

P92 Echo MkII

Single-Engine Aircraft



Soar Higher



QUALITY AIRCRAFT SINCE 1948

TECNAM

The classic Tecnam: “Back to the future”

Popular since its launch in 1994, the single-engine, high-wing, two-seater TECNAM P92 has always been several steps ahead of its time. After 30 years, with thousands of aircraft flying worldwide, the “Echo” is still resonating, ready for new challenges, with the best mix of heritage and the latest technologies.

Today’s version, the P92 Echo MkII, features a unique Italian style, given by carbon fibre fuselage, unbeatable cabin design and comfort, improved performances still preserving the same pleasant flying qualities, safety and ease to fly reputation.

Compact on the outside, yet surprisingly spacious inside, this ‘modern classic’ aircraft with tricycle landing gear incorporates the best of chic Italian design.

“I am very satisfied with the new P92MkII. The aircraft is very stable, it looks so sexy and solid, with a lot of room inside. When I fly away from my field many people come to ask me about this beauty. It is absolutely... eye-catching!”

Ruud Waanders - P92 Echo MkII Owner - Holland

The P92 Echo MkII is an evergreen aircraft appreciated by the whole family. Fasten your seatbelts, the P92 is ready to take you across incredible places.





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

Paolo Pascale Langer, CEO



Choosing P92 Echo MkII

Choosing this Tecnam model offers the following benefits:

- The wide cabin allows for a large instrument panel avionics: Garmin G3X touchscreen suite;
- Safety of flight is enhanced by BRS safety (Ballistic Recovery System);
- Premium interior with custom handstitched leather seats;
- Compact on the outside, yet surprisingly spacious inside: roomy baggage compartment with internal access to accommodate bulky items;
- Rotax 912ULS2 100 Hp or optional Rotax 912 iS Sport injection guarantees exceptional performance and eco-friendly consumption.

Discover our commitment to sustainable flight



Powerplant

The P92MkII is powered by the Rotax 912ULS, is the most popular piston engine in the world today. With over 80 million hours flown and 50,000 912/914 engines delivered. This “engine of choice” is paired with the P92MkII with a refined design and easy access cowling.

| | |
|---------------------|-------------------------|
| Engine Manufacturer | BRP-Rotax GmbH & Co KG |
| Engine Model | ROTAX 912 ULS2 |
| Engine Power | 100 HP |
| Propeller | Sensenich, 2 Blades |
| Fuel Consumption | 4,5 US gal/h (17 lt/h)* |
| Fuel Type | Mogas and Avgas |
| Fuel Tank Capacity | 24 US Gal (90 lt) |

*4 USG/h (15 lt/h) for 912iS equipped aircraft

Design, Weight and Loading

| | | |
|-------------------------|--------|----------|
| Maximum Take-Off Weight | 600 kg | 1.320 lb |
| Empty Weight | 340 kg | 750 lb |
| Useful Load | 260 kg | 573 lb |
| Baggage Allowance | 20 kg | 44 lb |

Performance

| | | |
|---|------------|------------|
| Max Cruise Speed KTAS | 213 km/h | 115 kts |
| Stall Speed (Flaps Down Power Off) KCAS | 72 km/h | 39 kts |
| Maximum Operating Altitude | 4.267 m | 14.000 ft |
| Take-Off Run | 214 m | 702 ft |
| Take-Off Distance | 369 m | 1.211 ft |
| Landing Run | 154 m | 505 ft |
| Landing Distance | 302 m | 991 ft |
| Rate of Climb | 4,86 m/sec | 957 ft/min |
| Range | 796 km | 430 nm |

Standard Equipment

Two Display G3X Touch with EIS

- GDU460
- GDU465
- ADAHRS GSU 25
- GEA 24 Engine Instrument Module
- GMU 22 Magnetometer
- GTP 59 Temperature Probe
- LRU KIT
- INSTALLATION KIT
- G3X SENSOR KIT
- GA 56 Antenna
- GA37 Antenna (ADSB & XM)
- GPS A20 - ADSB

Flight Instruments and Indicators

- Magnetic Compass
- Airspeed Ind
- Altimeter
- Vertical Speed
- Bank Indicator
- Pitot System
- Static System
- Stabilator Trim Position Indicator

Engine Instruments & Indicators

- Tachometer
- Hour Recorder
- Oil Press
- Oil Temp
- Head Temp
- Fuel Press
- Voltmeter
- Lh + Rh Fuel Qty
- Stabilator Trim Position Indicator
- Flap Indicator

Flight controls

- Hydraulic Toe Brakes
- Parking Brake
- Electrical Flaps
- Dual Flight Controls
- Steerable Nose Wheel
- Stabilator Trim (Electric Actuated From Stick)
- Engine Controls:
 - Central Quadrant with Single Throttle Lever
 - Choke
- Flight Trim Controls:
 - Stabilator With Indicator
- Fuel Control Selector Andair

Panel switches

- Starter Key ACS
- Split Starter

Electrical system

- 12 Volt 18A Amp. Battery
- 12 Volt Alternators-20 Amp
- Circuit Breaker Panel
- 12 Volt Socket

Fuel system

- Two Integral Fuel Tanks With 95Lt\25Usgal Total Capacity
- Aux Fuel Pump, electric
- Engine Driven Fuel Pump
- Fuel Tank Quick Drain, Two

Interiors

- Pilot And Copilot Seats:
 - Adjustable Fore And Aft
- Seat Belts
- Wall To Wall Carpeting
- Map and Storage Pockets
- Luggage Compartments

Exterior

- Epoxy Corrosion Proofing, All Structure
- Lh/Rh Front Door Pilot/Copilot, Lock And Key
- All Lateral And Rear Windows Tinted Brown
- Aluminum MLG, wheel track increased
- Main Wheels, 5,00 X 5
- Nose Wheel, 5,00 X 5

Exteriors lights

- Landing Light (No Led)

Cabin comfort system

- Heating System
- Ventilator Adjustable 2 Place

Powerplant and Propeller

- Engines Rotax 912ULS2 100 Hp, 4 Cylinders
- Liquid/Air Cooled, Integrated Reduction Gear
- Dual Ignition System
- Throttle Control
- Tubular Steel Engine Mount
- Propeller Sensenich, 2 Blades, Fixed
- Propeller Spinner
- Air Filter
- Oil Filter
- Oil And Water Coolers

Product Support and Documents

- Manufacturer's Full Two Year Limited Warranty
- Pilots Operation Handbook
- Maintenance Manual
- Parts Catalog






“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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