



P2002 JR

ENGINE

Manufacturer	Rotax
Model	912 S3
Power	100 hp
Number of Cylinders	4

PROPELLER

Manufacturer	Hoffmann
Model	HO-V352
Number of Blades	2
Type	V.P.

WEIGHTS

	lb	kg
Maximum Take-off weight	1370	620
Standard Equipped weight	860	390
Standard Useful Load	510	230
Ultimate Loads	+6 - 3	

DIMENSION

Wing Span	28,2 ft	8,6 m
Wing Area	124 sq/ft	11,5
Fuselage Length	21,7 ft	6,63 m
Fuselage Height	7,5 ft	2,3 m
Baggage Allowance	44 lb	20 kg

PERFORMANCE MTOW

Speed	Kts	Km/h
Maximum at Sea Level, Gross Weight	135	250
Cruise, 75% power	122	226
Vne	144	267
Stall Speed	Kts	Km/h
Flaps up, power off	45	83
Flaps Down, power off	39	72
Rate of Climb at Sea Level	1200 ft/m	
Service Ceiling	14,800 ft	4500 m
Takeoff Performance	ft	m
Ground roll	492	150
Total over 50 fr obstacle	1150	350
Landing Performance	ft	m
Ground roll	466	142
Total over 50 fr obstacle	1070	326
FUEL TANK CAPACITY	50x2 Lt	13,2x2 GAL.
FUEL ECONOMY	17 Lt./Hr.	4,5 GAL/Hr.

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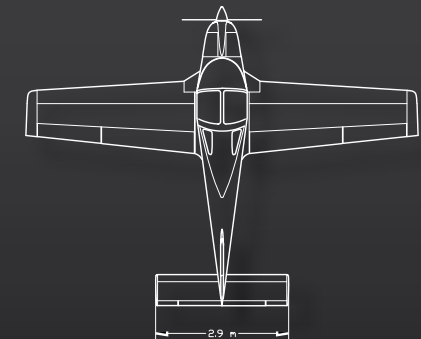
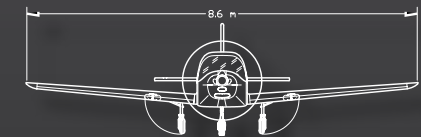
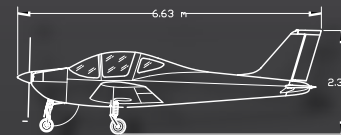
The P2002-JR is a two-seater side by side, low wing aircraft with retractable landing gear. The P2002-JR features superlative performance and flying qualities, now confirmed by hundreds of P2002's and P2002RG's flying all over the world. The ease of piloting and maintenance make this aircraft an excellent solution for training with flight schools but also an ideal platform for surveillance and patrolling territory as well as, of course, for pure recreational tourism.

The option to use AVGAS 100LL or unleaded MOGAS ASTM D4814-EN/228 SUPER make the P2002 JR even more flexible and economical.

The P2002-JR represents the latest development of the Tecnam aircraft as result of the aircraft's continued improvement, the use of advanced software for design with structural and fluidynamic analysis. Thanks to the tapered wing, the laminar airfoils, the slotted flaps and the streamline fuselage together with the retractable gear, the P2002-JR is an outstanding aircraft, with the perfect mix of aerodynamic and structural efficiency.

Advantages

- Superior performance and flight characteristics
- Low stall speed
- 226 km/h (122 kts) cruise
- Stable and responsive
- Hydraulic retractable landing gear with an emergency accumulator
- Hoffmann constant speed propeller certified to FAR33
- High level of comfort that makes it ideal for long routes
- Excellent visibility
- Sliding canopy can be opened in flight
- Compliant to CS-VLA
- Ideal for flight schools



Construction

- The Tecnam line employs a monocoque tail cone section with sheet aluminium over steel tubing for the forward section.
- The aluminium tapered wing has a conventional structure with a forward load bearing spar and a conventional rear spar. The wing halves are attached to the fuselage by a very strong carry-through made of 2024-T3 grade aluminium fixed to the cabin truss.
- The fuel tanks hold 13.2 gal/50l each, located in the wing leading edges separated from the fuselage for safety.
- The sliding canopy allows 360° of vision in the cockpit. This canopy can be fully opened in flight below 70 knots.
- The all moving Stabilator is fitted with a trim tab controlled by buttons on the control column.
- The excellent flying characteristic with neutral handling makes it extremely stable and easy to fly for people of any weight/height.
- The ailerons are effective in allowing for a quick roll rate without being overly sensitive.
- All control surfaces are made out of aluminium.
- The wide slotted flaps, electrically activated, allow stall speed lower than 73 km/h (40 Kts).
- The canopy has full rollover protection.



