P2012 TRAVELLER

THE FUTURE OF SHORT HAUL

P2012 TRAVELLER

Introduction

Today the 11-seat, piston powered twin engine aircraft market is characterised by very few models. The majority of aircraft in operation belonging to this category are over 35 years old and are no longer in production.

The arrival into service of the next-generation 11 seat P2012 *Traveller* is much anticipated by many airlines, who have been demanding a replacement for the many hundreds of 'heritage' aeroplanes in the FAR23/CS23 category currently in service around the world and is set to open many profitable opportunities in the Short Haul transportation segment. The P2012 *Traveller*, was developed by the Tecnam Research and Design team that was led by Tecnam's renowned and award-winning expert Professor Luigi Pascale. Designed primarily with the passenger in mind, the P2012's large cabin can accommodate up to 11 seats (with a maximum of nine passengers).
The aircraft is powered by two Lycoming 6 cylinders' turbo pistons. It is the first piston aircraft with electronic management of engine power, which, coupled with Garmin autopilot, enables a reduced workload for pilots and a better lifetime of the engines.
The mixture lever is no longer present on the cockpit pedestal since the entire control of mixture is made automatically.

The P2012 has been certified by EASA in CS-23 category on December 2018.

+ 950 nm
Max Range

194 kts
Max Cruise Speed
100% Power

11 seats
9 Passengers + 1-2 crew

1394 kg - 3073 lbs
Useful Load

Low in service costs

Easy maintenance

Single or dual pilot

State of art design

Today's world is changing fast. A new demand for transportation between secondary hubs is arising. People and goods move closer and closer, avoiding big, busy airports in crowded cities. The answer is the Traveller.

The P2012 Traveller, as per its design specification, is characterized by a maximum cruise speed of 194 kt at 10,000 ft.

One of the essential features potential operators have also requested for this next-generation aircraft is to have short take-off capability, enabling them to operate on very short or even semi-prepared runways.

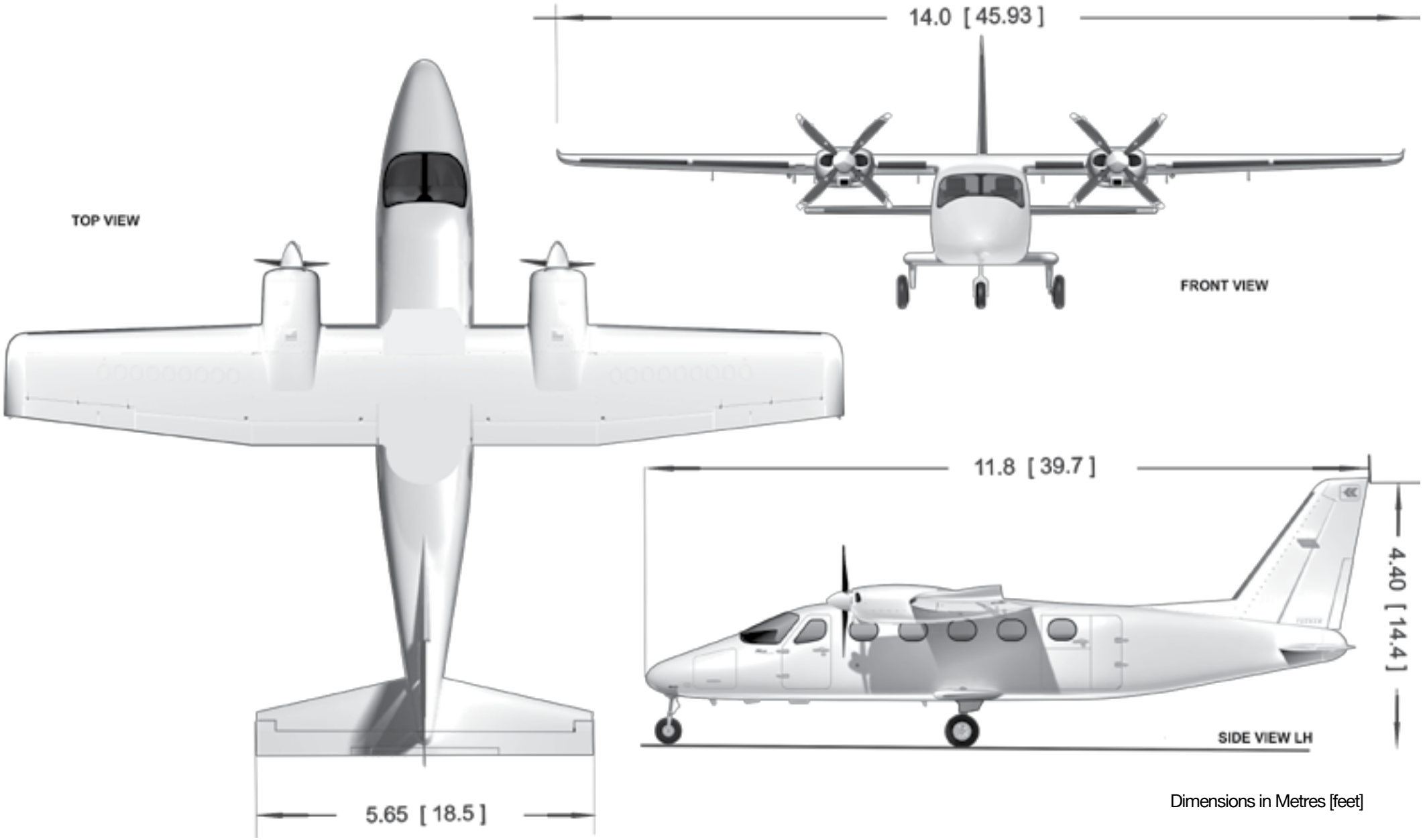
The P2012 has been designed to have a very low minimum control speed and this results in a take-off distance of about 2159 ft (658 m) over the obstacle.

