



COSTRUZIONI AERONAUTICHE TECNAM S.R.L.

Costruzioni Aeronautiche Tecnam operates in two facilities. The Casoria facility is located adjacent to the Napoli Capodichino Airport and covers an area of 108000 sq ft with 43100 sq ft of enclosed facilities. The Capua facility is located adjacent to the "Oreste Salomone" Airport, covers an area of 129000 sq ft with 43100 sq ft of enclosed facilities. In 2007 construction began on an extension of the Capua facility, adding a new area of 387000 sq ft with 64600 sq ft of enclosed facilities. This extension will double the production capacity of the Capua plant. Modern reinforced concrete buildings are used for manufacturing processes, design activities and office administration.









P2006 This project is based on the revolutionary new aircraft engine the Rotax 912S, specifically designed to incorporate the latest technologies developed by the automotive industry. The Rotax 912S is FAR 33 certified and is currently the only aircraft engine approved to operate on automotive fuel, giving it a significant edge over standard GA engines. Some of the benefits include: Reduced frontal area and better power-to-weight ratio. Lower fuel consumption, lower propeller rpm resulting in higher efficiency and a lower noise profile. Stable cylinder head temperatures due to liquid cooling. To date, this modern aircraft power plant has been used successfully in our two-seat aircraft, its relatively high power to weight (rated at 73 kW/100 hp) makes it a popular choice in the aviation industry. It has become increasingly evident, therefore, that a potential market exists for a four seat aircraft powered by two of these Rotax engines. The result is the P2006T. This twin- engine formula offers higher safety and lower operating costs than its single engine counterparts. Extensive research for this project has proven that the light twin-engine aircraft will have a lower standard empty weight than comparable single engine four-seat aircraft in the 180 hp or 200 hp class.

The Tecnam P2006T also offers better performance, greater cabin comfort and, due to its unique ability to use automotive fuel, much lower operating costs. For the sake of comparison, the Lycoming 0-360-A1A 180 hp weighs 146kg and has a frontal area of 0.4 m2, while the Rotax 912S (with the same accessories) weighs only 64 kg each and has a reduced frontal area of just 0.15 m2 each.

The Lycoming generates its maximum power of 2700 rpm and the Rotax at 2400 rpm at the propeller. The following table compares the performance of various other four- seat, 200hp aircraft available on the market today. It is evident that: For the first time ever it is possible to compare twin-engine four seat aircraft to single-engine four-seat aircraft due to their similar weight and power specifications.

Tecnam P2006T has the better PAYLOAD/MAXIMUM TAKEOFF WEIGHT ratio (0.36) among its direct competitors. This can be attributed to the high structural and systems efficiency and because of the excellent power to weight ratio of the Rotax engine.

The wing-mounted engines relieve the aerodynamic load on the wing with a consequently lighter structure. The remarkable efficiency of the Tecnam P2006T is attributable to the low propeller speed and the low engine drag. These, together with a streamlined fuselage, result in unparalleled aerodynamic efficiency.

The Tecnam P2006T clearly boasts the highest ceiling and climb speed among its competitors. From an operating point of view, the following points are worth considering: The option to use automotive fuel as well as AVGAS allows Tecnam P2006T operators to dramatically reduce direct costs, making it possible to fly in areas where AVGAS is difficult to find or prohibitively expensive. The dependable twin-engine configuration of the Tecnam P2006T allows it to be flown over long distances and in areas where ground facilities are poor.



