



# 2015/16 Piaggio P.180 Avanti EVO

Specifications as March 2026. Specifications are subject to verification upon inspection and should not provide a basis for reliance or create any other binding obligation.

# 2015/16 Piaggio Avanti EVO



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## Highlights

- Year of Manufacture : October 2015
- First delivery : March 2016
- 1,980 FH TTSNEW
- Fresh A, B & C-Check
- Fresh 1-YR, 2-YR & 5-YR Inspection
- Collins IFIS 5000
- Electronic Charts + Maps Overlay
- ADS-B Out + SBAS/LPV
- TCAS II
- L3 Stormscope
- Provisions for HF
- VIP 7-Seats Cabin Arrangement
- EASA registered – Eligible for FAA registration
- No Damage History
- Two Owners Since New



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**ENGINES : 2 x Pratt & Whitney PT6A-66B**

LH : 1,980 TTSNEW

RH : 1,980 TTSNEW

TBO : 3,600 FH



**PROPS : 2 x Hartzell HC-E5N-3A-HE/LE 8492/AL**

LH : 1,980 TTSNEW    OH due : May 2027

RH : 1,980 TTSNEW    OH due : May 2027

TBO : 3,600 FH or 6 Years



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## AVIONICS : Rockwell Collins Pro Line 21

- Radio Management System – Collins RTU-4200, CDU-3000
- Dual VHF COM - Collins VHF-4000 Transceiver with Antenna with 8.33 kHz spacing
- VHF NAV 1 + ADF - Collins NAV-4000 VOR/ILS/MKR/ADF Receiver with Antennae
- VHF NAV 2 - Collins NAV-4500 VOR/ILS/MKR Receiver with Antennae
- Single DME - Collins DME-4000 (3 channel) with Antenna
- Dual Mode S Flight ID Diversity Transponder - Collins TDR-94D
- Radio Altimeter - Collins ALT-4000 (Operation to 2500 ft) with Antennae
- Turbulence Detection Weather Radar - Collins RTA-852 with 12" Antenna
- TCAS II – Collins 4000
- TAWS Class B with Worldwide Database – L-3 Landmark TAWS 8000
- Dual Audio Panel - Baker B1045
- Dual Cockpit Speaker
- Dual hand-held Microphone
- Dual Boom/Microphone/Headset
- EFIS with EIS – Three Collins displays AFD-3010, two DCP-3030, CCP-3000
- Flight Guidance System - Collins Dual FGC-3003
- Single FMS - Collins FMC-3000 (NAV to NAV and VNAV), CDU-3000
- DBU-4100
- GPS Sensor Unit - Collins GPS-4000S with full WAAS/LPV capability
- Dual ADS - Collins ADC-3000
- Dual AHRS - Collins AHC-3000 and FDU-3000
- Maintenance Diagnostic System - Collins MDC-3110
- Four Data Concentrator Unit - Collins DCU-3001
- Stand-by Cluster Instrument – L-3 Communications GH-3100
- Emergency Locator Transmitter – Techtest Model 503
- Dual Clock (Flight Hour Meter included)
- Dual Master Annunciator
- Dual Turn&Slip Indicator (shown on the displays)
- Reversionary/Miscellaneous Panel
- Stormscope – L 3 Communication
- LPV Capability, ADS-B Out & RVSM Compliant



File Photo



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File Photo

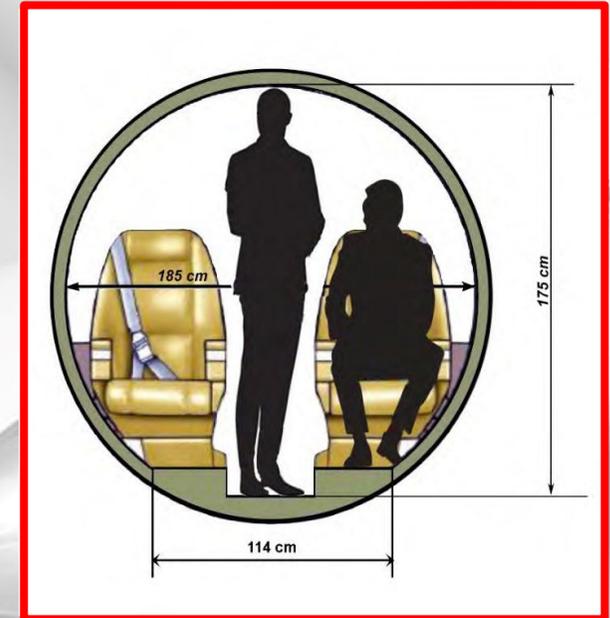


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## INTERIOR ( 7+1 Layout )

