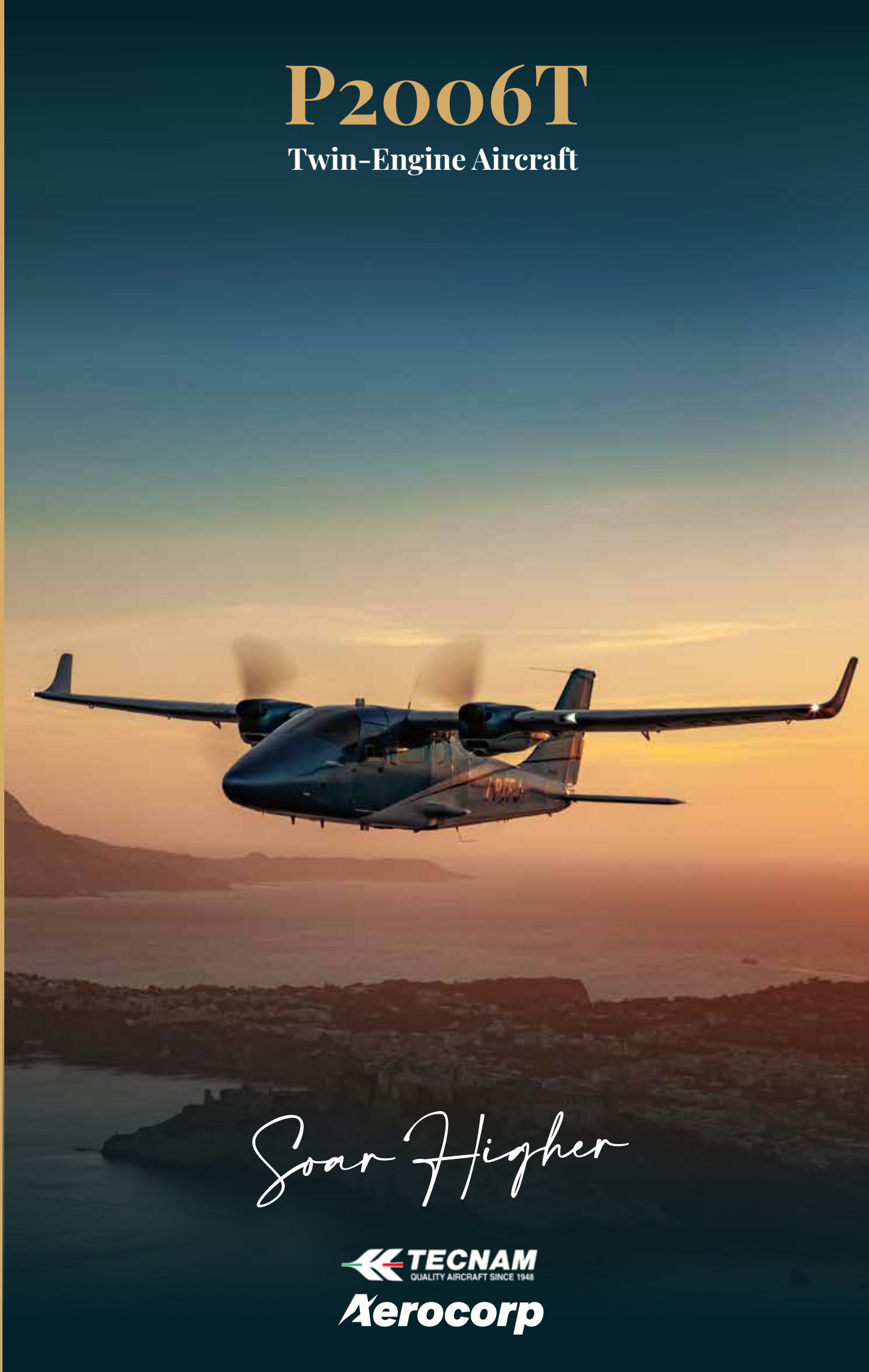
BROCHURE

P2006T

Twin-Engine Aircraft



Soar Higher

TECNAM
QUALITY AIRCRAFT SINCE 1948

Aerocorp

The smartest twin solution

Tecnam expands P2006T range of aircraft, offering two choices: the P2006T MkII and MkIII.

The Tecnam P2006T MkIII represents the next stage in the evolution of the P2006T MkII, which remains available in the market. Known worldwide as the most efficient twin-engine four-seat aircraft with fully retractable landing gear in its class, the MkIII introduces new features and enhancements while retaining the qualities that have made its predecessor a favorite among pilots.