Interior

- Seats are adjustable and increase in height as they are moved forward.
- The luggage area allowing for 44 pounds/20 kg of weight, located behind the seats with ample room for several travel bags
- All Tecnam aircraft have dual control sticks with a curve at the base for ease of ingress and egress.
- The dual controls come standard with PTT and electric stabilator trim on both sticks with a trim indicator on the panel.
- The fresh air vents are conveniently located on each side of the panel.
- Heat and defrost are standard.
- The aircraft comes with dual rudder pedals, connected to a steerable nose wheel.
- The interior is spacious, ergonomic and comfortable.
- Cabin is a roomy 44 in/112 cm wide.
- The wide conventional type instrument panel allows placement of a broad range of equipment, in addition to standard VFR training.
- Four point harness system is standard





Landing Gear

- The main landing gear is aluminium alloy with a rubber shock absorber system that is robust enough for rough strips. Retraction is by three hydraulic cylinders.
- The trailing link nose gear uses an oleo-pneumatic shock absorber that provides excellent ground load absorption. The same system is used on the certified P2006.
- A hydraulic Parker pump pressurises the system. In case of failure of the electro/hydraulic system, there is an emergency circuit with an independent tank which is constantly monitored. Should there be a total failure, the landing gear will drop under gravity.
- The main landing gear wheels and brakes are conventional aircraft size (5.00x5).
- The brake lever control and the parking brake are located forward between the seats.

Engine and Propeller



- The top and bottom engine cowls are quickly and easily removable making any maintenance easier to accomplish. The top cowl has 2 large hinged openings for easy access to the engine compartment, without the need for tools to allow effective pre-flight inspections.
- The engine's mount is steel-tubing with shock mounts. It also supports the nose wheel, while the retraction cylinder is anchored to the main fuselage structure.
- The power plant is a Rotax 912 S2 series certified to FAR 33 four-cylinder, four-stroke engine.
- The engine employs liquid and air cooling with an integrated 1:2.4286 reduction gear.
- A constant speed wood and composite Hoffmann propeller certified to FAR 33 comes as standard.
- The quick drain gascolator is installed in the engine compartment with easy outside access.
- Drain taps are fitted to the underside of the wings to purge the tanks.
- Circuit breakers are standard.
- The battery is located in the rear of the fuselage with easy access through a hinged door. There is also an external power socket.

P2002 JR

Certified

Standard Equipment

• FLIGHT INSTRUMENTS AND INDICATORS

Magnetic compass
Airspeed ind., Kts
Altimeter (in)
Vertical speed
Attitude electric
Directional electric
Turn and bank indicator
Flaps indicator
Pitot system
Static system
Stabilator trim position indicator

• ENGINE INSTRUMENTS

Rpm indicator
Hour recorder
Oil press
Oil temp.
Head temp.
Fuel press.
Voltmeter
Ammeter
Manifold pressure
Lh + rh fuel qty

• EXTERIOR LIGHTS

Nav. Lights
Vertical tail strobe
Taxi light

• FLIGHT CONTROLS

Hydraulic brakes
Parking brake
Electrical flaps
Dual flight controls
Steerable nose wheel
Stabilator trim (electric actuated from stick)
Engine controls: Throttle, two - Carburetor heat - Choke.
Landing gear, retractable electrohydraulic
Landing gear selector switch
Landing gear warning horn
Landing gear emergency extension
Flight trim controls:
_ Stabilator with indicator
Fuel control selector with on/off
Panel switches: Starter - Fuel pump - Engine lh and rh ignition switches

• OTHER INSTRUMENTS / WARNING

Chronometer
O.A.T. Indicator
Generator warning light

• ELECTRICAL SYSTEM

12 Volt 18a amp. Battery
12 Volt alternators-20 amp.
Switches
Nav. Lights: landing light - strobe light
External power supply receptable
Circuit breaker panel

• FUEL SYSTEM

Two integral fuel tanks with 100 litres
Total capacity
Engine driven fuel pump
Auxiliary fuel pumps, electric
Fuel quick drain

• INTERIOR

Pilot and copilot seats
_ Adjustable fore and aft
Seat belts & shoulder harness, all seats
Wall to wall carpeting
Luggage compartments
Fire extinguisher
Radio call plate
Soundproofing
First aid kit

• EXTERIOR

Epoxy corrosion proofing, all structure
Sliding canopy with lock and key
Rear window
Tie down rings
Main wheels, 5,00 x 5
Nose wheel, 4,00 x 6
Nose wheel, 4,00 x 6

• CABIN COMFORT/SYSTEM

Windshield defroster
Ventilator adjustable, 2 place
Heating system

• POWERPLANT AND PROPELLER

Engines - 1 rotax 912s2 100 hp, 4 cylinders
Liquid/air cooled, integrated reduction gear
Dual ignition system
Throttle control lh/rh
Tubular steel engine mount
Propeller - hoffmann, 2 blade variable pitch
Propeller control lh/rh
Propeller spinner
Propeller governor
Air filter
Oil filter
Oil and water coolers
Carburetor heat with manual control

• PRODUCT SUPPORT/DOCUMENTS

Manufacturers full two year limited warranty
Pilots operation handbook
Maintenance manual
Parts catalog
Aircraft log book
Engine log book