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**Fly Aeolus**

Aircraft Sales & Acquisitions



2025

Tecnam P2010 TDI GRAN LUSO

PH-THW s/n 310



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An exceptional opportunity has landed! We are proud to present a 2025 Tecnam P2010 TDI Gran Lusso – the flagship of the P2010 lineup – with only 65 total hours since new. This aircraft is in flawless, like-new condition, meticulously maintained, and ready for immediate delivery.

The Gran Lusso edition represents Tecnam's most luxurious and fully equipped configuration, blending cutting-edge technology with elegant Italian design. From its premium leather interior and refined finishes to the sleek, modern avionics suite, every detail has been carefully crafted to offer both pilot and passengers a superior flying experience.

Powered by the Continental CD-170 engine, the P2010 TDI delivers impressive fuel efficiency, lower operating costs, and global fuel availability – making it an ideal choice for both private owners and flight schools alike. Its advanced avionics, including Garmin's G1000 NXi suite with GFC 700 autopilot, ensure intuitive control, enhanced situational awareness, and long-distance capability with ease.

With its 2025 build year, ultra-low hours, and pristine condition, this aircraft offers all the benefits of a factory-new aircraft – without the lead time. It's an outstanding opportunity for discerning buyers who demand quality, reliability, and style in the sky.

Contact us today to schedule a private viewing, receive full specs, or arrange a demonstration flight.





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## Highlights

- AS-NEW!
- Operated in Europe
- EASA registered
- No Damage History
- Always hangered
- CAMO controlled
- Gran Lusso Interior with build in Oxygen System
- Garmin TAS GTS800 with dual GA58
- Garmin FlightStream 510
- Garmin GSR56 Global Satellite datalink
- Bendix King DME KN63
- L3 Stormscope WX500
- Windshield defroster
- Cabin electric fan and monoxide detection system
- 28V System
- Fuselage cover

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Airframe

Type	Tecnam P2010 TDI Mk. II Gran Lusso
Registration	PH-THW
Serial Number	310
Year of Manufacture	2025
Total Time	65 hours

Engine

Type	Continental CD-170 (Jet-A1/Diesel) TAE 125-O2-125
Total Time (L)	65 hours since new

Prop.

Type	MT-Propeller MTV-6 R / 190-69 (3 blades)
Total Time (L)	65 hours since new



THIS A/C CAN BE OPERATED ONLY IN NORMAL CATEGORY DAY-NIGHT VFR (WITH REQUIRED EQUIPMENT) NON-ICING CONDITIONS. NO AEROBATICS MANOEUVRES, INCLUDING SPINNING, APPROVED. FOR OPERATIONAL LIMITATIONS REFER TO FLIGHT MANUAL.

OPERATING LIMITATIONS FOR P2010 GARMIN GFC700 AUTOPILOT  
- Pilot with seat belt fastened must be seated at the left seat position during A/P ops.  
- Do not use A/P during take-off and landing.  
- For takeoff/landing, navigation and approaches pilot must maintain GPS RAIM and SBAS system availability, in order to comply with appropriate instrument requirements.  
- With an A/P, for A/P Operations are:  
- Cruise and descent, climb, A/DL.  
- Climb after T/O and during non precision approaches, climb A/DL.  
- Cat 1 ILS Approaches only (2000 A/DL).

Operating Manoeuvring speed  $V_s = 122$  KIAS

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## Avionics

### Garmin G1000 NXi Integrated Flight Deck incl. Synthetic Vision (SVT) and Chartview

- Garmin GDU1050 10-inch PFD and MFD
- Garmin GEA71B Engine and Airframe Unit
- Garmin GIA64 WAAS COM/NAV/GPS/GS/LOC
- Garmin GMA1360 Digital Audio System
- Garmin GMU44B Magnetometer
- Garmin GDC72 Air Data Computer
- Garmin GRS79 AHRS
- Garmin GTP59 OAT
- Garmin GFC 700 Autopilot
- Garmin TAS GTS800 with dual GA58
- Garmin FlightStream 510
- Garmin GSR56 Global Satellite datalink
- Bendix King DME KN63
- Garmin GTX345R Mode-S/ADS-B-IN/OUT Transponder
- L3 Stormscope WX500
- Artex C406-N ELT



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THIS A/C CAN BE OPERATED ONLY IN NORMAL CATEGORY  
NOT ADAPTABLE TO SPORT OR LIMITED CATEGORY IN ANY COUNTRY  
NO REPAIRS OR MODIFICATIONS TO THE A/C OR INSTRUMENTS  
THESE OPERATIONS LIMITATIONS APPLY TO ALL MODELS

OPERATING LIMITATIONS FOR P400LX G1000 AUTOPILOT  
The autopilot is designed to operate in normal category only  
The autopilot is not designed to operate in sport or limited category  
The autopilot is not designed to operate in any country  
The autopilot is not designed to operate in any country

Operating Manoeuvring  
speed  $V_0 = 122$  KIAS

PH-THW

BATT HEAT  
ON  
OFF  
NO SMOKING

DEFROST AND CABIN HEAT

USABLE FUEL 115 L - 30.38 GAL  
FOR EACH TANK

ESSENTIAL BUS

FADEC A

FADEC B

STROBE LIGHT

ANTI COLLISION

STALL WARNING

ESSENT. ALTERN.

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The image shows the interior of a Tecnam P2010 TDI Gran Lusso aircraft. The view is from the open cabin door looking in. Two cream-colored leather seats with grey seatbelts are visible. The interior is finished with wall-to-wall carpeting. A green semi-transparent box is overlaid on the right side of the image, containing text about the interior features.

## Interior

Gran Lusso Interior with 4 individual adjustable seats  
In creme leather, of which 2 are placed in the front with  
electric vertical adjustment, and 2 as rear passenger seats,  
storage pockets and wall-to-wall carpeting.



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## Exterior

Premium special paint with a metallic upgrade in white, with two-colour grey and blue striping. All-round epoxy corrosion proofing. 3 cabin doors (2 front doors and 1 rear door) and rear cargo door.





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For more information about this aircraft, contact Vincent Wigmans

[vincent@faaircraftsales.com](mailto:vincent@faaircraftsales.com)

+31 (0)15 820 0999

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