



QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



Date.....May, 2



QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



1948



*P48B Astore*

1952



*P52-Tigrotto*

1955



*P55-Tornado*

1957



*P57 Fachiro*



1959



*P59 Jolly*

1964



*P64 Oscar*

1966



*P66 Oscar 100/150*

1966



*P66 Charlie*

**Giovanni and Luigi Pascale  
Brothers and Founders**

1968



*P68 Victor*

1968



*P68 R*

1970



*AP68 TP Viator*



For over 60 years Tecnam has been committed to serving the General Aviation community.

Be it the 65<sup>th</sup> Anniversary in Aviation and the 6<sup>th</sup> generation Tecnam P92, the best selling P2002, new models like Astore and Snap or the P2006T Twin, Tecnam are firmly established as the aeroplanes of choice with General Aviation customers and operators.

Be they private pilots enjoying flying for leisure or some of the world's leading Flight Training Organisations.

The recent introduction into service of the P2008JC and development of the advanced technology, four-seater, single engined P Twenty Ten and the development of The P2012 Traveller, ensures that Tecnam continue to offer the widest range of General Aviation aeroplanes.

With over 4,000 Tecnam aeroplanes operating around the world today, Tecnam customers and operators are supported by a global network of over 60 dealers and 100 Tecnam Service Centres.

The Tecnam teams passion for flying has undoubtedly resulted in Chief Designer, Professor Luigi Pascale, creating some of the most innovative and stylish aeroplanes. More importantly Tecnam's wide range of aeroplane models afford its customers and operators superb value for money, from the low initial purchase price to unbeatable operating costs.





QUALITY AIRCRAFT SINCE 1948

**TECNAM**



## MISSION & VISION



### **MISSION:**

To satisfy the internal and external client necessities, making, developing, and commercializing products of excellent quality with personnel trained to give integral solutions that generate well-being, commitment and work as a team.

### **VISION:**

To be the organization leader in all its segments, making, designing and commercializing TECNAM aircrafts from the best and professional manner, to be identified like symbol of excellence in the world of Aviation.



QUALITY AIRCRAFT SINCE 1948

**TECNAM**

# *TECNAM PRODUCTION FACILITIES*



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



QUALITY AIRCRAFT SINCE 1948

**TECNAM**

**TECNAM PRODUCTION FACILITIES**



## **TECNAM Costruzioni Aeronautiche Srl**



***Casoria Plant (6,000 m<sup>2</sup> / 65,000 ft<sup>2</sup>)***

*Close to Napoli International Airport*



***Capua Plant (11,200 m<sup>2</sup> / 121,000 ft<sup>2</sup>)***

*Close to Capua General Aviation  
Airport*





QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



## **TECNAM P2012 Traveller production facility, Capua, Italy**



**Hangar 6.500 sq/m**



QUALITY AIRCRAFT SINCE 1948

**TECNAM**



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





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





QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



## TECNAM US Inc. – Sebring, FL



Hangar 4.500 sq/m



QUALITY AIRCRAFT SINCE 1948  
**TECNAM**

# TECNAM CAPABILITIES



## ***Wide Selection of machines and special tools***

***Tooling fabrication***

***General machining small-medium size***

***Jigs fixtures***

***Precision structural fabrication***

***Metal sheet forming***

***Thermal treatment facilities for light alloys***

***Numerical control machining***

***Metal welding***

***Drilling and riveting***

***Water cutting***

***ABS forming***







QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



✧ TECNAM delivered almost 200 aeroplanes between Singles and Twin Engines in 2013...



