

SPECIFICATIONS

Presented by:

**2008 Piaggio P180 II sn. 1151**

**Mark Fischer, Vice President**



2008 Piaggio P180 II

**Range: 1,350 nm**

**Max Speed: 400 knots**

**Total Time:** 5,833 Hours      **Cycles:** 4,452

**ENGINES:** Pratt & Whitney PT6A-66

	<u>Left</u>	<u>Right</u>
<b>Total Hours:</b>	5,249 Hours	5,833 Hours
<b>Cycles:</b>	4,048	4,489
<b>TSO:</b>	1,334 hrs	1917 hrs
<b>CSO:</b>	909	1349
<b>SHSI:</b>	1,334	0.0

JetLease Palm Beach, Inc.

1515 Perimeter Road

West Palm Beach, Florida 33406

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[www.jetlease.com](http://www.jetlease.com)

[MFischer@jetlease.com](mailto:MFischer@jetlease.com)

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**AVIONICS**

- Collins Pro Line 21 featuring CASP program
- Three 8"x10" LCD Electronic Flight Information System Displays
- EICAS-4000 Engine Information and Crew Alerting System
- Dual AHS-3000 Altitude Heading Reference System
- Dual ADC-3000 Digital Air Data Computers mod per SB 80-0467
- APS-3000 digital autopilot
- FMS-3000 Flight Management System with Dual Flight Directors
- GSP-4000S Global Satellite Positioning sensor mod per SB 80-0438
- TWR-852 Weather Radar
- Dual VHF-4000 Communications transceivers with 8.33 spacing
- Dual NAV-4000 Navigation receivers with Marker Beacons

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**AVIONICS**

Dual TDR-94D Mode S Transponders  
ADS-B Out per STC SA018776WI  
DME-4000 Distance Measuring Equipment  
ADF-400 Automatic Direction Finder  
ALT-4000 Radio Altimeter  
TCAS-4000 Traffic Collision Avoidance System  
L-3 Avionics Class B Terrain Awareness & Warning System  
L-3 FA2100 Cockpit Voice Recorder  
Artex C406-N 406 MHz Emergency Locator Transmitter  
ISI GH3100 Integrated Standby Instrument  
XM XMD075-01 XM Weather receiver  
KGS SS-55 115 Volt AC cabin inverter  
BE Aerospace LED Cabin Lighting  
New Concorde Sealed Lead-acid battery  
Reduced Vertical Separation Minimums Certified  
Aircell AT 3100 Iridium-based Telecommunications System  
Aircell ATG 5000 Telecommunications Router with WiFi

**EXTERIOR**

White with custom Blue and Gold stripes

**INSPECTION STATUS:**

No damage history  
6 Month: next due September 1, 2024  
1 Year: next due April 30, 2025  
2 Year: next due April 30, 2026  
5 Year: next due: February 18, 2026  
200 Hour Inspection: next due 6032.7 (200 remaining)  
600 Hour Inspection: next due 6432.7 (600 remaining)  
C Inspection: next due 6321.5 (488.8 remaining)  
D Inspection: next due 6600.0 (767.3 remaining)  
5400 Hour Inspection: next due 10800 (4967.3 remaining)  
9000 Hour Inspection: next due 9000 (3167.3 remaining)  
Nose LG 0 cycles since Overhaul: next due 10,452 landings/March 2036  
Left Main LG 0 cycles since Overhaul: next due 10,452 landings/March 2036

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Right Main LG 0 cycles since Overhaul: next due 10,452 landings/March 2036  
AD 2022-19-07 C/W per SB 80-0467 ADC & Configuration Module modification  
AD 2023-25-03 H-Stab Box C/W replacement of Box  
Currently on CAMP Computerized maintenance tracking

**INTERIOR**

Beautiful 6 passenger Grey Leather interior



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**Features of the Avanti II:**

Pratt & Whitney engines and Hartzell propellers on Avanti II

Engines are mounted above the wing in all-composite nacelles manufactured by Moreggio.

The Pratt & Whitney Canada PT6A-66 turboprop engines are rated at 634kW. The engines drive Hartzell five-bladed, constant-speed, fully feathering, reversible-pitch, rear-facing push propellers. The position of the propellers removes the drag of propeller vortices on the wings.

Pratt & Whitney PT6-66B engines were introduced in 2006. The engines offer a 12kt increase in the cruise speed to the maximum of kt at altitudes in excess of 35,000ft.

The two fuselage tanks and two wing tanks hold a maximum of 419 g of usable fuel which gives a maximum range of 1,350 nm, allowing the completion of most corporate missions without refuelling.

**Dowty hydraulically retractable landing gear and Goodrich brakes**

The aircraft is fitted with Dowty hydraulically retractable tricycle-type landing gear with a twin-wheeled nose unit and single-wheeled main units. The wheels are fitted with Goodrich hydraulically activated multidisc carbon brakes.

The short-field performance of the aircraft – 2,850 ft take-off distance over 50ft obstacle and 2,860 ft landing distance over 50ft obstacle – allows the Avanti to fly to smaller airfields close to a wide number of destinations.

**Piaggio P180 Avanti II twin-engine turboprop business aircraft performance**

The P180 Avanti II can climb at the rate of 50 ft/s. The maximum speed of the aircraft is 400 kts. The range is 1,350 nm and the service ceiling is 41,000 ft. The aircraft weighs around 7500 lbs and its maximum take-off weight is 11,550 lbs.

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*Specifications are subject to verification by purchaser upon inspection. Aircraft is subject to prior sale and/or removal from the market without prior notice.*

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