft and advanced ultra lights. Aircraft designed with passion, Italian styling, originality, quality and innovation.

Tecnam aircraft that offer unbeatable value and low operating costs.

Today Tecnam is the world's largest producer of Light Sport Aircraft. With a global fleet of over 4000 aircraft and 100 Tecnam Support Centres, Tecnam is proud to continue to offer all its General Aviation customers the very latest and best in aircraft design, technology and a great flying experience.



DESIGN

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INSPIRED DESIGN

Gracefull lines
Italian styling
classic design

For over 65 years, Tecnam's design team has produced some of the most desirable and popular General Aviation aircraft.

Professor Luigi Pascale, Tecnam's renowned Head of Design maintains the tradition of designing aircraft with unique and graceful lines. Aircraft born and bred in Italy but flown around the globe.

Italian styling and quality craftsmanship notwithstanding, today Tecnam aircraft are designed to meet the evolving needs of pilots and the General Aviation industry.

Whether for Flight Training or for recreational purposes, Tecnam aircraft are designed with safety, reliability and performance as prerequisites coupled with low cost to acquire and lower cost to operate.

Tecnam is in the production of sheet metal aircraft and are now also established in the use of composite materials too.

With over 65 years of design and production experience, Tecnam's timeless passion for flying assures customers of its continued commitment to developing innovative, stylish and affordable aircraft for all.



Tecnam P2006T Twin Paralympics Opening Ceremony copyright Paul Johnson, Flightline UK

DESIGN



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Patria

Photo: Mr. Matti Immonen, Copyright Patria

Flight Training Organizations around the world are choosing Tecnam's wide range of superior aircraft to modernize their fleets.

Citing Tecnam's advantage in producing aircraft of both low acquisition cost and lower in service costs, FTO's have been delighted with the reliability, efficiency and ease of maintenance that Tecnam aircraft afford.

As well as being firmly established as the first choice of established FTO's throughout Europe, Russia, Australasia and the America's, Tecnam aircraft are now being introduced into the fleets of new flight schools in the emerging markets in Africa, the Middle East and Asia.

Chelavia Flight Academy alone operates over 60 P2006T Twins and P2002 JF's. Tecnam is firmly established as its aircraft of choice in training the next-generation of Russia's commercial airline pilots.

Finland based Patria Pilot Training, one of Europe's leading FTO's, accumulated over 1,500 training hours on its fleet of nine P2002JF single engined aircraft in their first four months of operations. Its Tecnam fleet met all of Patria's expectations in reducing its fuel and maintenance costs significantly.

Even private pilot training establishments such as the Air France Aero Club have now made Tecnam as the mainstay of their aircraft fleet.

Tecnam aircraft are bringing FTO's basic and advance flight training offering to an entirely new level of quality, helping their students develop the skills they need in a modern cockpit environment. For students Tecnam aircraft are fun and easy to fly and land.

"Patria's aim in fleet renewal was to cut direct operating costs and provide a modern training fleet to students.

Tecnam P2002 JF has proven itself well during our initial operations and the manufacturer has reacted to our needs promptly. Flying qualities of the Tecnam P2002 JF are very pleasant and suitable for flight training environment."

(Mikko Paronen, Patria Pilot Training, Helsinki - Finland)

REACH FOR THE SKY

Aspiring pilots
dreams come true



FOR THE SKY

SMP

Tecnam offers today a Special Mission Platform based on Tecnam P2006T twin

Offering the most cost effective and efficient flying platform for surveillance, observation, aerial mapping or special mission tasks.

Tecnam P200t SMP advantages and benefits include; Fully CS/FAR 23 IFR certified - both analogue and glass cockpit are available and are validated in many foreign countries in addition to the EU and the USA. Low acquisition cost - competitive with most single engine 200+hp airplanes, but affording the safety of a twin, specially reassuring in maritime operations.

For many applications, such as surveillance, search and reconnaissance, immigration surveillance, drug traffics and law enforcement missions, the Tecnam P2006T is fully able to replace or drastically limit the use of the current range of more expensive/much complicated CS/FAR 25 airplanes, helicopters and Coast Guard/Border control sea units.

The Tecnam P2006T SMP allows the unique opportunity to have a aircraft platform ready for third parties sensors integration: the aircraft is available with multiple factory approved holes and with a multiple socket power boxes. Third parties STC holders will be no longer have to be involved in airframe



structural modifications or in electrical system alterations, they need only focus on their core business: sensors integration!