The design of the aircraft has been accomplished starting from the following design specifications:

- Robust and solid design;
- Operations in FIKI conditions;
- Easy and low cost maintenance;
- Ease of cabin access and cabin comfort;
- Spacious luggage compartments (nose and tail located);
- Reduced take-off run and take-off from unprepared runways;
- Range exceeding 950 nm;

Connecting Communities of People

Dimensions and Weights



Dimensions in Metres [feet]

Tecnam P2012 Traveller

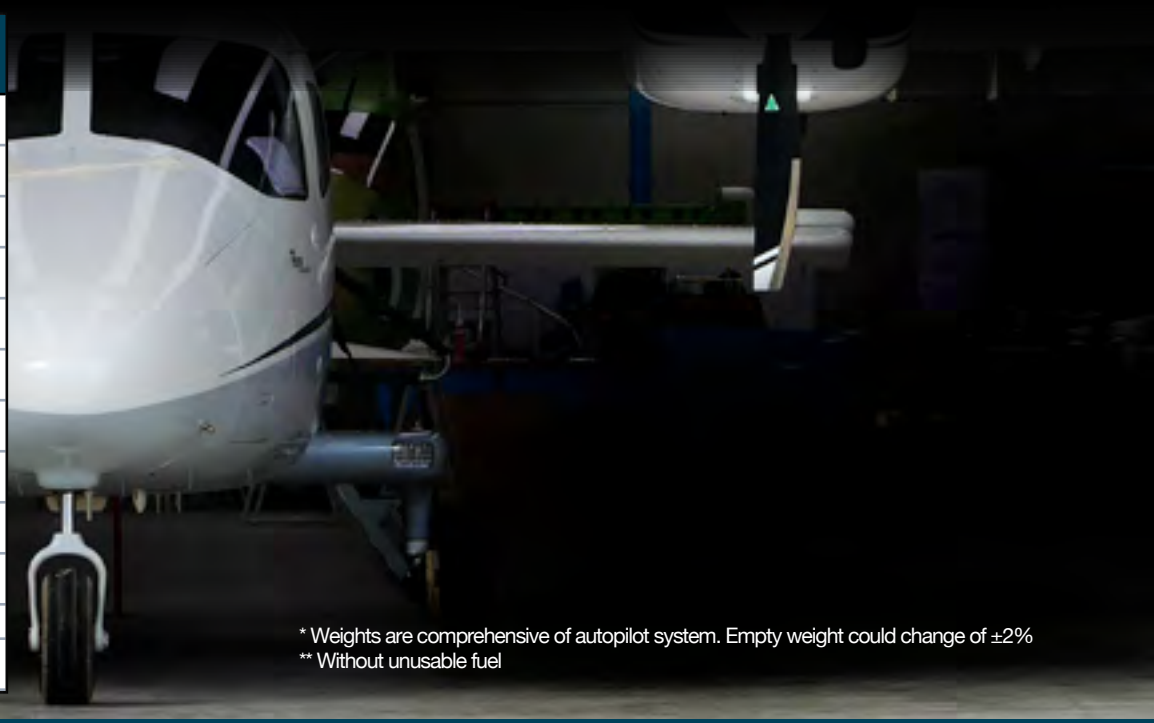
Service Entry Year	2019	
Seating capacity	2 + 9 pax	
Wing Span	14 m	46 ft
Length	11.8 m	38.6 ft
Height	4.4 m	14.4 ft
Engine manufacturer	Lycoming	
Engine Model	TEO540C1A	
Engine Power	2x375 hp	2x280 kw
Propeller	4 blades MT-Propeller	
Prop. Diameter	1.95 m	6.4 ft

