P2006T

THE SMARTEST TWIN SOLUTION

TECNAM
QUALITY AIRCRAFT SINCE 1948

> still vividly remember the first time I saw a picture of the P2006T on the cover of an aviation magazine. I said to myself, this is exactly what we need to take the Bartolini Air training offering into the 21st Century
>
> *Bartłomiej Walas | Managing Director Bartolini Air*

P2006T

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Fuel	MOGAS / AVGAS
Approval	CS-23 | FAR23
Flight rules	VFR-VFR/N-IFR-PBN
Tailored for	PPL+HB+VP+MEP+IR+PBN
Direct operating costs	USD 138,95/h incl. TBO reserve
CO2 saving (per year – 800h)	40 tons Vs legacy competitor 2,0 tons Vs modern competitor

TRUSTED BY FLIGHT SCHOOLS WORLDWIDE

BARTOLINI AIR · SEVENAIR Academy · RYANAIR MENTORED PROGRAMME · EAS BARCELONA EUROPEAN AVIATION SCHOOL · FAIR · CENTER AIR PILOT ACADEMY · TEXAS · CANAVIA · REDBIRD AVIATION · MERMOZ ACADEMY · National flight Centre Pilot Academy · Baylor University · AFA · BA TRAINING · PROFESSIONAL AVIATION · LOT FLIGHT academy · BUIQUI · CAA Chimes Aviation Academy · EJ Escola Superior de Aviação Civil · CA CANTOFAT · Aerodynamics ACADEMY · KC

AND MANY OTHERS

THE SMARTEST TWIN SOLUTION

Flexible and economical, the **Tecnam P2006T** is recognized worldwide as **the most efficient twin-engine four-seat aircraft with the fully retractable landing gear** in a class of its own.

The **superior high-wing configuration** offers **stability, superior cabin visibility and easy access for passengers and luggage**. Tecnam has used its extensive experience with **aluminum airframes** to create in the Tecnam P2006T a **robust yet very light airframe**, resulting in a **remarkable payload-to-total weight ratio**.

Thanks to its features the P2006T has established itself as **the aircraft of choice** for not only **the world's most reputable flight training organizations but private owners alike**. Furthermore, it has been **selected by NASA** as the baseline platform for **X-57 Maxwel**l development.

In addition, it is **the favorite aircraft with leading General Aviation flight-test journalists** who praise its **styling, handling and very low operating cost**. This aircraft with twin engines, constant-speed propellers and retractable gear offers a **"complex" training environment at a fraction of the cost of its competitors.**

The P2006T has a unique **Made in Italy design** which is impossible not to fall in love with. **The first choice for Flight Training and private owners.**

Max Cruise
145 kts - 269 km/h

Max Range
1.100 NM - 2.037 km

Useful Load
926 lb - 420 kg

Horsepower
2 X 100 hp

FUEL EFFICIENT

The superior high-wing configuration offers stability, superior cabin visibility and easy access for passengers and luggage. TECNAM has used its extensive experience with aluminium airframes to create a robust yet very light airframe in the TECNAM P2006T, resulting in an outstanding payload-to-total-weight ratio, with total average consumption of 34 L/H, and as low as 25 L/H in holding/loiter.

POWERED BY ROTAX

Tecnam P2006T is a twin-engine four-seat aircraft equipped with two four-cylinder four-stroke Rotax 912S3 liquid cooled engines of 100hp (73kW) each with an exceptional TBO of 2000 hours.

PERFORMANCE BASED NAVIGATION

The wide cabin allows for a large instrument panel with state-of-the-art avionics options: twin-screen G1000 Nxi IFR, new Flat-Panel Suite with integrated STEC-55 autopilot. Performance-based Navigation (PBN), in simple terms, redefines the aircraft's required navigation capability from Sensor (equipment) Based to Performance-Based.

CHOOSING P2006T

- **Twin safety** is provided by the twin-engine configuration, both together burning less fuel than comparable single-engine on the market;
- **Aluminum airframes** that create a robust yet light airframe resulting in a leading payload-to-total-weight ratio;
- The **wide cabin** allows for a large instrument panel avionics options: **twin-screen G1000 NXi IFR; GFC 700 Autopilot.**
- **Multi-Engine, Constant Speed Propeller** and **Retractable Gear** make the P2006T the ideal solution for training and cross country, including long overseas flights;
- Two four-cylinder four-stroke **Rotax 912S3 liquid-cooled engines** of 100hp to guarantee exceptional performance and consumption;
- A piston twin that can s**ave up to 60% of CO2** emissions against any competitor;