TECNAM'S VERSATILE MULTIROLE TWIN

MRI

Developed by INDRA, the global leader in advanced technology security and defence solutions, the Tecnam MRI (Multisensor Reconnaissance and Identification) next generation airborne surveillance aircraft, has been developed in partnership with Tecnam, SELEX Galileo, FLIR Systems and Airborne Technologies GmbH.

Specifically developed to patrol those maritime zones currently kept under surveillance by coastguards utilising medium-size helicopters and large maritime patrol aircraft, The Tecnam MRI affords significant opportunities for clients seeking more efficient and effective maritime security and costal patrol missions.

Equipped with a state of the art maritime surveillance system (radar, AIS vessel ID system and a cutting-edge electroptical device), the Tecnam MRI is able to effectively patrol an area from 50 to 200 nautical miles offshore.

Developed from the Tecnam P2006T aircraft, this light, twin engine platform is easy to pilot and uses traditional fuel which further dramatically reduces operating costs. The Tecnam MRI also requires minimal maintenance and can take-off and land on adverse and makeshift runways, ensuring the operator total flexibility of operation.



ADVANCED AIRBORNE SURVEILLANCE





P92 JS
CS/VLA



P2002 JF
CS/VLA



P2008 JC
CS/VLA



P Twenty Ten
CS/23- FAR/23



P 2006
CS/23- FAR/23



P 2012
TRAVELLER

INNOVATION, CHOICE AND EXCELLENCE

Tecnam's worldwide popularity is down to not only building on its 65 years of experience and success but ensuring it is always as the cutting edge of General Aviation aircraft research, design, production and technology.

From its main production facility in Capua, Italy, Tecnam delivers a new aircraft every working day.

The Tecnam range serves the needs of all in the General Aviation community. Be it the P2006T Twin, not firmly established as the aircraft of choice by so many Flight Training organisations around the world, the Tecnam P2010, single engine, 4 seat aeroplane that brings together an advanced technology all carbon fibre fuselage with a metal wing and stabilator or the latest versions of the classic P92 range such as the P92 Tail Dragger and P92 Sea Sky Hydroplane, Tecnam strives to deliver aircraft that offer outstanding value and low operating costs.

Tecnam enjoys a close association with many key General Aviation industry partners.

Avionics from Garmin and Dynon, engines from Rotax and Lycoming even down to detailed support items such as the best anti-noise headsets in the world from Boise. With over 100 Tecnam Support Centre around the globe, Tecnam customers enjoy on-going hassle free and timely service.



P92 JS

FLEXIBILITY AND OUTSTANDING VALUE

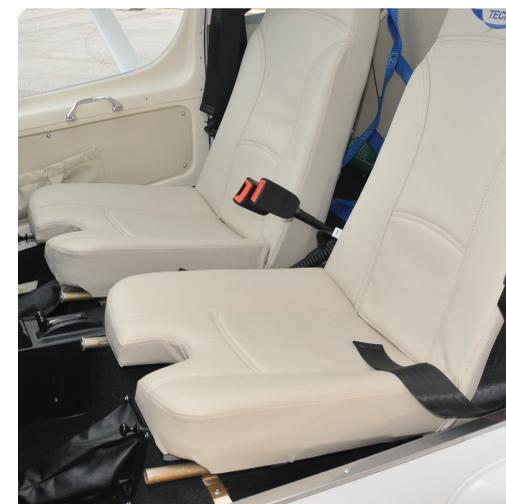
The P92 JS is a two-seater, side by side, single strut braced high wing aircraft.

It's outstanding performance and flying qualities together with low operating costs, easy piloting and maintenance, make this aircraft an excellent choice for flying schools as well as for touring.

In over 20 years of service, the Tecnam P92 worldwide fleet now stands at over 2,500 aeroplanes in both ULM/LSA and VLA categories, with 200,000 flown hours.

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The option to use AVGAS 100LL or unleaded MOGAS afford owners and operators make even more flexible and economical flying.





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P92 JS

The Tecnam P2002 JF is one of the most popular single engine aircraft in the CS/VLA (Very Light Aircraft) category.

Fully certified by EASA for both day and night VFR, the P2002 JF perfectly matches Tecnam's aspirations to offer its customers the most up to date, innovative, stylish and cost effective aeroplanes.

The Tecnam P2002 JF is a two-seater side by side, low wing aircraft. Firmly established in many Flight Training Schools fleets, with over 50 flying with Russia's Chelavia Flight Academy alone, its attributes are enjoyed by pilots and operators alike.

Its low noise emission makes it more environmentally friendly than most and it's a good neighbor too.

The option to use both MOGAS and AVGAS affords more flexible and economical operations.