- 4 single VIP passenger seats in club arrangement
- Two side-facing divan with lower drawers
- Dual executive tables
- Pyramid with hot beverage container, ice chest, hot water dispenser and miscellaneous storage
- Aft fully enclosed lavatory with flushing potty and belted aft auxiliary passenger seat and coat closet.
- Vanity Module
- Divan Drawers
- Illuminated wardrobe area for hanging storage coat closet
- Beige Leather / Natural Veneer trimming



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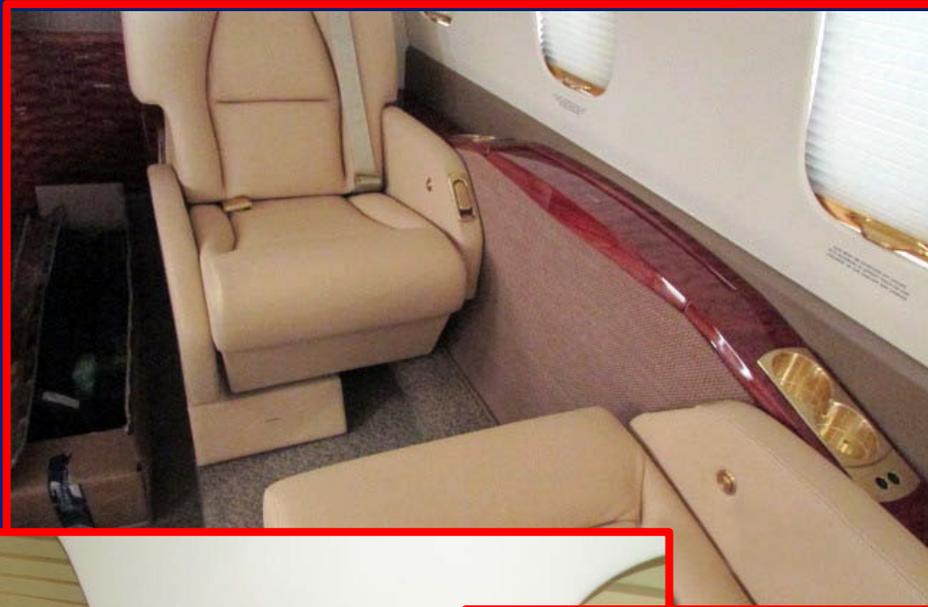
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## Maintenance Status (\*)

A/C TOTAL TIME : 1,980 FH – 1,635 Landings



Inspection	Interval	Next Due @
A-Check	200 FH	2,090 FH
B-Check	600 FH	2,500 FH
C-Check	1.800 FH	3,600 FH
D-Check	3.600 FH	3,600 FH
1-Year	12 months	September 2026
2-Year	24 months	November 2027
5-Year	60 months	October 2030
Main Landing Gear OH	15 YR or 15,000 Cycles	October 2030
Nose Landing Gear OH	15 YR or 15,000 Cycles	October 2030
Engines HSI	1.800 FH (**)	2,050 FH
Engines OH	3.600 FH	4,100 FH
Props OH	72 months or 3,600 FH	May 2027 / 4,557 FH

(\*) Status as of March 5, 2026

(\*\*) For clarity, the engine's HSI is normally due at 1,800 FH. The current operator, as fleet manager, has been granted an extended range privilege of up to 2,050 FH for the HSI and 4,100 FH for the OH. These extensions will not apply to private operators, for whom the normal ranges of 1,800 FH and 3,600 FH will apply.



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# ORION FLY

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