| MODEL | | Cessna 172R Skyhawk | Piper PA28-181 Archer | Cirrus SRV-G2 | Diamond DA-40 | Piper PA28RT-201T Arrow | Diamond DA-42 | TECNAM P2006 |
|-----------------------------|--------|------------------------|--------------------------|--------------------|--------------------|----------------------------|-----------------------------|-------------------------|
| Specifications | | | | | | | | |
| Wings pan | m | 10,97 | 10,8 | 10,84 | 12 | 10,8 | 13,42 | 11,4 |
| Wing area | m² | 16,2 | 16 | 12,5 | 13,47 | 15,8 | 16,29 | 14,76 |
| Lenght | m | 8,28 | 7,32 | 7,92 | 8,02 | 7,5 | 8,56 | 8,7 |
| Height | m | 2,72 | 2,2 | 2,59 | 1,98 | 2,38 | 2,49 | 2,85 |
| Cabin width | m | 1 | 1,06 | 1,24 | 1,14 | 1,04 | 1,14 | 1,22 |
| Cabin lenght (with bag.) | m | 3,6 | 2,49 | 3,3 | n.a. | n.a. | n.a. | 3,35 |
| Landing gear type | | Fixed, tricycle | Fixed, tricycle | Fixed, tricycle | Fixed, tricycle | Retractable tricycle | Retractable tricycle | Retractable tricycle |
| Engine | | | | | | | | |
| Manufacturer | | Lycoming | Lycoming | Continental | Lycoming | Lycoming | Thielert Aircraft Engines | Rotax |
| Model | | IO-360-L2A | 0-360-A4M | IO-360-ES | 0-360-M1A | IO-360-C1C6 | TAE 125-01 Centurion 1.7 | 2 x 912 S3 |
| Horsepower | | 160 hp | 180 hp | 200 hp | 180 hp | 200 hp | 135 hp | 2 x 98 hp |
| | | @ 2400 RPM | @ 2700 RPM | @ 2600 RPM | @ 2700 RPM | @ 2700 RPM | @ 2300 RPM | @ 5800 RPM |
| Propeller | | | | | | | | |
| Туре | | F.P. | F.P. | V.P. | V.P. | V.P. | V.P. | V.P. |
| Diameter | m | 1,91 | n.a. | 1,93 | 1,8 | n.a. | 1,87 | 1,78 |
| Design weight | | | | | | | | |
| Max. gross weight | kg | 1043 | 1157 | 1360 | 1149 | 1248 | 1785 | 1180 |
| Std. empty weight | kg | 588 | 760 | 929 | 744 | 812 | 1250 | 760 |
| Useful load | kg | 455 | 397 | 431 | 405 | 435 | 535 | 420 |
| Seating capacity | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Fuel capacity | liters | 159 | 182 | 213 | 148 | 260 | 300,8 | 200 |
| Wing loading | kg/m² | 64,4 | 72,3 | 108,8 | 85,3 | 79 | 110 | 80 |
| Power loading | kg/ hp | 6,52 | 6,43 | 6,8 | 6,38 | 6,24 | 6,6 | 6 |
| Performance | | | | | | | | |
| Max. level speed s.l. | KTS | 123 | 133 | n.a | n.a | n.a | 152 | 155 |
| Cruise speed | | 122 (80%,8000 ft) | 128 (75%,7900 ft) | 150 (75%) | 145 (75%,6500 ft) | 137 (75%, 6000ft) | 140 | 145 (75% 7000 ft) |
| | | 116(10000 ft) | n.a | n.a | 134 (65%,10000ft) | n.a. | n.a. | 135 (65%,9000 ft) |
| Stall speed, flaps up | KTS | 51 | n.a | 54 | 52 | 60 | 64. | 56 |
| Stall speed, flaps down | | 47 | 52 | n.a | 49 | 55 | 57 | 47 |
| Best rate of climb | ft/m | 720 | n.a | 900 | 1070 | 831 | 1280 | 1260 |
| Single engine RoC (s.l.) | ft/min | | | | | | 200 | 300 |
| Service ceiling | ft | 13500 | 14100 | n.a | 15000 | 16200 | 18000 | 15000 |
| Cruise range, reserve (30') | nm | 580 | 487 | 634 | n.a | n.a | 917 | 620 |
| Takeoff, ground roll | m | 288 | 348 | 409 | 219 | n.a | 427 | 235 |
| Takeoff, distance (50 ft) | " | 514 | 490 | 597 | 352 | 525 | 691 | 450 |
| Landing ground roll | " | 168 | 280 | 309 | 146 | n.a | 397 | 190 |
| Landing distance (50 ft) | " | 395 | 427 | 622 | 314 | 498 | 710 | 320 |

Construction

Tecnam P2006T is a twin-engine four-seat aircraft with fully retractable landing gear. 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 an outstanding payload-to-total-weight ratio.

Wings are of traditional construction, essentially mono spar configuration. Integral fuel tanks are located outboard of the engines holding 100 liters each for a total of 200 liters. A laminar flow NACA 63A airfoil of moderate thickness has been selected for the semitapered wing platform. This offers low drag and good high altitude performance.

The wide slotted aluminum flaps, electrically operated, allow stall speeds below 48kts. These flaps offer the potential for very steep approaches and short landings. Fraise ailerons allow aggressive roll rates with minimal adverse yaw. Aileron control is via internal cabin cables linked to push-rods in the wing leading edges.

Particular attention was paid to the cabin's structural design in order to ensure the required crashworthiness prescribed in recent amendments to the FAA-FAR23 and EASA-CS23 codes. Fuselage structure, seats and seatbelts combine to protect occupants in case of a hard landing. The Tecnam P2006T's ability to conform to such rigid safety requirements has been proven during dynamic tests carried out by a certified laboratory, demonstrating forward load factors up to 26g.