Weight*

Ramp weight	3680 kg	8113 lb
Max gross weight	3660 kg	8069 lb
Operational weight (1 Pilot + Luggage)	2386 kg	5260 lb
Std. empty weight**	2286 kg	5040 lb
Max Landing weight	3660 kg	8069 lb
Useful load*	1394 kg	3073 lb
Fuel capacity	750 L	198 US Gal
Wing loading	142 kg/m2	29.6 lb/sqft
Power loading	4.8 kg/hp	10.8 lb/hp

Performance

Speed, VNE	400 km/h	215.7 kt
Stall speed – Take OFF	134 km/h	72 kt
Stall speed - Landing (Full Flaps)	127 km/h	69 kt
VMC	131 km/h	71 kt
Max cruise speed (10,000 ft)	359 km/h	194 kts
Cruise speed (@75%, 10,000 ft)	320 km/h	173 kts
Best RoC	6,35 m/sec	1,250 ft/min
Best RoC SE (@5,000 ft)	1 m/sec	189 ft/min
Takeoff run	380 m	1247 ft
Takeoff distance	658 m	2159 ft
Landing run	295 m	968 ft
Landing distance	549 m	1801 ft



* Weights are comprehensive of autopilot system. Empty weight could change of ±2%
** Without unusable fuel

Performance

Total Comfort

The access to the cabin is via three doors, two for flight crew and one in the rear side, divided in three separate hatches for passenger access only or for cargo/baggage loading purposes. An integrated handrail allows a comfortable entrance and exit.