The P2006T was chosen by **NASA** as the platform for the **X-57 Maxwell**, an all-electric technology that will make flying cleaner, quieter, and **more sustainable.**

SPECS

DESIGN WEIGHT AND LOADING		
Maximum Take Off Weight	2.712 lb	1.230 kg
Empty Weight, Standard	1.896 lb	860 kg
Useful Load	816 lb	370 kg
Baggage Allowance	176 lb	80 kg

POWER PLANT	
Engine Manufacturer	2X Rotax 912 s3
Engine Power	2X 100 HP
Propeller	Two-Bladed Constant Speed Full Feathering MT Propeller
Fuel Consumption	9.0 US gal/h (34 lt/h)
Fuel Type	MoGas / AvGas
Fuel Tank Capacity	200 lt (53 US gal)

PERFORMANCE		
Max Cruise Speed TAS	145 kts	269 km/h
Stall Speed (Flaps Down Power Off) CAS	55 kts	102 km/h
Service ceiling	17.000 ft	5.182 m
Take off run	988 ft	301 m
Take off distance	1.293 ft	394 m
Rate of climb	1.036 ft/min	5,3 m/sec
Landing Run	758 ft	231 m
Landing Distance	1.145 ft	349 m
Range	1.100 NM	2.037 km

STANDARD EQUIPMENT P2006T MKII

Garmin G1000 NXi

- G1000 Nxi Integrated Flight Deck System, includes:
- GDU 1050 10-inches PFD
- GDU 1054 10-inches MFD
- Dual GEA 71B Engine & Airframe unit
- Dual GIA 64WAAS Com/nav/GPS/GS/Loc
- GMA1360 Digital audio system
- GMU44 Magnetometer
- GDC72 Air data computer
- GRS79 AHRS
- GTP59 OAT
- GTX345R Mode S Transponder (ADS-B In and OUT)
- S-TEC 55 dual Axis Autopilot

Flight instruments and indicators

- Magnetic Compass
- MD 302 Standby Attitude Module
- Pitot System Heated
- Static System
- Alternate Static Source
- Stall Warning Audible
- Stabilator Trim Position Indicator
- Rudder Trim Position Indicato

Flight Controls

- Hydraulic Toe Brakes
- Parking Brake
- Electric Flaps
- Dual Flight Controls
- Steerable Nose Wheel
- Aileron Lock
- Stabilator Trim (Manual)
- Engine Controls
  -Throttle, Two
  -Propellers, Two
  -Carburettor Heat, Two
  -Choke, Two
  Flight Trim Controls
  -Rudder With Indicator
  -Stabilator With Indicator
- Landing Gear, Retractable Electro-Hydraulic
- Landing Gear Selector Switch
- Landing Gear Warning Horn
- Landing Gear Emergency Extension
- Fuel Control Selector With On/Off/Crossfeed
- Overhead Panel Switches:
  -Starter LH and RH
  -Fuel Pump LH and RH
  -Left Engine LH and RH Ignition Switches
  -Right Engine LH and RH Ignition Switche

Electrical System

- 12 volt 35 AH GILL
- 12 volt alternator-40 amp, two
- rocker switches internally lighted
  -master switch
  -landing light
  -taxi light
  -navigation lights
  -strobe light
  -pitot heat
  -map light
- External power supply receptical
- Circuit breaker panel
- Static discharge wicks

Fuel System

- Two Integral Fuel tanks with 200 litres/53 US Gal Total Capacity
- Engine Driven Fuel Pumps, Two
- Auxiliary Fuel Pumps, Electric, Two
- Fuel Tank Quick Drain , Two
- 2 X Shut Off Valves with Cross Feed

Interior

- Pilot and Co-Pilot Seats Simulated Leather
  – Adjustable Fore and Aft
  – Electric Vertical Adjustment
- Rear Passenger Seats, Two
- Seat Belts & Shoulder Harness, all Seats
- wall to wall Carpeting
- Fire Extinguisher
- Map & Storage Pockets
- Radio Call Plate
- Tow Bar
- Soundproofing
- Luggage Compartment
- Overhead Cockpit Speaker
- Four Position Intercom System
- First Aid Kit

Interior Lights

- Avionics Instruments Internally Lighted
- Avionics Radios Internally Lighted
- Engine Instruments Internally Lighted
- Flight Instruments Internally Lighted
- Compass Internally Lighted
- Map Light
- Dimmers

Exterior

- Epoxy Corrosion Proofing, All Structure
- LH Front Door Pilot/Co-Pilot, Lock and Key
- RH Rear Door Passenger
- Rear Window
- All Windows Tinted
- Retractable Landing Gear
- Tie Down Rings
- Main Wheels, 6.00 X 6 – Nose 5,00 X 5r