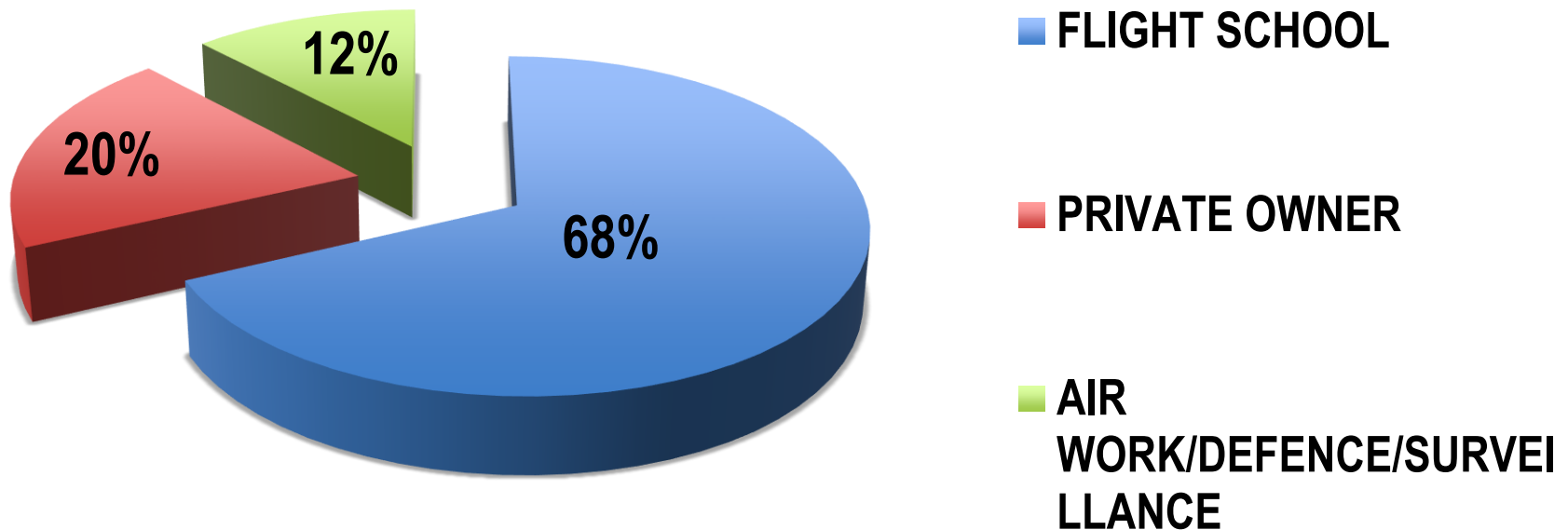


QUALITY AIRCRAFT SINCE 1948  
**TECNAM**

## CURRENT MARKET SHARE



### TECNAM's Current Market Share with focus on Pilot Training School Customers





QUALITY AIRCRAFT SINCE 1948

**TECNAM**

**MORE THAN 60 DEALERS WORLDWIDE**



**Angola**  
**Argentina**  
**Australia, New Zealand & Pacific**  
**Austria**  
**Belgium**  
**Brazil**  
**Bulgaria**  
**Chile, Bolivia and Peru**  
**China**  
**Czech Republic, Slovakia and Poland**  
**Dominican Republic, Haiti and Puerto Rico**  
**Dubai - UAE**  
**Finland**  
**France**  
**Germany**  
**Greece, Cyprus and Balkans**

**Hungary**  
**India**  
**Indonesia/Malaysia**  
**Iran**  
**Israel**  
**Italy**  
**Japan**  
**Korea**  
**Lithuania, Estonia, Latvia**  
**Malta**  
**Mexico**  
**Morocco**  
**Namibia**  
**Paraguay**  
**Holland and Luxemburg**

**Romania**  
**Russia and Kazakhstan**  
**Slovenia/Croatia**  
**South Africa**  
**Spain**  
**Sudan**  
**Sweden, Norway and Denmark**  
**Switzerland**  
**Turkey**  
**Tunisia and Libya**  
**Portugal**  
**United Kingdom, Ireland and Iceland**  
**U.S.A. and Canada**





QUALITY AIRCRAFT SINCE 1948

**TECNAM**

**TODAY TECNAM IS A WORLD LEADER  
IN LIGHT AIRCRAFT MANUFACTURING**



P92 LIGTH



P92 CLASSIC



P92 EAGLET



P92 TAIL DRAGGER



P92 SEA SKY



P2008

P2002 SIERRA



ASTORE



SNAP



P92 JS  
CS/VLA



P2002 JR  
CS/VLA



P2002 JF  
CS/VLA



P2008 JC  
CS/VLA



P Twenty Ten  
CS/23- FAR 23



P2006T  
CS/23- FAR 23



QUALITY AIRCRAFT SINCE 1948

**TECNAM**

**WE OFFER THE MARKET'S MOST  
COMPREHENSIVE AIRCRAFT PORTFOLIO:**



***CERTIFIED family of  
aircraft***



- **Models:** P92 JS, P2002JF, P2002JR, P2008JC, P2010 Ptwenty Ten, P2006T & P2012 TRAVELLER.
- **Market Category:** CS/VLA & CS/23 – FAR/23
- **Competitive Advantages:** The CERTIFIED family of aircraft have the widest range of choice for any Flight School, Private Owner and Regional Airlines. TECNAM is the only company on the sector offering the most affordable fleet in terms of acquisition price and operational cost. All this family is capable of using Mogas (Automobile Fuel) and Avgas.



QUALITY AIRCRAFT SINCE 1948

**TECNAM**



# **TECNAM P92 JS**

## **CS/VI A**



***“FLEXIBILITY AND OUTSTANDING VALUE”***





QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



- Single engine
- High Wing
- Fixed Gear
- Analogue cockpit
- Fully Metal
- 17 Lt/Hr
- Automobile Fuel (Mogas) and AVGAS
- Superior performance and flight characteristics
- Low stall speed
- Stable and responsive
- Ideal for flight schools
- High level of comfort that makes it ideal for long routes
- Excellent visibility
- JAR-VLA certified





QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



## **TECNAM P2002 JF**

**COACH**



***“FLIGHT SCHOOL FIRST CHOICE”***



QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



- Single engine
- Low Wing
- Fixed Gear
- Fully Metal
- 17 Lt/Hr
- Analogue cockpit and Glass
- Automobile Fuel (Mogas) and AVGAS
- Superior performance and flight characteristics
- Low stall speed
- Stable and responsive
- High level of comfort that makes it ideal for long routes
- Excellent visibility
- Sliding canopy can be opened in flight Exciting, yet easy to fly
- EASA CS-VLA certified
- Ideal for flight schools







