BUILDING ON THE GLOBAL TRIUMPH OF P2012 SERIES - STEPPING INTO TECNAM P2012 VIP AT AERO 2026

News / Manufacturer

At AERO Friedrichshafen 2026 Tecnam Aircraft unveiled brand new P2012 VIP. Exactly as stated, building on the global triumph of the P2012 series. My first experience with the P2012 dates back to CARIBAVIA 2025, when I had the opportunity to explore St. Barth Executive's P2012 STOL. Intrigued by this announcement, I opted for a personalized tour with Francesco Sferra, Tecnam P2012 & Special Mission Platforms Sales Manager. I truly believe there's no better way to discover all the features of this aircraft than to see it, sit inside it, and get a feel for what it's like to fly with it.

Francesco Sferra explained: "This new P2012 variant is the « VIP », that how it has been named and it was in the view of Tecnam for quite a while. Maybe you don't recall it, but four years ago, at Aero 2022, we already had in our brochure a initial render of this VIP configuration. At the time we kind of tested the market, if there was demand, and which was the audience response. What emerged is that there is an interest in this that we can call a « niche of the niche market ». The P2012 already already targets a niche market, the twin piston. The Traveler and STOL variants,

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are already positioned to replace all the legacy twin piston aircraft and, especially on certain routes, the less efficient turboprop aircraft. The P2012 is already a Multi-Mission aircraft, this VIP variant further widens the P2012 offer. You can have the VIP configuration fitted to any of the different P2012 versions, whether on a Traveller Lycoming, Traveller Continental or STOL Continental, they can become « VIP ». It's a different outfit for our aircraft interior configuration, fulfilling the mission of passenger transportation that other Traveler already do, however the VIP does it a lot better !"

Of course, I asked if ST.Barth Executive already know that Tecnam Aircraft launched this version of the aircraft and if they willing to have one like that.

Francesco Sferra stated: **"**Well of course, St Barth Executive and all our customer performing premium, executive, high-end flights, immediately reacted after the launch of the VIP, but also commuter operators and lot’s of private owners have appreciated the design of this aircaft. The market reaction has been definitely positive : we announced this aircraft two days ago, and as the news was spread globally we have received positive feedbacks and messages for the whole night after the announcement. Most of the operators and owners were completely surprised of the unveiling of the VIP. And, yes, we have received a lot of questions, inquiries, immediately after it came out, especially to try to understand better what were the differences between the VIP and the standard interior and the value proposition of this specific variant."

I was wondering, if the order had been signed here today, when would I get my plane? The answer from Francesco was quite clear - "If you sign today you certainly own the aircraft before AERO Friedrichshafen 2027. So, less than 12 months waiting time." So, Italian style designed by Technam, it's faster than some car manufacturers when you have to wait for your car for a couple of years.

Wondering if the P2012 is totally customizable? Francesco Sferra said: " Well, I would say the P2012 configuration is already pretty flexible. Beyond all the P2012 options the VIP also adds a significant number of interior customization and several possible finishing for the leather, wood,

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and alcantara. We are in the club area of the aircraft, which offers, you know, four seats facing each other. We got tray tables and in the standard seat position an amazing space. I mean, there is an incredible leg space of almost one meter or three feet for the guests sitting in the club and six feet or 1.8 meter backrest to backrest. I don't think there is a club of this size, even in executive jets or business class! Starting from this already comfortable position, the fwd facing seats in the club can be moved fwd and aft, can slide inboard and outboard, can rotate, and can be reclined. Same freedom of movement is granted to the additional row seats behind the club area. Tecnam has designed an interior shaped to perfectly accomodate a guest with a very roomy and very accommodating seat, in order to offer something that's truly the next level and unseen in this category."

I have to admit, I'm still nervous about certain phases of the flight... so even a tiny little feature that would help me feel more at home would be a huge plus. Guess what - P2012 offer one like that - windows can be shaded electronically, and we can even control the shading level.