In its new standard configuration, the P2006T MkIII is equipped with the Garmin GFC 700 Autopilot and boasts an increased maximum takeoff weight (MTOW) of 1,290 kg. Despite these advancements, the aircraft maintains its high-wing configuration, offering stability, superior cabin visibility, and easy access for passengers and luggage. Tecnam's expertise in aluminum airframe design has resulted in a robust yet lightweight structure, providing an exceptional payload-to-total weight ratio.

The P2006T platform has earned a reputation as the aircraft of choice for the world's most reputable flight training organizations and private owners alike. Its selection by NASA as the baseline platform for X-57 Maxwell development underscores its versatility and adaptability.

Renowned for its styling, handling, and low operating costs, the P2006T is favored by leading General Aviation flight-test journalists. With twin engines, constant-speed propellers, and retractable gear, it offers a "complex" training environment at a fraction of the cost of its competitors.

With its unique Made in Italy design, the P2006T captures the hearts of aviation enthusiasts and is the preferred choice for flight training and private ownership.

"I 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

Choosing P2006T

The advantages of choosing this Tecnam model are summarized below:

- 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;
- 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 save up to 60% of CO_2 emissions against any competitor;
- GFC 700 Autopilot.

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.

Discover our commitment to sustainable flight

Design Weight and Loading

	P2006T MkII		P2006T MkIII	
Maximum Take Off Weight	1.230 kg	2.712 lb	1.290 kg	2.844 lb
Empty Weight, Standard	860 kg	1.896 lb	870 kg	1.918 lb
Useful Load	370 kg	816 lb	420 kg	926 lb
Baggage allowance	80 kg	176 lb	80 kg	176 lb

Powerplant (Common Specs)

Engine Manufacturer	2X Rotax 912 S3
Engine Power	2X 100 HP
Propeller	Two-Bladed Constant Speed Full Feathering MT Propeller
Fuel Consumption	20 lt/h (5.3 USG/h)
Fuel Type	Mogas / Avgas
Fuel tank capacity	240 lt (63 USG)

Performance (Common Specs)

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

Standard equipment P2006T MkIII

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)
- GFC 700 Autopilot*

Flight instruments and indicators

- Magnetic Compass
- GI275*
- Pitot System Heated
- Static System
- Alternate Static Source
- Stall Warning Audible
- Stabilator Trim Position Indicator
- Rudder Trim Position Indicator

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 Switches

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 5

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 Control

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 MkII provided in the standard version includes:
S-TEC 55 dual Axis Autopilot with Electric Trim and MD 302 Standby Attitude Module

“When we design an aircraft, we don’t look at our heritage to check what we have already done, we look to our future to determine what we still need to do.”