QUALITY AIRCRAFT SINCE 1948

**TECNAM**

  
**Aerobility**  
BRITISH LIVING CHARITY



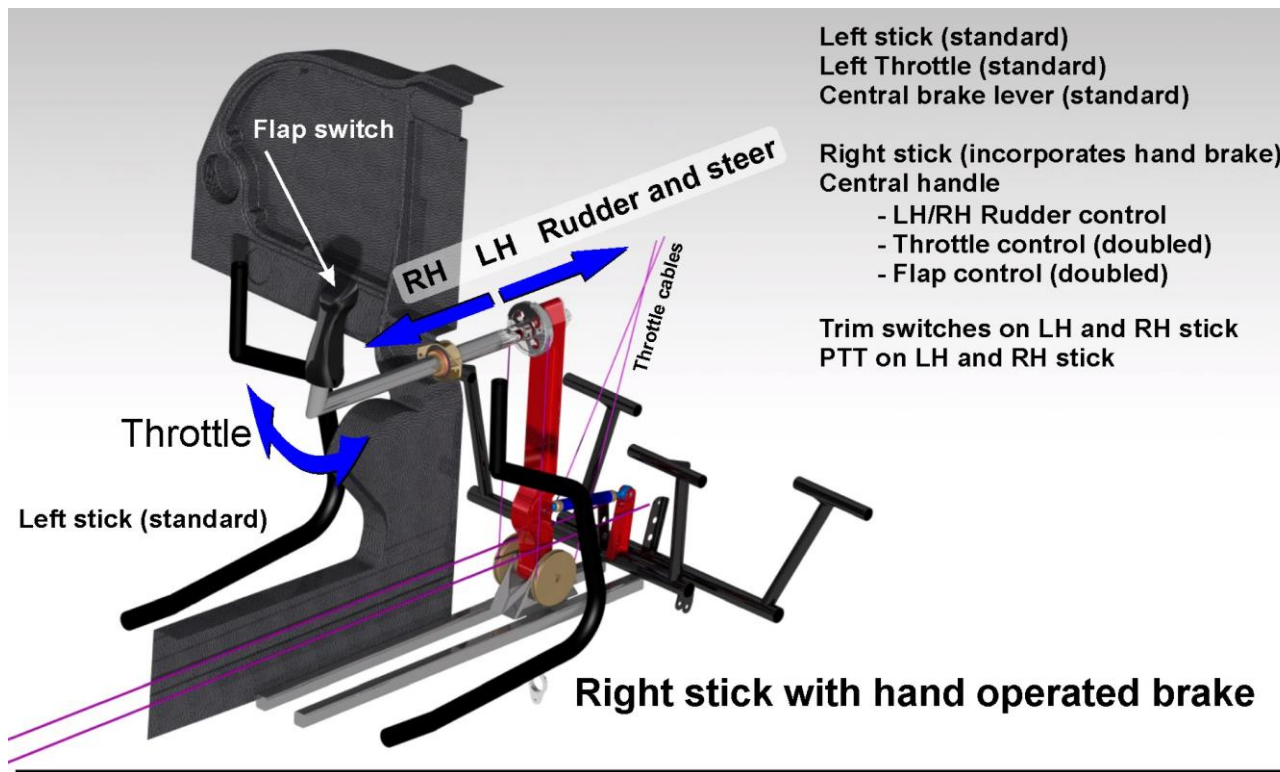
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QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



**aerobILITY**  
BRITISH FLYING CHARITY





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**TECNAM**



# **TECNAM P2002 JR CS/VLA**



***“FREEDOM OF THE SKIES, BY DAY OR BY NIGHT”***





QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



- Single engine
- Low Wing
- Retractable Gear
- Analogue cockpit and Glass
- Fully Metal
- 17 Lt/Hr
- Automobile Fuel (Mogas) and AVGAS
- Superior performance and flight characteristics
- Low stall speed
- Stable and responsive
- High level of comfort that makes it ideal for long routes
- Excellent visibility
- Sliding canopy can be opened in flight
- Exciting, yet easy to fly
- EASA CS-VLA certified





QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



# **TECNAM P2008 JC CS/VLA**



***“ADVANCED TECHNOLOGY, FUEL EFFICIENT AND***





QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



- Single engine
- High Wing
- Fix Gear
- A carbon fiber fuselage and vertical stabilizer
- Metal Wing and metal stabilator
- Analogue cockpit and Glass
- 17 Lt/Hr
- Automobile Fuel (Mogas) and AVGAS
- Superior performance and flight characteristics
- Stable and responsive
- High level of comfort that makes it ideal for long routes
- Increased cabin size
- Larger doors
- A semi-tapered metal wing
- As with all of the other Tecnam single engine aircraft, it has excellent visibility and an exceptionally quiet cabin.