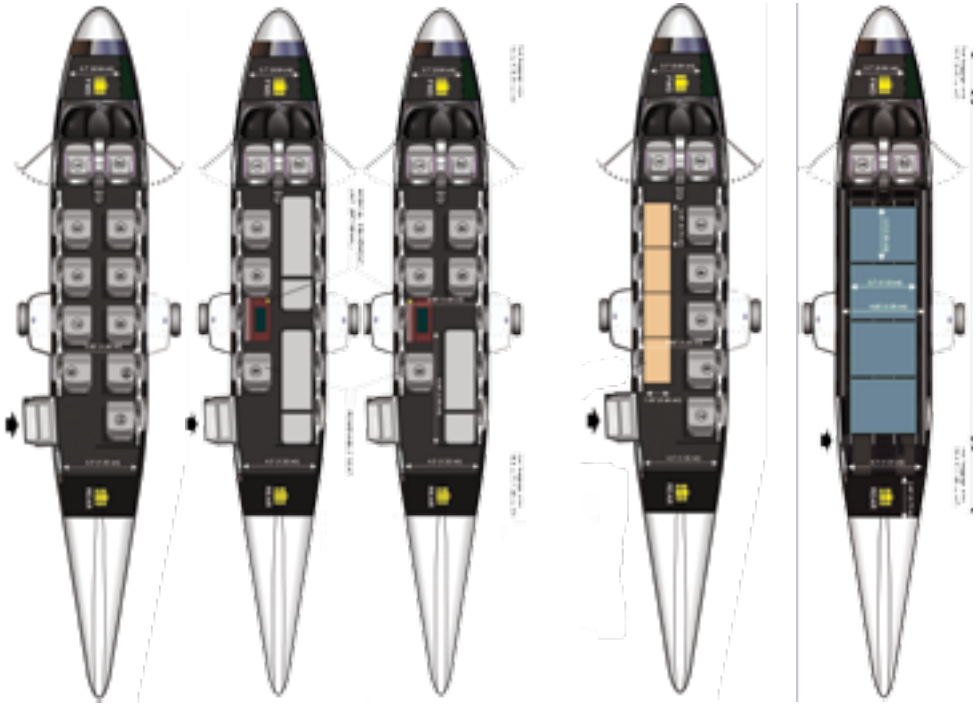
Let your passengers be accommodated in a Tecnam P2012 with the advantage of having a cabin whose measurements are constant for its whole extension, so that the ergonomics remain the same for all passengers and seats, as opposed to 'legacy' aircraft in this class which traditionally feature a tapered fuselage in the back portion, there providing less space and especially disadvantaging passengers seated in the rear rows.

The P2012 aircraft offers the possibility to arrange its internal design in four optional versions, used for different types of missions, from medical emergency services to full cargo operations. Actual configurations are Standard Airline, Combi, Medevac with single or double stretcher, Full Cargo.

Standard Airline Package Arrangement of interior

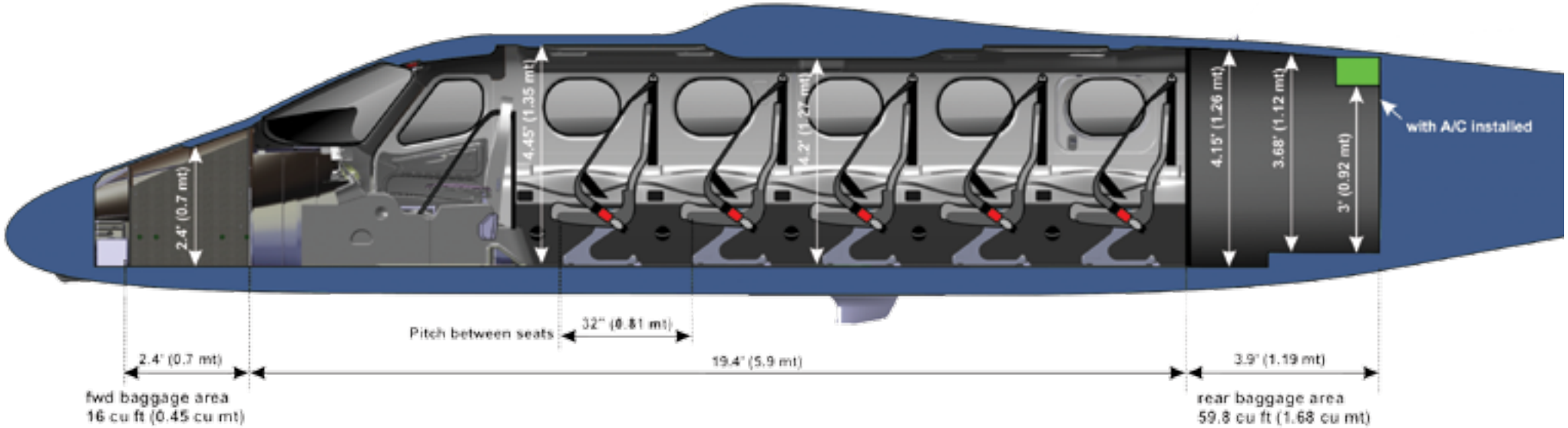
Nose Luggage openings

Rear openings



Standard Airline *Medevac Single and Double Stretcher* *Combi* *Full Cargo*

In the Cargo version a single cargo door is installed in place of the three hatches of the basic configuration: an advantages in terms of costs, weight and functionality.