Giovanni Pascale Langer, Managing Director

P2006T SMP

The best choice for surveillance mission

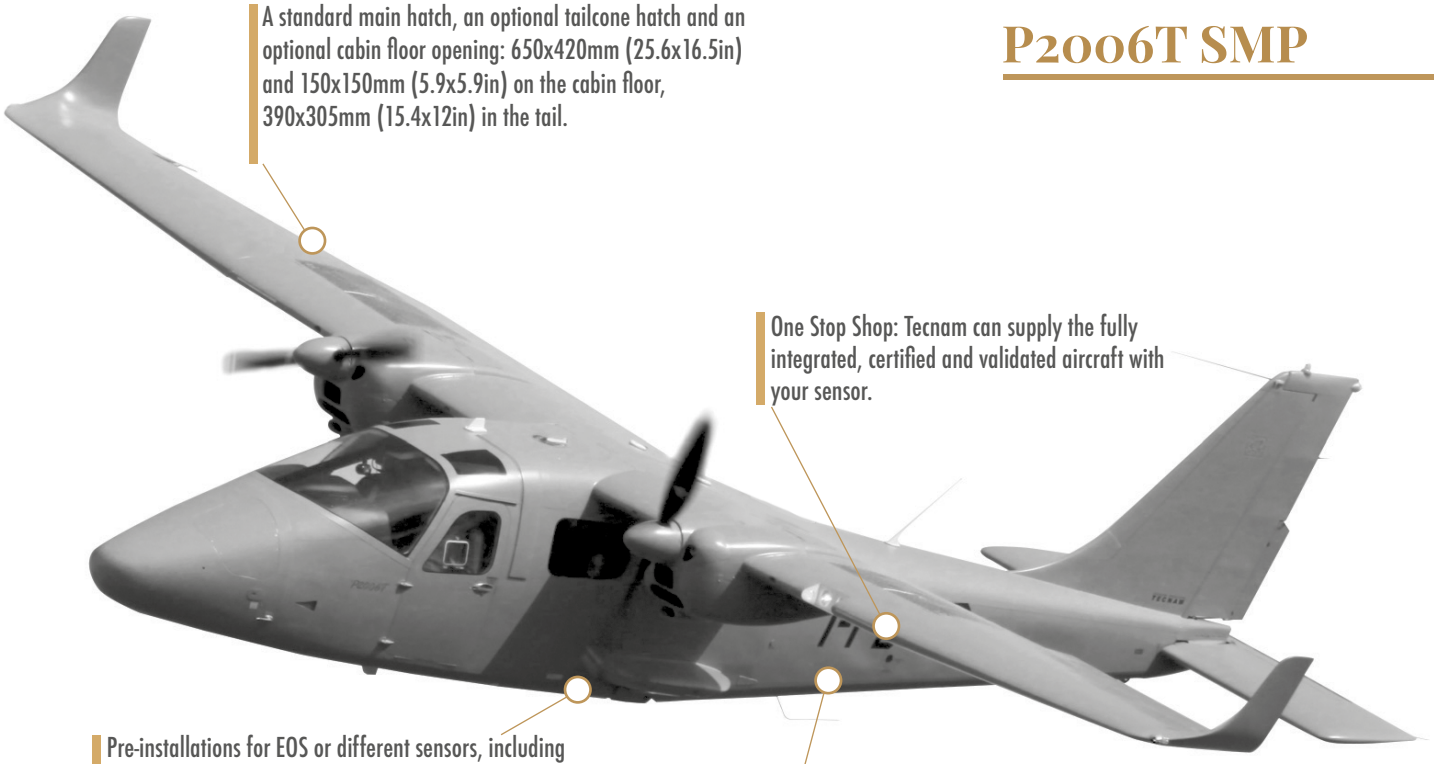
The Tecnam P2006T SMP is a twin-engine aircraft that can fully match all the special needs of missions operators:

- 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.

P2006T SMP

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.

"When we design an aircraft, we don't look at our heritage to check what we have already done, we look to our future to determine what we still need to do."

Giovanni Pascale Langer, Managing Director

Choosing P2006T SMP

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

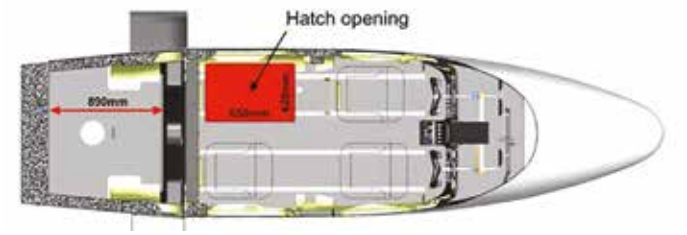
- The aircraft is available with multiple manufacturer approved holes hatches;
- Multiple sockets power box, capable of up to 28VDC/40Amps for mission equipment (power peaks up to 50Amps);
- Third parties STC will not require invasive airframe and cabin modifications or electrical system alteration,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

Hatches available

650x420mm
Big cabin hatch

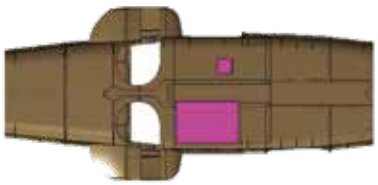
This cabin hole is located under the rear passenger's LH seat. Its dimensions and the extensive room above the cabin floor allow the installation of several types of systems/sensors. The distance from the cabin floor and the fuselage bottom skin is only 4.5in and it is ideal in order to maximize the 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)



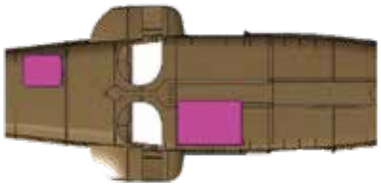
267mm
Diameter cabin hole

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.

Electrical system

The P2006T aircraft standard version is equipped with 14V DC aircraft system with 28V DC mission power box capable of powering up to 40 Amps payload.


Converter Box

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.

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.

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.

Easily removable

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

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.