QUALITY AIRCRAFT SINCE 1948

**TECNAM**

**CERTIFIED FLEET**



***P2010 P-TWENTY TEN CS/23-FAR/23***

***“THE SUPERLATIVE SINGLE”***

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





QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



- Single engine
- High Wing
- Fix Gear
- Four Seats
- Three Doors
- A carbon fiber fuselage and vertical stabilizer
- Metal Wing and metal stabilator
- Analog cockpit and Glass
- Automobile Fuel (Mogas) and AVGAS
- Superior performance and flight characteristics
- Stable and responsive
- High level of comfort that makes it ideal for long routes
- Increased cabin size
- Larger doors
- A semi-tapered metal wing
- As with all of the other Tecnam single engine aircraft, it has excellent visibility and an exceptionally quiet cabin.
- EASA CS-23 and FAA FAR-23





QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



# **TECNAM P2006T CS/23 – FAR/23**



***“TWIN YOU WIN”***





QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



- Twin engine
- High Wing
- Retractable Gear
- Analog or Glass cockpit
- Fully Metal
- 17 Lt/Hr per engine
- Four seats
- Superior performance and flight characteristics
- Stable and responsive
- Great Visibility
- High level of comfort that makes it ideal for long routes
- Width cabin size
- The best choice for Flight School





QUALITY AIRCRAFT SINCE 1948  
**TECNAM**



## TECNAM P2006 SMP



**“Special Mission Platform”**



QUALITY AIRCRAFT SINCE 1948  
**TECNAM**

**OUR MMA AND MRI AIRCRAFTS  
OFFER KEY SOLUTIONS FOR  
SPECIFIC NEEDS:**



## **TECNAM SMP**



- **Models:** TECNAM SMP
- **Competitive Advantages:** The TECNAM SMP provide solutions for governments, agencies and specialized organizations worldwide by modifying The P2006T aircraft to suit the needs of customers for different mission requirements including surveillance and monitoring and communication Platforms.
- Website: [www.tecnam.com](http://www.tecnam.com)

## **TECNAM MRI**



- **Models:** TECNAM MRI
- **Partner:** INDRA – Tecnam Aviation from Spain
- **Competitive Advantages:** The TECNAM MRI developed by INDRA provide the best solution available on the market. The TECNAM MRI affords significant opportunities for clients seeking more efficient and effective maritime security and costal patrol missions.
- Website: [www.tecnammri.com](http://www.tecnammri.com)





QUALITY AIRCRAFT SINCE 1948  
**TECNAM**

***CERTIFIED FLEET***



***P2012 TRAVELLER CS/23-FAR/23***

***“INNOVATIVE, STYLISH, EFFICIENT & AFFORDABLE”***

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



## New Project: Tecnam P2012 Traveller

- Operators have been demanding a next generation aircraft that can deliver not only profits but reliability, efficiency and of course, passenger comfort.
- One of the first new FAR23/CS23 aircraft to address this marketplace in more than many years.
- The P2012 Traveller builds on Tecnam's commitment to continue to develop outstanding, stylish, innovative and affordable aircraft.



## Benefits of high wing configuration

- Passenger Friendly
- Ease of Cabin and Cargo Access
- Better Aerodynamic Performance
- Improved Rough Field and Short Field Performance





## Benefits of Fixed Gear

- Lighter
- Simpler
- Cheaper to Maintain
- Suitable for Rough Field Operations



## New Lycoming TEO-540-A1A

- Turbo Charged
- Dual Fuel Capable – Avgas / Mogas
- Economical – As Little as 114 litres/hour Total (30 US Gallons, 60% rated power) for both Engines
- Suitable for short distance, low altitude, high cycle operations