Easy to fly, great performance and low maintenance, the P2002 JF is one of the world's most affordable and widely available single engine aircraft.

P2002 JF: FLIGHT SCHOOL FIRST CHOICE





P2000 2 JEF
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The single-engined Tecnam P2008's versatility and ease of use has established it as both the aircraft of choice for Flight Training Organisations worldwide as well as recreational flyers.

With its carbon-fibre fuselage, metals wings and stabilator, the Tecnam P2008 JC has a vast number of advantages over traditional aircraft.

This combination of both composite material and metal has resulted in a more fuel efficient and much quieter aircraft. The Tecnam P2008 JC is the best in its class, assuring pilots and passengers of a very comfortable environment and the smoothest of flight experiences.

A state-of-the-art Flight Trainer, the Tecnam P2008 JC is equipped with full electronic flight display screens rather than the traditional knobs and dials seen on typical aircraft instrument panels

Pilots worldwide are choosing the P2008 JC CS/VLA, Tecnam's most cost effective and environmentally friendly aircraft.



P2008 JC:
ADVANCED
TECHNOLOGY
FUEL EFFICIENT,
QUITE





P TWENTY TEN CS/23-FAR23
THE SUPERLATIVE
SINGLE

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FOR
2010

The Tecnam P2010, single engine, 4 seat aeroplane brings together an advanced technology all carbon fibre fuselage with a metal wing and stabilator.

Utilizing both carbon fibre and metal has allowed Tecnam to optimise aerodynamic quality and reliability.

Carbon fibre ensures smooth surfaces and allows for an elegance and styling you would expect from Tecnam's Italian design team. Metal is used for the wing and stabilator to provide further strength and stability. -Powered by a Lycoming IO-360-M1A engine, providing 180HP at 2700RPM.-

The wing is based on the well-proven NACA63A aerofoil. Through partial tapering, the design brings it close to the optimal lift distribution (elliptical).

The all movable type (stabilator) horizontal tail, a trade mark of all Tecnam aeroplanes, allows for excellent controllability and 'hands off' longitudinal stability.

The Tecnam P2010 has a high fuel capacity (63.40 gallons). Of course carbon fibre equals a lighter and therefore more fuel efficient aeroplane.

Tecnam has always paid great attention to comfort for both pilots and passengers.

The cabin width also allows for a large instrument panel, with its modular design specifically tailored to allow the customer to fit either an analogue or digital instrumentation package.





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P2006T

The Tecnam P2006T Next-Generation twin is in a class of its own, bringing affordable multi-engine flying to aero-clubs, flying schools, syndicates and private aircraft owners.

The P2006T offers unbeatable value, coupled with low operating and ownership costs, innovative design and Italian styling.

The Rotax '912S' engine (plus the option of a Garmin glass cockpit) allows the Tecnam P2006T to lead with respect to the environment too.

With both a remarkable fuel saving offering and much lower noise emissions, it is redefining both the flight training and aircraft ownership experience in one step.

With over 150 Tecnam P2006T Twin's in service around the world, Tecnam continues to improve this remarkable twin.

Latest innovations include the recent certification of an increase of the VLE and VLO speed limitations to 119 KCAS and the major increase in the MTOW to 1230 Kg, ensuring the Tecnam P2006T Twin is an even more attractive aeroplane for customers purchasing a twin.

P2006T: TWIN YOU WIN





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P2012 TRAVELLER: THE NEXT GENERATION 11- SEAT AEROPLANE.



Offering unbeatable value, coupled with low operating costs, innovative design and Italian styling...
Bellissimo!

Airlines have been demanding a replacement for the many hundreds of 'heritage' aeroplanes in the FAR23/CS23 category currently in service around the world - as many are now coming to the end of their useful commercial life.

With the introduction of the P2012 Traveller, Tecnam is ensuring that not only are passenger demands for comfort and safety met but that potential operators of the P2012 Traveller are now able to afford an aeroplane with significantly improved direct operating costs, more efficient maintenance routines and an appreciation for ensuring that the industry takes into account global environmental considerations such as the need for lower fuel burn and less noise emissions.