Exteriors Lights

- Nav. Lights LED with Strobe Full LED TSO
- Vertical Tail Strobe
- Landing/Taxi Light LED

Product Support/Documents

- Manufacturer's Full Two Year Limited Warranty
- Pilot's Operation Handbook
- Maintenance Manual
- Parts Catalog
- Aircraft Log Book
- Engine Log Book
- Propeller Log Book

Cabin Comfort System

- Windshield Defroster
- Ventilator adjustable, 4 Place
- Heating System

Powerplant and Propeller

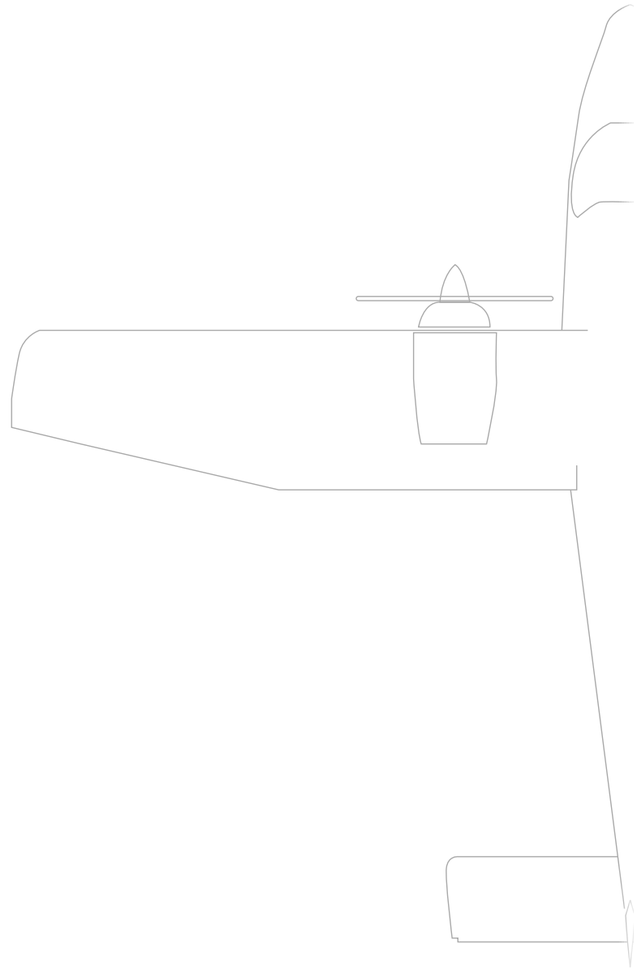
- Engines – 2 Rotax 912S3 100 Hp, 4 Cylinders
- Liquid/Air Cooled, Integrated Reduction Gear
- Dual Ignition System
- Throttle Control LH/RH
- Tubular Steel Engine Mount
- Propellers – 2 MT, 2 Blades, Constant Speed, Full Feathering
- Propeller Spinner, Two
- Propeller Control LH/RH
- Air Filter, Two
- Oil Filter, Two
- Oil and Water Coolers, Two
- Carburettor Heat with Manual Contro

Standard GARMIN Avionics Package

- also includes:
- Altitude Encoder
- Avionics Master Switch
- Mic & Phone Jacks Pilot/Copilot/Passengers
- Hand Held Microphone
- Avionics Circuit Breaker Panel
- Pilot And Co-Pilot PTT
- ELT 406

Antennas

- Marker Beacon Antenna
- Transponder Antenna
- VHF Antenna
- NAV Antenna
- Emergency Locator Transmitter Antenna



P2006T SPECIAL MISSION PLATFORM

The best choice for surveillance mission

The Tecnam **P2006T SMP** is a twin-engine aircraft that can fully match all the special needs of **missions operators:**

- Certified **EASA CS-23**, validated **FAA FAR-23** and in more than 25 countries; **Garmin G1000 NXi** glass cockpit;
- **Low acquisition**, operating and maintenance costs (**lower than the comparable single engine**);
- Single pilot operations approved (also in **IFR**);
- Fuel flexibility with approved **Mogas** and **Avgas**;
- Fuel Consumption **20 lt/h**;
- **High payload capacity** with a dedicated weight-saving program;
- **Wide speed range** (cruise from 55 to 145 kts);
- It may be equipped with a **wide range of payload/sensors**;
- Operations from semi-prepared fields and extremely **short take-off and landing distances** (1476ft - 450m and 1050ft - 320m, respectively over/from 50' obstacle);
- A **large cabin** allows the installation of a **comfortable station** (operator's desk);
- **No view obstruction** for cameras and sensors, even during 30° turning due to the **high wing and retractable landing gear** configuration;
- **Removable copilot and operator seats** enable a further increase in the internal volume.