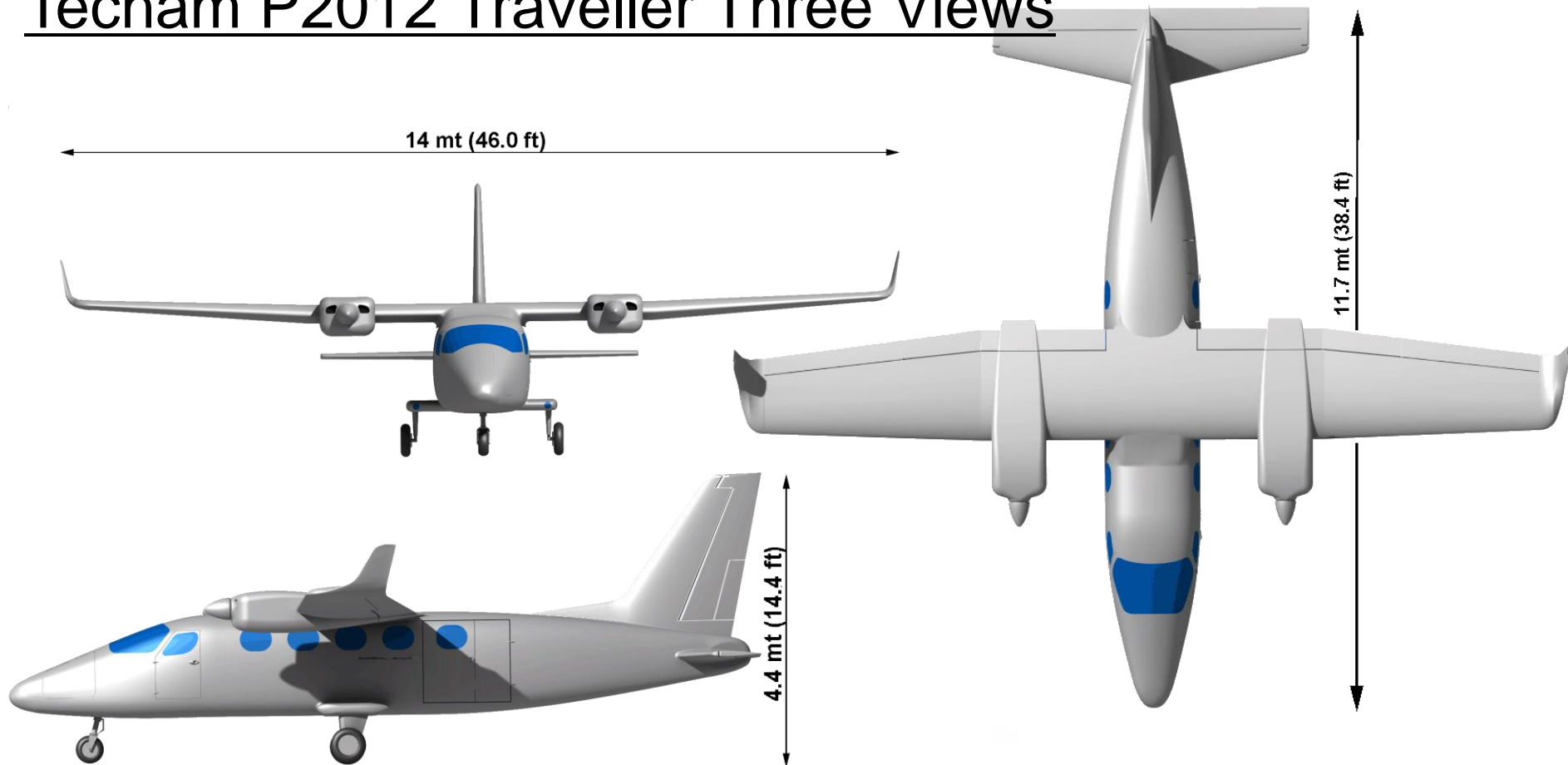


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**TECNAM**

*P2012 TRAVELLER CS/23-FAR/25*



## Tecnam P2012 Traveller Three Views







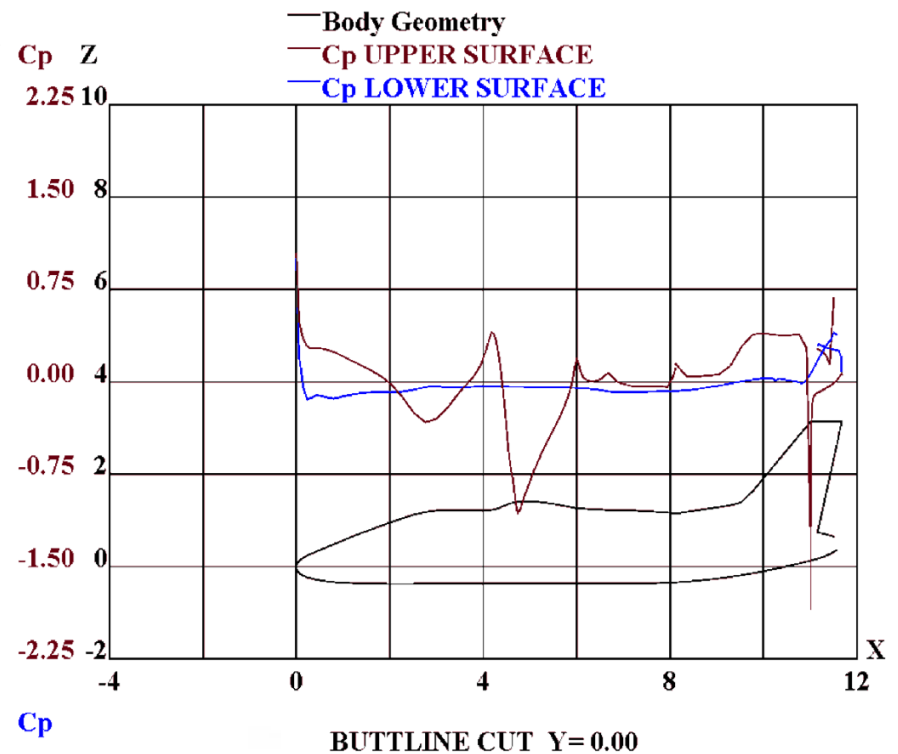
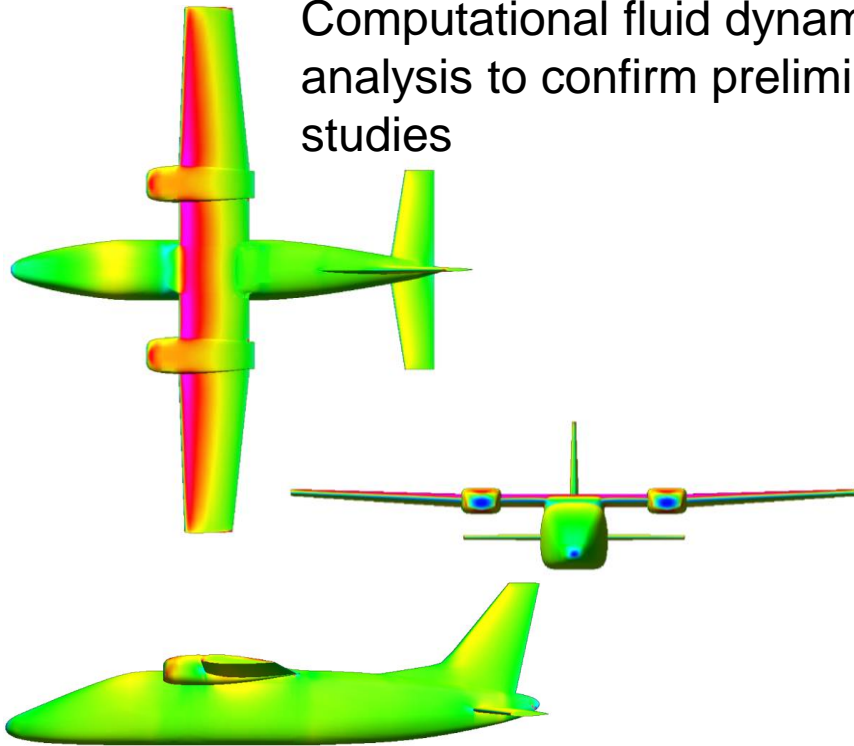
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**TECNAM**