SPECS PERFORMANCE

AIRCRAFT DIMENSIONS	P92 JS CS/VLA		P2002 JF CS/VLA		P2008 JC CS/VLA		P2010 PTWENTY TEN CS/23-FAR 23		P2006T CS/23-FAR 23	
Fuselage Height	2,5 m	8,2 ft	2,43 m	8 ft	2,46 m	8,1 ft	2,7 m	8,86 ft	2,85 m	9,35 ft
Fuselage Length	6,4 m	21 ft	6,65 m	21,8 ft	6,93 m	22,7 ft	7,9 m	25,91 ft	8,7 m	28,5 ft
Wingspan	8,7 m	28,5 ft	8,6 m	28,2 ft	9 m	29,5 ft	10,3 m	33,79 ft	11,4 m	37,4 ft
Cabin Height seat to cover	0,91 m	3 ft	0,91 m	3 ft	0,91 m	3 ft	0,91 m	3 ft	0,91 m	3 ft
Cabin Width	1,11 m	3,64 ft	1,11 m	3,6 ft	1,2 m	3,9 ft	1,14 m	3,74 ft	1,22 m	4 ft
Maximum Seating Capacity	2		2		2		4		4	
Fuel Tank Capacity	45 X2 lt	11,9 X2 US GAL	50 X2lt	13,2 X2 US GAL	55 X2 lt	14,5 X2 US GAL	120 X2lt	31,70 X2 US GAL	100 X2 lt	26,4 X2 US GAL
DESIGN WEIGHT & LOADING										
MTOW	600 kg	1320 lb	620 kg	1366 lb	630 kg	1388 lb	1160 kg	2557 lb	1230 kg	2712 lb
Std. Empty Weight	350 kg	771lb	370 kg	815 lb	390kg	859 lb	710 kg	1565 lb	800 kg	1764 lb
Useful Load	250kg	551 lb	250kg	551 lb	240kg	529 lb	450 kg	992 lb	430 kg	948 lb
Baggage Allowance	20 kg	44 lb	20 kg	44 lb	20 kg	44 lb	80 kg	176 lb	80 kg	176 lb
PERFORMANCE										
VMAX	222 km/h	120 KTS	230 km/h	124 KTS	225 km/h	122 KTS	260 km/h	140 KTS	287km/h	155 KTS
Cruise Speed 75%	200 km/h	108 KTS	218 km/h	118 KTS	215 km/h	116 KTS	246 km/h	133 KTS	260 km/h	140 KTS
Stall Speed flaps down power off	76 km/h	41 KTS	72 km/h	39 KTS	74 km/h	40 KTS	85 km/h	46 KTS	89 km/h	48 KTS
Practical Ceiling	4572m	15000 ft	4572 m	15000 ft	4572 m	15000 ft	4572m	15000 ft	4572m	15000 ft
Takeoff Run	120 m	394 ft	140 m	459 ft	220 m	722 ft	245 m	803 ft	235 m	771 ft
Takeoff Distance	250 m	820 ft	310 m	1017 ft	264 m	866 ft	384 m	1259 ft	450 m	1476 ft
Landing Run	120 m	394 ft	140 m	459 ft	150 m	492 ft	200 m	656 ft	190 m	623 ft
Landing Distance	302 m	991 ft	327 m	1073 ft	290 m	951 ft	313 m	1026 ft	320 m	1050 ft
Rate of Climb	5,1 m/sec	1000 ft/min	4,6 m/sec	900 ft/min	4,6 m/sec	900 ft/min	5,1 m/sec	1000 ft/min	6,1 m/sec	1200 ft/min
Range	493 N.M		589 N.M		640 N.M		715 N.M		742 N.M	
Flight Rule	VFR Day		VFR Day/VFR Night		VFR Day/VFR Night		VFR Day/VFR Night/IFR		VFR Day/VFR Night/IFR	
POWERPLANT										
Engine	Rotax 912 S2		Rotax 912 S2		Rotax 912 S2		Lycoming IO-360-M1A		Rotax 912 S3	
Horsepower	98 hp		98 hp		98 hp		180 hp		100 + 100 hp	
TBO	2000 hrs		2000 hrs		2000 hrs		2000 hrs		2000 hrs	
Propeller	Two-Bladed Fixed Pitch		Two-Bladed Fixed Pitch		Two-Bladed Fixed Pitch		Two-Bladed Fixed Pitch		Two-Bladed Constant Speed Full Feathering	
Fuel Consumption lt/h - US Gal/h	17 lt/h	4,5 US Gal/h	17 lt/h	4,5 US Gal/h	17 lt/h	4,5 US Gal/h	34,6 lt/h	9,14 US Gal/h	17 + 17 lt/h	4,50 + 4,50 US Gal/h
Type of Fuel	Mogas and Avgas		Mogas and Avgas		Mogas and Avgas		Mogas and Avgas		Mogas and Avgas	







The Pascale brothers Luigi and Giovanni next to the P48 Astore in 1950



QUALITY AIRCRAFT SINCE 1948
TECNAM

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