Configurations

Latest Avionic Suite

The P2012 Traveller is designed around a flexible, intuitive and low pilot workload demanding cabin with comfortable access for a second pilot when required.
The avionic suite is based on the latest generation Garmin G1000 Nxi, composed of two 10-inch PFDs and a single central 12-inch MFD. Remote redundant AHRS and ADC (inertial and air data units) provide the main flight and attitude information whilst a third back up is provided by a small, vertical layout MD-302 (Mid-Continent).

Communications and navigation are based on dual remote units which provide selectable data on the cockpit screens. An optionally provided Flight Management Optional system keyboard (FMS) allows immediate and comfortable insertion of frequencies and waypoints, while another optionally provided Garmin Flight Stream device allows an immediate and wireless link between flight suite and portable devices such as tablets or smartphones for immediate introduction of flight plans, waypoints, routes, frequencies etc.

A remote unit transponder, mode-S, is provided as standard with ADSB-OUT, ADSB-IN, FIS-B to match the incoming future General Aviation requirements for navigation and traffic awareness.
Dual standard heated pitot probes enhance the flight safety in all phases, supporting flight especially during single-pilot operations.
A single, latest generation Garmin GMA 350C audio panel manages the ATC and internal communications with several novelties such as 3D audio and separation of pilot/co-pilot communication channels (split function).

The standard avionic suite is then completed by the latest generation Garmin manufactured Automatic Flight Control System, with three axis of operations and provided with a yaw damper (selectable also when A/P is OFF).

A/P mode controller, installed on the top of cabin cockpit, allows immediate interaction via dedicated push buttons and rotary wheels.

Engine monitoring is fully integrated inside the avionic suite screens and allows a management of power, with significant fully automatic mixture control (absence of related lever and always guarantees the best fuel/air ratio for every single cylinder).

NOTE:
Some optional equipment (such as the ADF) may be mandatory in some countries to enable the P2012 to fly under IFR conditions as an airline passenger transport.

Cockpit

Lyoming TEO-540-C1A	
Fuel (Min Octane)	100/130, 100LL and UL100
Fuel Scheduling/Mapping	Changeable in Software
Time limited takeoff rating	Anticipated in Software
Alternator	1 x Alternator – 28 Volt, 140 Amp
Engine Protection features	- Knock Control (independent for each cylinder) - CHT, TIT over temp protection - Overspeed protection - Overboost protection
Diagnostics	- Notification of Shorted/Open Sensor or Actuators - Out of Range Failures - In-Range Errors from sensor (Cross Checks) - All faults are logged in the ECU memory - Service Fault History - Record since last clearing by an authorized service tool - Record of ''Fault clearing History''
Pilot Interface	Only 2 Control Levers per engines (PWR, PROP) Single Button Start
EASA Approval	TC No EASA.IM.E.119
FAA Approval	TC No E00009NY

The Lycoming TEO-540-C1A Engine is a direct-drive six-cylinder, horizontally opposed, turbocharged, air-cooled engine. It has electronic fuel injection, electronic ignition and down exhaust. This engine has an automotive type starter, one 28V alternator (140A) and a propeller governor pad.

The EEC (Electronic Engine Control) is an electronic, microprocessor controlled system, which continuously monitors and adjusts ignition timing, fuel injection timing, and fuel mixture based on operating conditions.
The EEC eliminates the need for magnetos and manual fuel/air mixture control lever.

Lyoming TEO-540-C1A mounted on the P2012

Reliable Power

12 reasons to own a P2012

1. INNOVATIVE CLASSIC DESIGN

The P2012 is innovating and updating the market of 8-12 seats piston aircraft. The secret of the design of the P2012 is to keep everything simple: metal structures can be easily replaced and repaired worldwide.

2. SHORT RUNWAYS WITH UNPAVED SURFACES

The P2012 can utilise runways as short as 1791 feet (546m) at its maximum weight. This make the ideal machine to connecting communities in remote places. With high wings, the engines and propellers are away from the ground allowing the P2012 to operate from runways made of dirt, gravel, and grass.