*P2012 TRAVELLER CS/23-FAR/23*



## Aerodynamic Analysis

Computational fluid dynamics analysis to confirm preliminary studies



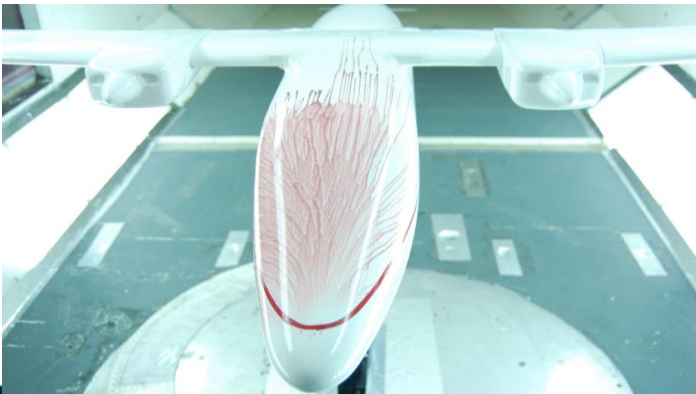
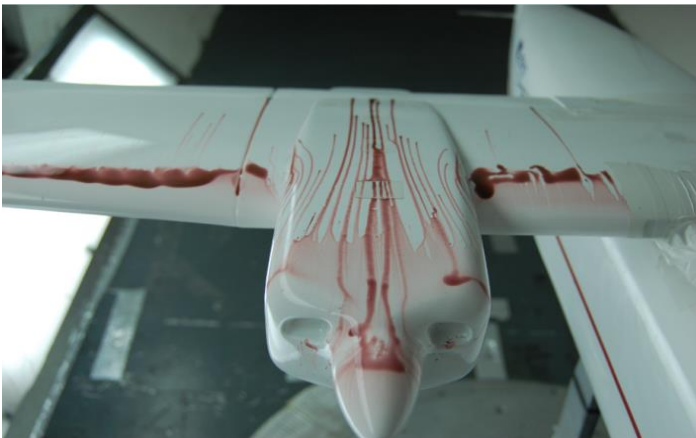


QUALITY AIRCRAFT SINCE 1948  
**TECNAM**

*P2012 TRAVELLER CS/23-FAR/23*



## Aerodynamic Analysis

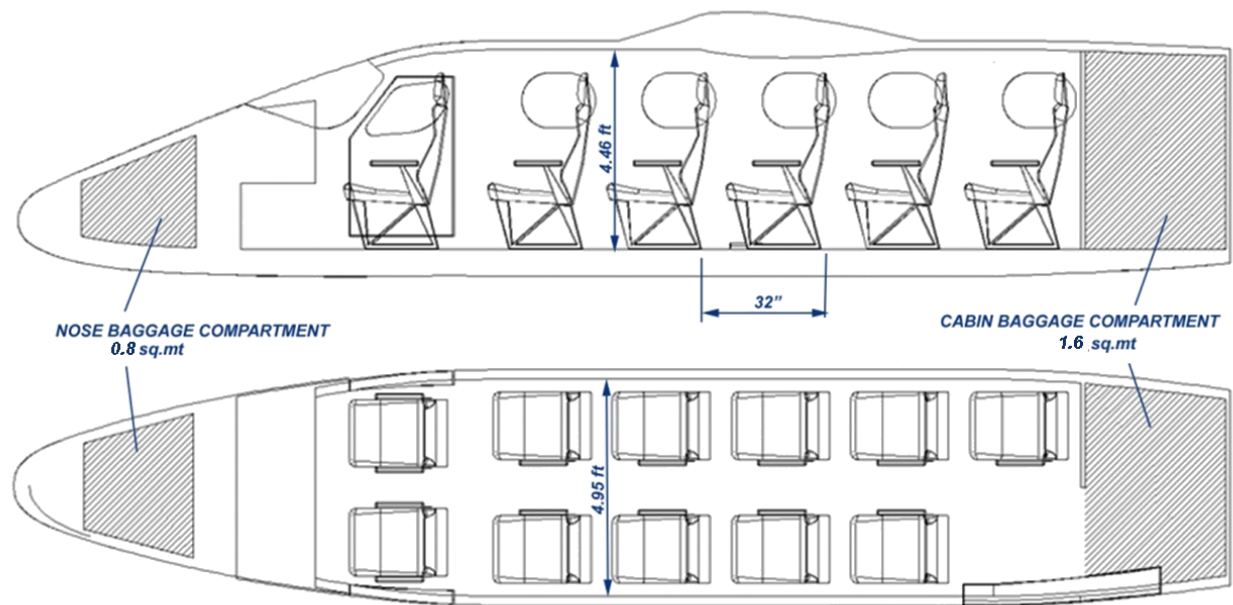
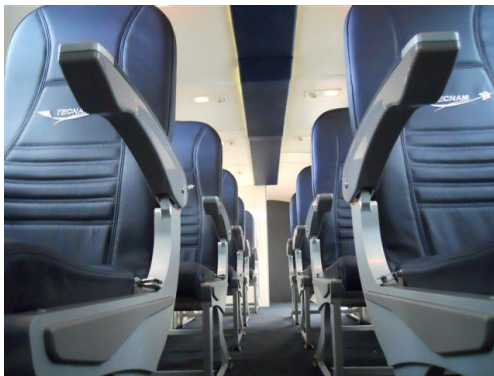