Francesco Sferra explained: "Whether if it is just to get, you know, some privacy or some sun protection, or if you want to keep the airplane discrete, the VIP does it in a very modern and elegant way. You close all shades and you're just enjoying this very nice interior. Speaking more about the configuration. Apart from the club, we have got the two additional seats, and a galley. If you choose to have the galley, you're gonna have a refrigerating system, which is not dry ice, it is an actual refrigerator, like the one you have on boats.... there is space for some drinks, some refreshment. It can hold full size bottles, it has glass holder, and even an espresso machine : this is the kind of amenities you would imagine and expect for a VIP ! The galley is interchangeable with an extra passenger seat, that brings the guests on board from two + six to a two + seven. In the aft compartment one part of the cargo hold is now dedicated to a well finished lavatory. With all these features the P2012 VIP guests will certainly enjoy their flights and, as we seen here at the show, nobody wants to get off this aircraft ! Yeah, and not only that : the cargo capacity is reduced compared to the standard P2012, but so are also the guests on board, and plus there is always the other cargo vane in the aircraft’s nose. And in this aircraft there is the possibility of configuring differently the cabin in case you need to add some extra luggage, for example adding a combi box for in-cabin extra cargo."

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Of course I had to know which one of P2012 options is the most demanded and the most sold at the moment. According to FRancesco Sferra **"**They're kind of spread out evenly. So, if you consider we have the STOL Continental, Traveler Continental, and Traveler Lycoming with the relevant SMP variants. If hystorically the Lycoming was engine at the launch, now on the production line I would say they're roughly evenly spread with one third of the production for each."

You can never have too much comfort, so our tour of the P2012 VIP's interior continued with electrically adjustable seats: "which you can adapt a little more to your body, and for the flight, you can relax, lay in the back, slide the seat out, move it forward move it aft. This is a eight-way adjustable seat we've installed in the second and third row, and eventually the fourth row if we remove the galley. We talked about windows. I would like to add something about the soundproofing. Now, piston engine aircraft are not famousfor being « hyper silent ».

The P2012 is already in its Traveller or STOL variant a pretty good airplane in terms of noise footprint. It's famous, they call it the « nap plane », this is how Vincent from St. Barth Executive calls it ! Well, starting from that already positive benchmark, we have improved the VIP by adding not one, but two layers to the windows. We have also added an additional layer of soundproofing to the entire fuselage, and then we have a final additional layer with the Alcantara and the leather that are on the side wall and on the side panels. So summing all of this together, we are... we are planning on providing a much nicer ride and a much silent and comfortable aircraft environment for this type of cabin configuration."

Tecnam Aircraft is expecting several dB of improvement, which is a significant amount. But if the passenger ride is not yet perfect, we have added to each seat a connector for active noise-canceling headsets so that it is possible to just plug in the headset and stay completely silent with ANR. There is also Starlink onboard, to stay connected. Guests can have satellite internet to all positions. Flying is not only leisure, this aircraft could be an executive and it could be necessary to work meanwhile you travel. It can be a family aircraft, so playing games or entertainment is important for kids or families onboard. With the flight stream, given that now the cabin is not necessarily accessible to the eye of the guest or the passenger, Tecnam included monitors and

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can broadcast the flight data : from a moving map to the PFD, even the flight planning, and of course the estimated time of arrival. This features allows to follow and keep yourself engaged also with the flight progress.

When I got the press release I knew that Sales Manager will have a lot of phone calls, emails, and requests, which is already true. I think it's gonna be a great success because it's something absolutely needed on the market and something Tecnam just added to the variety of different aircraft you have.

Francesco Sferra answered: "You know, in these last two days, immediately after the unveiling here at the show, and from the digital material provided online, the feedback has been amazing. We've had the OEM of large business jet sitting here and saying, "Wow, this is... this is something unseen in the category." With the VIP we are confident that we can combine qualities and capabilities of the proven P2012 airframe to this piece of Italian design, providing comfort, style and leisure to reach some of the most inaccessible airports in the world."

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28 APRIL 2026

ARTICLE LINK:
https://50skyshades.com/news/manufacturer/building-on-the-global-triumph-of-p2012-series-stepping-into-tecnam-p2012-vip-at-aero-2026

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