A standard main hatch, an optional tailcone hatch and an optional cabin floor opening: 650x420mm (25.6x16.5in) and 150x150mm (5.9x5.9in) on the cabin floor, 390x305mm (15.4x12in) in the tail.

One Stop Shop: Tecnam can supply the fully integrated, certified and validated aircraft with your sensor.

Pre-installations for EOS or different sensors, including manufacturing of dedicated fitting plates.

Tecnam engineering support packages are available to dramatically reduce the STC approval time.
Tecnam's expertise may be used for design activities related to mechanical integration, electrical schematics and flight survey.

CHOOSING P2006T SMP

The Tecnam P2006T SMP allows the unique opportunity to have a platform ready for third parties sensor integration:

- The aircraft is available with multiple manufacturer approved holes hatches;
- Multiple sockets power box, capable of up to 28VDC/40Amps for mission equipment (power peaks up to 50Amps);
- Third parties STC will not require invasive airframe and cabin modifications or electrical system alteration, by relying on the factory provisions it is possible to focus only on their core business: the sensors integration!

Electrical system

Internal generators

Mission system power comes from both LH and RH engines, 70Amp improved alternators + internal generators. The overall 14V surplus power available for mission equipment is converted by a "converter box" and distributed via multiple connector box supplying 40Amp at 28VDC for mission equipment.

No separate 24V battery

There is no need for a separate 24V mission battery. Moreover, there is no need to manage two different ground power boxes: the main power (as well as the GPU) is always operated at 14V as the aircraft manages the 28VDC power generation autonomously.


Converter Box

External 12V plug

A relay system allows plugging an external 12V power unit operate or test sensors on the ground, with engines OFF and using the common, P2006T standard 12V external socket.
NOTE: in order to successfully test the mission systems, a GPU capable of 100Amp/14VDC is required.

Easily removable

Easily removable for maintenance purposes, the Converter Box is located inside the baggage compartment and weighs 9kg.

Autonomously operative

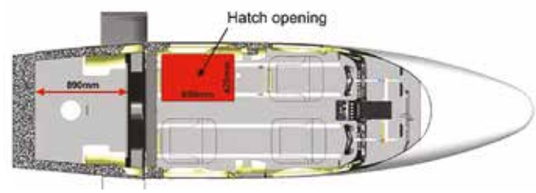
The aircraft systems are always and autonomously operative. Several safety provisions allow the mission systems to never draw energy from the aircraft system, also in case of OEI operations.

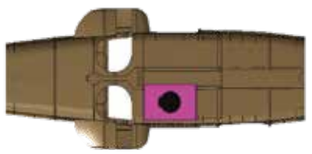
Hatches available

650x420mm
Big cabin hatch

This cabin hole is located under the rear passenger's LH seat. Its dimensions and the extensive room above the cabin floor allow the installation of several types of systems/sensors. The distance from the cabin floor and the fuselage bottom skin is only 4.5in and it is ideal in order to maximize the FOV of cameras, lasers and sensors. With this option it is possible to install all the sensors listed below (other brands can be evaluated upon request):

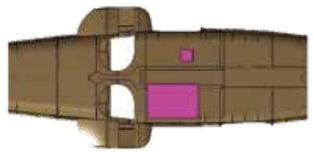
- Wescam MX-15 and MX-10;
- FLIR 380HD and 380HDc;
- FLIR 275;
- LIDAR Laser sensors (RIEGL, ITRES, LEICA)





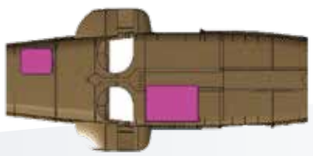
267mm
Diameter cabin hole

This hatch and Wescam MX-10 dedicated fitting plate allows the immediate integration of the turret. The fourth seat can stay in place while the absence of exhaust gases, together with the camera "stow" position, allows this equipment to be the "entry level" law enforcement configuration.



150x150 mm
Cabin hole

Different use small hatches, some operators used them to drop rescue buoys



395x305 mm
Tailcone hole

This hole is located below the fuselage tail cone. Its dimensions and room allow the installation of up to 10 inches in diameter. This hole can be provided in conjunction with holes offering maximum flexibility when multiple sensors are required on the same platform.

P2008

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