Wind Tunnel Testing confirms expected data



## Seats Arrangement

standard configuration



One or two pilots – 9 or 10 passengers  
Pitch between seats 32.00"  
Baggage compartment volume 88.3 ft<sup>3</sup>



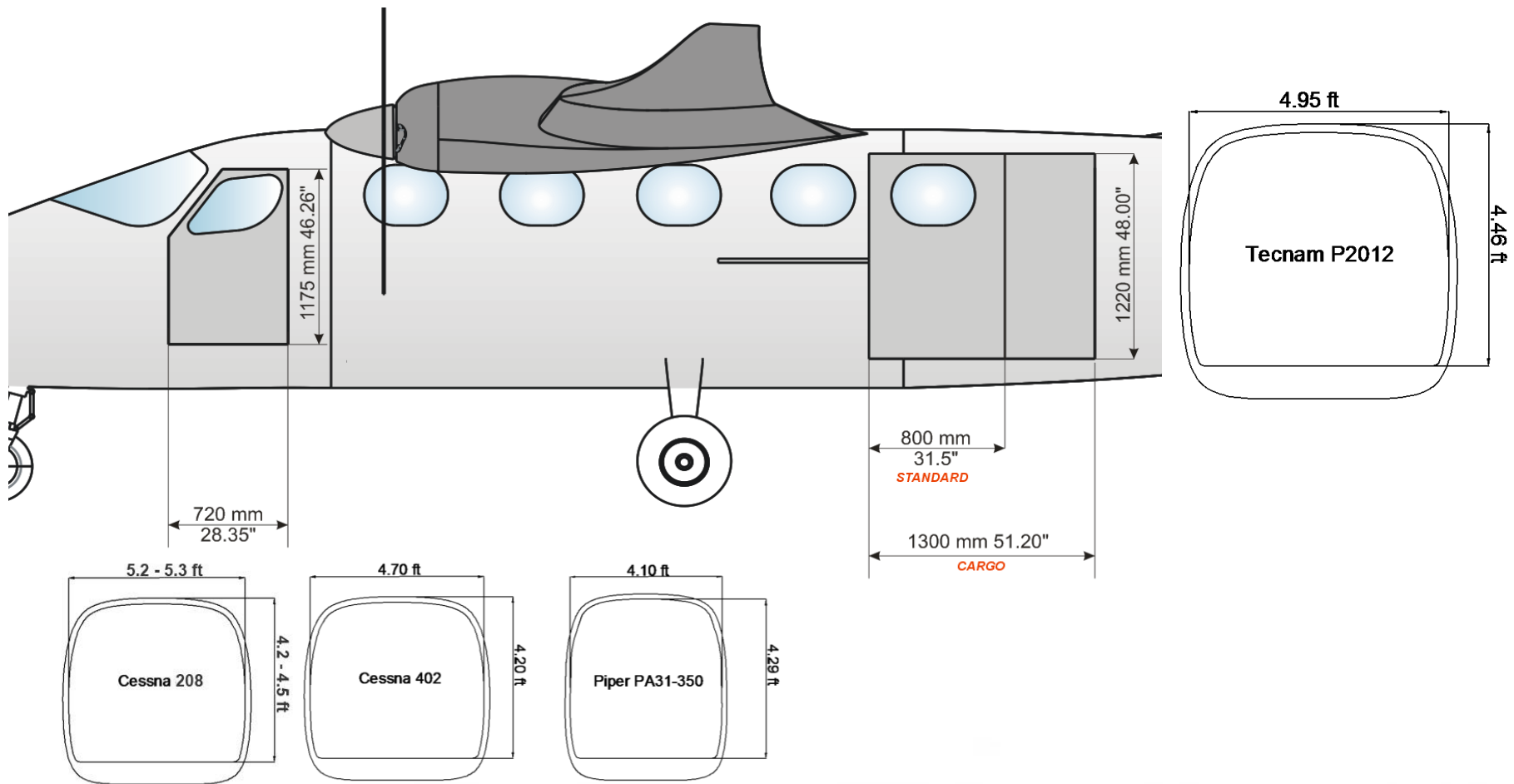


QUALITY AIRCRAFT SINCE 1948  