The horizontal stabilator is an all-moving structure, designed for remarkable longditudinal control stability with excellent control authority. A wide trim-tab, part of the stabilator trailing edge, doubles as an anti-servo tab device. The cable-type pitch trim is controlled by a wheel located between the pilots' seats and is fitted with a position indicator. As with most of the aircraft body, the horizontal stabilator and the vertical fin are metallic. The rudder features an electrically controlled trim-tab with a position indicator situated on the instrument panel



Baggage compartment



Instrument panel





Passenger door

Crew door

Interiors & exteriors

The generous interior dimensions of the Tecnam P2006T allow maximum space for pilots and passengers alike. With its two doors, its upholstered seats complete with headrests and vertical adjustment, the cabin provides great flexibility for pilots of varying physical size to optimize their comfort.

Each seat is provided with three-point seat belts with inertia reel. Specific care has been given to cabin interiors and acoustic comfort.

The ventilation system features one vent outlet for each occupant. The heating system uniformly warms the cabin and a defrost manifold prevents the windshield from fogging up even while taxiing. Large windows, together with the high wings, provide excellent visibility for a very pleasant flight, as well as for safe ground operations. The cabin has a spacious luggage compartment of 350 liters, which is easily accessible.

Landing Gear

The retractable landing gear of the Tecnam P2006T is powered by a reversible electric pump. The main landing gear has trailing link suspension, constructed from high strength aluminum alloys and high tensile 15CDV6 steel, and is directly attached to the fuselage main bulkheads. An oleo-pneumatic shock absorber provides excellent

ground load absorption.

The main landing gear retraction is very simple, rotating through 90° into two fuselage side pods .The main gear of the Tecnam P2006T is actuated by an aluminum push rod, which is connected to the hydraulic ram.

The main landing gear is equipped with Cleveland wheels (6.00-6) and rudder pedal with toe brakes. The nose landing gear features a 5.00-5 wheel and telescopic strut with an oleo-pneumatic shock absorber. It is linked to the cabin's first bulkhead through a steel truss.

The gear extension of the Tecnam P2006T is fast for higher safety and is operated by a hydraulic ram through a drag brace, which in turn locks it into the down position. When extended, the nosewheel is connected by push-rods to the rudder pedals.

A system of lights and warning horn informs the pilot of the status of the landing gear's extended/retracted position. A back-up system, ensures the gear can be extended even in the event of a main system failure.



The Tecnam P2006T is equipped with two four-cylinder four-stroke Rotax 912S engines of 100hp (73kW) each. These are liquid cooled with an integral reduction gearbox (1:2.4286) driving constant speed propellers with pitch feathering devices.

Engine mounts are made of high strength Chrome-Molybdenum Steel tubes with the engines mounted on vibration absorbing mounts. Very easy and convenient access to the engine compartment allows for fast daily inspections. From an operational point of view, the following benefits of the Tecnam P2006T should be stressed:

The option to use either automotive fuel or AVGAS allows operators to dramatically reduce the direct costs, making it possible to fly to locations where AVGAS is difficult to obtain or prohibitively expensive.

The twin-engine configuration of the Tecnam P2006T is extremely dependable, enabling the aircraft to travel long distances over water or rough terrain.

The fuel system features two fuel tanks integral with the wing box for a total capacity of 200 liters. Each engine is equipped with a mechanically driven fuel pump with an electric backup pump. Tank selection and cross feeding are controlled by two valves positioned overhead the pilot.





| DESIGN WEIGHT & LOADING | lb | kg |
|----------------------------------|--------------|-----------------|
| Maximum Take-off weight | 2601 | 1180 |
| Maximum Ramp Weight | 2601 | 1180 |
| Standard Equipped weight | 1675 | 760 |
| Standard Useful Load | 926 | 420 |
| Limit load factors | +3.80 | / -1.9a |
| Ultimate Load factor | +5,7g | / -2,9g |
| Baggage Allowance | 132 | 60 |
| ENGINE | | |
| Manufacturer | RO | TAX |
| Model | 91: | 2S3 |
| Number of cylinder | | 4 |
| Take-off performance | 73,5 kW | 98 hp |
| Max continuous performance | 69 | 92 hp |
| Gearbox reduction ratio | 2,4 | 13:1 |
| PROPELLER | | |
| Manufacturer | MT PRC | PELLER |
| Туре | Const speed, | full feathering |
| Number of Blades | | 2 |
| model | MTV-21-A-C | -F/CF178-05 |
| PERFORMANCE | | |
| Max speed at sea level | 155 | 5 kts |
| Cruise speed (75%, 7000ft) | 145 | 5 kts |
| Cruise speed (65%, 9000ft) | 135 | 5 kts |
| Stall speed flap down | 47 | Kts |
| Vlo (Landing Gear Extension) | 91 | Kts |
| Va (manouvring speed) | 116 | 6 Kts |
| Vne (Never exceed speed) | 1 | 68 |
| Climb rate, s.l. | 1260 | ft/min |
| Climb rate, s.l. (single engine) | 300 | ft/min |
| Range to 65%, 30' reserve | 620 | n.m. |
| Service ceiling (twin engine) | 150 | 100 ft |
| Single- engine ceiling | 700 | DO ft |
| Takeoff distance | 1476 ft | 450 m |
| Takeoff run | 771 ft | 235 m |
| Landing distance | 1050 ft | 320 m |
| Landing run | 623 ft | 190 m |



| Wing Span | 37,40 ft | 11,4 m | Fuselage height | 9,35 ft | 2,85 m |
|-----------------|--------------|----------|---------------------------|----------|--------|
| Wing Area | 159,31 sq ft | 14,8 sqm | Cabin width | 48,03 in | 1,22 m |
| Fuselage lenght | 28,50 ft | 8,7 m | Cabin lenght (with bagg.) | 11 ft | 3,35 m |



