



TECNAM ANNOUNCES THE P2008JC NG

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Tecnam launches P2008JC NG, a major evolution of one of the world’s most popular flight training aircraft. Certified to rigorous EASA CS-23 airworthiness standards, the P2008JC NG redefines the modern trainer market by integrating the efficient Rotax 912 iSc fuel-injected engine with a robust, safety-centric airframe. Moving to the CS-23 category places the P2008JC NG in the highest safety tier for General Aviation aircraft, offering Flight Training Organizations an asset with superior certification margins, operational flexibility, and long-term value, all while delivering unparalleled economic efficiency. Tecnam P2008JC NG will be certified under EASA CS-23 (accepted in all EASA recognized countries) and is available for order immediately.

Giovanni Pascale Langer, Managing Director at Tecnam commented: “The P2008JC NG represents a significant leap in training safety. By certifying to the latest CS-23 Amendment 6 standards, we have enhanced the aircraft’s safety characteristics specifically at very low speeds—the typical mission profile for ab-initio training. We needed an aircraft that works hard, consumes little, and inspires confidence. This is the only trainer on the market that combines superior safety of CS-23, state-of-the-art avionics, and the unbeatable efficiency of modern injection technology.”

The “no compromise” trainer

In a market polarized between hard-to-repair full-composite aircraft and ageing 50+ years old design all-metal fleets, the P2008JC NG stands alone. It retains Tecnam's signature Hybrid Airframe Technology: a sleeker, more aerodynamic carbon-fibre fuselage for superior performance and cabin width, coupled to robust metal wings and stabilator.

This unique combination addresses the specific pain points of Flight School CEOs and CFIs:

- **Robustness where it matters:** The metal wings are resistant to “hangar rash” and can be repaired quickly and economically.
- **Modern Appeal:** The carbon fuselage allows for a stylish, wide cabin that offers students an automotive-style comfort level, far surpassing legacy metal trainers.

Smart power & sustainability

The transition to the Rotax 912 iSc engine is a game-changer for both operational costs and environmental impact.

- **Drastic Cost Reduction:** With a fuel consumption of just 14 liters/hour (3.7 USG/h) and the ability to use a wide range of automotive fuels, the P2008JC NG significantly lowers hourly operating costs compared to heritage AvGas powered competitors.
- **A Greener Choice:** This efficiency directly translates to sustainability. By burning up to 30% less fuel than legacy trainers, the P2008JC NG drastically cuts CO2 emissions, allowing flight schools to offer a cleaner, more eco-conscious path to a pilot license.

Unified fleet logic: from ab-initio to multi-engine

For Flight Training Organizations already operating the Tecnam P-Mentor or the P2006T NG twin, the introduction of the P2008JC NG creates a powerful strategic advantage. Schools can now standardize their entire flight line, from ab-initio to instrument rating and multi-engine training, on a common “All-Injected” fleet. This synergy simplifies maintenance, streamlines spare parts management (sharing the Rotax iS architecture), and provides students with a seamless transition across platforms.

An airline-grade cockpit for new pilots

To prepare students for a career in modern commercial aviation, the P2008JC NG features a state-of-the-art Garmin G3X Touch glass cockpit.

New Features for the Next Generation

The “NG” designation brings substantial tangible upgrades beyond the engine:

- **Redesigned Central Console:** Improved ergonomics for instructor and student.
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New Window Design: Unique distinctive design and modern aesthetics.

- **Improved Seatbelts:** Higher comfort restraint systems featuring 3-point safety belts with inertial reels.
- **Optional Autopilot:** Enabling advanced IFR-like training procedures in a VFR platform.

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