3. READY FOR FLYING INTO KNOWN ICING CONDITIONS

The P2012 is equipped with optional latest TKS Ice protection certified for FIKI (flight Into Known Icing conditions) allowing you to fly safe and respect your schedule.

4. CABIN SPACE

The Traveller has the advantage of having a cabin whose measurements are constant for its whole extension, so that the ergonomics remain the same for all passengers and seats. A flat-floor gives your passengers more comfort and gives you the ability to easily load just about any cargo you can fit.

5. LARGE REAR DOOR

No other aircraft features a two doors for pilots and a large rear door as a main passenger entry door and access to luggage compartment. In the Cargo version a single cargo door is installed in place of the three hatches of the basic configuration: an advantages in terms of costs, weight and functionality.

6. VERSATILITY

The P2012 is ideal for regional operators, corporations, charter and fractional companies, air ambulances, special missions, cargo, combi and law enforcement agencies. This extreme versatility gives owners confidence that their investment in a P2012 is the right decision.

7. EFFICIENCY

The whole concept behind the twin-engine piston P2012 is to travel safely, in total comfort, further on less fuel. As example, we choose the fixed gear to keep maintenance costs low and make your operations profitable.

8. LEADERSHIP

In aviation business for more than 70 years, Tecnam s ranked among the top General Aviation manufacturer. With its vast experience in producing many models of high wing, low wing, single and twin engine, Tecnam partnered with major industry papers, Lycoming and Garmin, to design the P2012 Traveller.

9. DESIGNED BY LUIGI PASCALE

Since 1948, Professor Luigi Pascale, together with his brother Giovanni, have been designing and manufacturing aircraft for General Aviation with legendary Italian style.

10. EASY

The cockpit design is optimized to reduce the pilot's workload and ensure safe single pilot operations. The engine is fully electronically controlled, fuel injected and provided with several features to preserve its components in addition to saving fuel. All the electronics on board is helping the pilot for a pleasant flying experience.

11. SAFETY

Particular care has been applied on cabin safety, evacuation and fire protection tests, going further than the CS23 and FAR23 requirements and reaching Commuter category standards (for aircraft up to 19 passengers), while for other features, such as seating safety, Tecnam met the more restrictive CS-23 FAR 23 rules.

12. SERVICE

At Tecnam, our goal is to keep you flying. We have a special Support Service, including fast genuine parts delivery for the P2012 traveller to minimise to zero any AOG experience.

With its timeless passion for flying, for more than 70 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 ultralights. All aeroplanes are designed with passion,, Italian styling, originality, quality and innovation. Tecnam is committed to offering unbeatable value and low operating costs.

Today Tecnam is one of the largest producers of General Aviation and Light Sport Aircraft. With a global fleet of over 7,000 aircraft and 100 Tecnam Support Centres, Tecnam is proud to continue to offer all its customers the very latest and best in aircraft design and technology, as well as a great flying experience.

With the 11-seat P2012 Traveller, Tecnam welcomes a new phase in its development as it enters the commercial aircraft market. TECNAM's roots go all the way back to the Italian brothers Luigi and Giovanni Pascale who began to develop and produce innovative aircraft soon after the end of WWII. Since those early beginnings, the family has continued to create original models, first gaining worldwide recognition under the name Partenavia, which translates as "Naples Aviation".

Costruzioni Aeronautiche TECNAM was established in March 1986 and now operates in two production facilities. The Casoria facility is located adjacent to Naples' Capodichino Airport, while the main factory is next to the "Oreste Salomone" Airport in Capua. Recently, new facilities were established in Sebring, Florida, USA and Gold Coast, Queensland, Australia to serve and support the needs of Tecnam's local owners and operators.

P2012 assembly line at Tecnam Headquarters in Capua, Italy

Tecnam General Aviation fleet: P2006T, P2010, P2008JC

1948 - 2018

70

YEARS

A global company with Italian style.

Professor Luigi Pascale - P2012 Designer

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