Specifications

FLIGHT INSTRUMENTS AND INDICATORS

| Magnetic Compass |
|--|
| Airspeed Ind., Kts |
| Altimeter Dual Mode (In/Mb) |
| Vertical Speed |
| Directional Electric |
| Attitude Horizon Electric |
| Turn And Bank Indicator |
| O.A.T. |
| Pitot System Heated |
| Static System |
| Alternate Static Source |
| Stall Warning Audible |
| Landing Gear Position Light, Three |
| Landing Gear-In-Transit/Not Locked Light |
| Stabilator Trim Position Indicator |
| Rudder Trim Position Indicator |

ENGINE INSTRUMENTS

| Tachometer + Hour Recorder, Dual |
|----------------------------------|
| Manifold, Dual |
| Fuel Flow, Dual |
| Oil Press, Two |
| Oil Temp., Two |
| Head Temp., Two |
| Fuel Press., Two |
| Ammeter |
| Voltmeter |
| Lh + Rh Fuel Qty |

Annunciator Panel Lighted Push To Test: _ Lh Low Fuel _ Rh Low Fuel _ Lh Low Oil Press _ Rh Low Oil Press _ Lh Low Voltage _ Rh Low Voltage _ Pilot Door Open

FLIGHT CONTROLS Hydraulic Brakes Parking Brake Electrical Flaps Dual Flight Controls Steerable Nose Wheel Aileron And Elevator Lock Stabilator Trim (Manual) Engine controls: _ Carburettor Heat, Two _ Choke, Two _Throttle, two Propellers, 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
- _ Left Engine Lh And Rh Ignition Switches
- _ Right Engine Lh And Rh Ignition Switches

ELECTRICAL SYSTEM

- 12 Volt 35 Ah Gill 35a
- 12 Volt Alternators-21 Amp., Two
- Rocker Switches Internally Lighted:
- _ Master Switch
- _landing Light
- _taxi Light
- _navigation Lights
- _strobe Light
- _pitot Heat
- _map Light
- External Power Supply Receptable
- **Circuit Breaker Panel**
- Static Discharge Wicks
- Landing/Taxi Light

• FUEL SYSTEM

- Two integral fuel tanks with 200 litres
- 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 Copilot Seats, simulated leather:
Adjustable Fore And Aft
Vertical Adjustment
Two rear passenter seats
Seat Belts & Shoulder Harness, All Seats
Wall To Wall Carpeting
Fire extinguisher
Map E Storage Pockets
Radio call plate
Tow bar
Soundproofing
Luggage Compartments
Overhead cockpit speaker
Four position intercom system
First aid kit

INTERIOR LIGHTING

Avionics instrument internally lighted Avionics radios internally lighted Engine instruments internally lighted Flight instruments internally lighted Compass internally lighted Map light

EXTERIOR LIGHTS Navigation Ih/rh wing tip and vertical tail Vertical tail strobe Landing/taxi light

EXTERIOR

Epoxy corrosion proofing, all structure Lh front door pilot/copilot, lock and key Rh rear door passenger All windows tinted Retractable landing gear Tie down rings Main wheels, 6,00 x 6 Nose wheel, 5,00 x 5

• CABIN COMFORT SYSTEM Windshiel 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 2 MT propeller, 2 blade, constant speed Propeller spinner, two Propeller control Ih/rh Air filter, two Oil filter, two Oil and water coolers, two Carburettor heat with manual control

PRODUCT SUPPORT/ DOCUMENTS

Manufacturers full two year limited warranty

Pilot's operation handbook

Maintenance manual

Parts catalog

Aircraft log book

Engine log book

STANDARD GARMIN AVIONICS PACKAGE

GNS430 comm/nav/gps multifunction display GI-106A cvor/loc/gs/gps

Indicator

GTX 327 transponder

GMA 340 audio panel

Altitude encoder

Avionics master switch

Microphone telex 100T

Avionics circuit breaker panel

Pilot and co-pilot PTT

ELT



CONTACT US

via Maiorise 81043 Capua Caserta (Italia) tel. +390823 620134 tel. +390823 622297 fax +390823 622899

