



P2008JC

Single Engine Aircraft

Innovation is in the air

The single-engine Tecnam P2008's versatility and ease of use has established it as both the aircraft of choice for Flight Training Organizations worldwide as well as recreational flyers alike.

The Tecnam P2008JC MkII is the best in its class, incorporates a level of comfort, quality and efficiency that have made it the ideal touring aircraft, assuring pilots and passengers alike of a very comfortable environment and the smoothest of flight experiences. With its carbon fibre fuselage, metal wings and stabilator, the Tecnam P2008JC MkII has a vast number of advantages over traditional aircraft.

The combination of both composite material and metal has resulted in a more fuel efficient and much quieter aircraft. Pilots appreciate the quality and security built into this popular Tecnam design.

Certification:

The Tecnam P2008JC MkII is delivered in full compliance with the requirements of EASA CS-VLA.

The P2008JC is available as VFR Day and VFR Night. This version has a new improved lighting system featuring both ambient light and dimmer switches and MD302 backup attitude instrument. Customers can also choose the propeller available as 2 or 3 blades, for those pilots flying on noise-restricted airfields.





“Manufacturing an aircraft is not just a job, it is a challenge for perfection, driven by infinite passion and dedication.”

Paolo Pascale Langer, CEO



Interior

The cabin offers newly designed seats and seat rails which are easily operated and adjustable fore and aft via a single handle with a reinforced area between the rails to make cabin access even easier.

The TECNAM P2008JC MkII is a symphony of up-to-date technology and composite fuselage, safe and easy flying with beauty both inside and outside.

A cost-efficient solution for night VFR in CS/VLA. Low-noise three-blade propeller is a popular option.

Everything about the Tecnam P2008JC MkII is designed to allow you and your passenger to experience the most outstanding style, comfort, and beauty of flight.

Demanding owners can also choose Premium interior, with a dark styling of the cabin and ceiling, new design of the doors, coupled with premium leather seats. Enjoy the P2008JC MkII.



Design Weight and Loading*

	kg	lb
Maximum Take Off Weight	650	1,433
Empty Weight, Standard**	400	882
Useful Load	250	551
Baggage allowance	20	44

*Empty weight could vary by ±2%
**Without unusable fuel

Performance

ROTAX 912 S2 100 HP
2 Blade Fixed Pitch Propeller

Max Cruise Speed KTAS*	116 kts	215 km/h
Stall Speed (Flaps Down Power Off) KCAS	44 kts	81 km/h
Max Operating Altitude	14000 ft	4267 m
Take off run	699 ft	213 m
Take off distance	1217 ft	371 m
Rate of climb	755 ft/min	3.84 m/sec
Landing Run	568 ft	173 m
Landing Distance	1253 ft	382 m
Range**	575 NM	1065 km

*Sea Level
**(75% + res. 30 min) max fuel



Standard equipment

DUAL DISPLAY GDU 460 SYSTEM WITH EIS

- Two GDU 460 Display
- Two GSU25 ADAHRS
- GEA 24 Unit Only
- GMU 22, Unit only
- GTP59
- G3X Installation Kit
- Two GSU 25 Inst & Conn. Kit
- GEA 24 Conn. kit
- GMU 22 Connector and install rack kit

FLIGHT CONTROLS

- Hydraulic Toe Brakes
- Parking Brake
- Electrical Flaps, preselect
- Dual Flight Controls
- Castering Nose Wheel
- Stabilator Trim (Electric actuated from stick)

OTHER INSTRUMENTS / INDICATORS / WARNINGS

- RPM
- Oil Temp
- Head Temp
- Volt
- Fuel Indicator RH and LH
- Warning Light:
 - Low Oil pressure
 - Low Fuel pressure
 - Alt. Out
 - Fuel Pump ON

ENGINE CONTROLS

- _ Central Quadrant With Single Throttle Lever
- _ Throttle
- _ Choke
- Flight Trim Controls
- _ Stabilator with Indicator
- Fuel Control Selector ANDAIR
- Panel Switches:
 - _ Split Starter
 - _ Avionic
- Starter Key ACS

ELECTRICAL SYSTEM

- 12 VOLT 18A AMP. Battery SPARK
- 12 VOLT Alternator 20 AMP.
- Switches:

- _ Avionic Master
- _ Fuel Press
- _ Nav. Lights
- _ Landing Light
- _ Strobe Light
- 12 VOLT socket
- External Power Supply Receptical
- Auxiliary Alternator 40A
- Circuit Breaker Panel

FUEL SYSTEM

- Two Integral Fuel Tanks With 120 Litres Total Capacity
- Engine Driven Fuel Pump
- Fuel Quick Drain
- Electrical Fuel Pump

INTERIOR

- Pilot And Copilot Seats with low backs
- _ Adjustable Fore and Aft
- Seat Belts & Shoulder Harness, All Seats
- Wall To Wall Carpeting
- Map and Storage Pockets
- Luggage Compartments
- Fire Extinguisher
- Radio Call Plate
- Soundproofing
- First Aid Kit

EXTERIOR

- Epoxy Corrosion Proofing, All Structure
- Lh/Rh Front Door Pilot/Copilot, Lock And Key
- All Lateral Windows Tinted
- Main Wheels, 5,00 X 5
- Nose Wheel, 5,00 X 5
- Stall Warning
- No Wheel Pants

EXTERIOR LIGHTS

- Nav. Lights LED with strobe AVEO full LED TSO
- Taxi Light LED

CABIN COMFORT SYSTEM

- Windshield Defroster
- Ventilator Adjustable, 2 Place
- Heating System

POWERPLANT AND PROPELLER

- ENGINE – 1 ROTAX 912S2 100 HP, 4 Cylinders
- liquid/air cooled, integrated reduction gear
- Dual Ignition System
- Throttle Control
- Tubular Steel Engine Mount
- Propeller – Hoffman, 2 Blade Fix
- Propeller Spinner
- Air Filter
- Oil Filter
- Oil And Water Coolers
- Carburetor Heat With Manual Control
- Thermostat Valve Water And Oil
- Auxiliary Alternator

PRODUCT SUPPORT/ DOCUMENTS

- Manufacturers Full Two Year Limited Warranty
- Pilots Operation Handbook
- Maintenance Manual
- Parts Catalog
- Aircraft Log Book
- Engine Log Book

STANDARD GARMIN AVIONICS PACKAGE

- GMA 345 Audio Panel
- GNC 255A Com/Nav
- GTX 335 Transponder ADS-B OUT
- ELT 406 Mhz
- Antennas:
 - 35 GPS/WAAS
 - GA56
- – Transponder
- – COM1
- – VOR
- – ELT
- – Marker Beacon
- Speakers
- Microphone
- Stick Push-To-Talk Switch, Pilot/Copilot
- Mic & Phone Jacks + Bose Lemo Connectors - Pilot/Copilot

“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

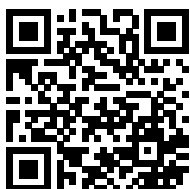


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