**TECNAM**

**P2012 TRAVELLER CS/23-FAR/23**



## Cabin section Comparison



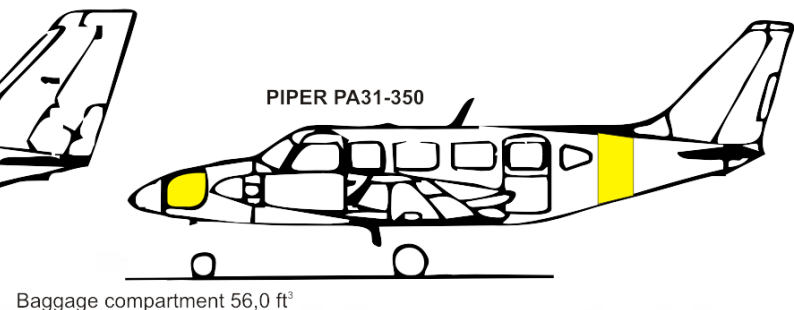
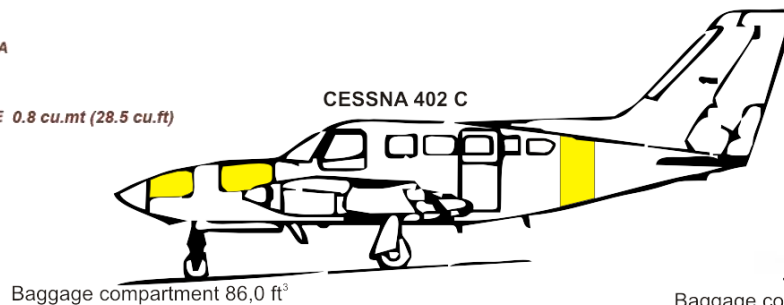
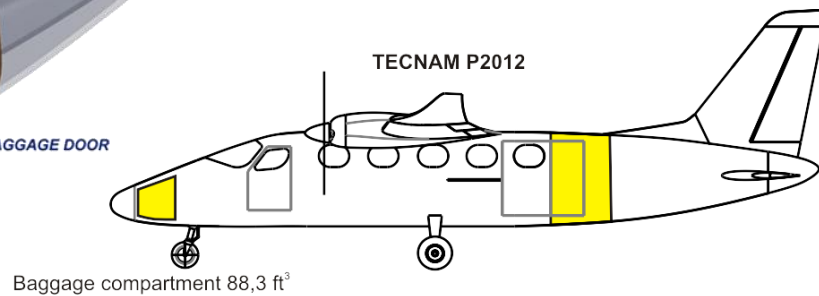
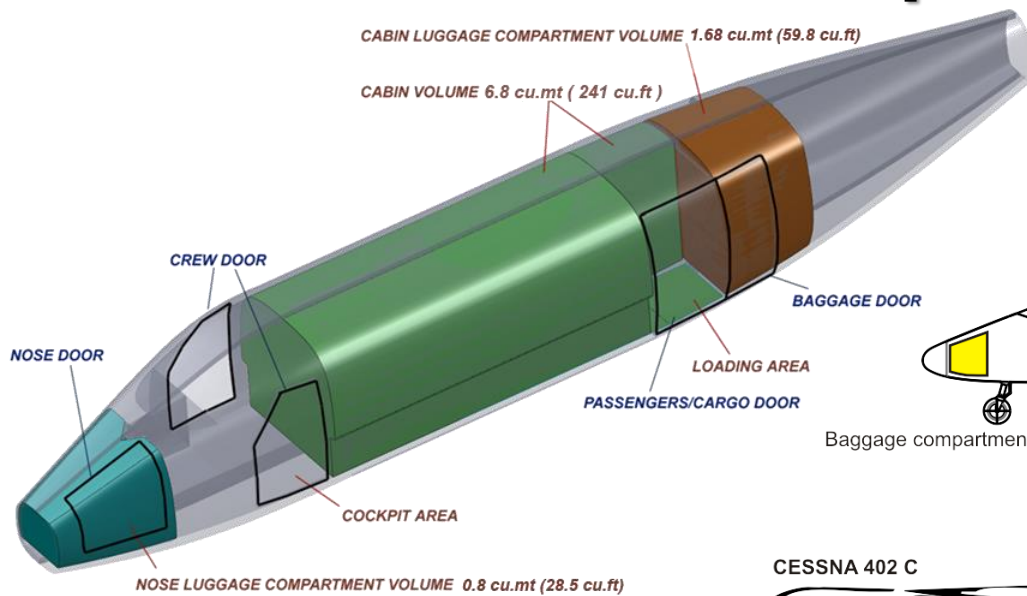


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**TECNAM**

**P2012 TRAVELLER CS/23-FAR/23**



# Baggage Compartment Comparison



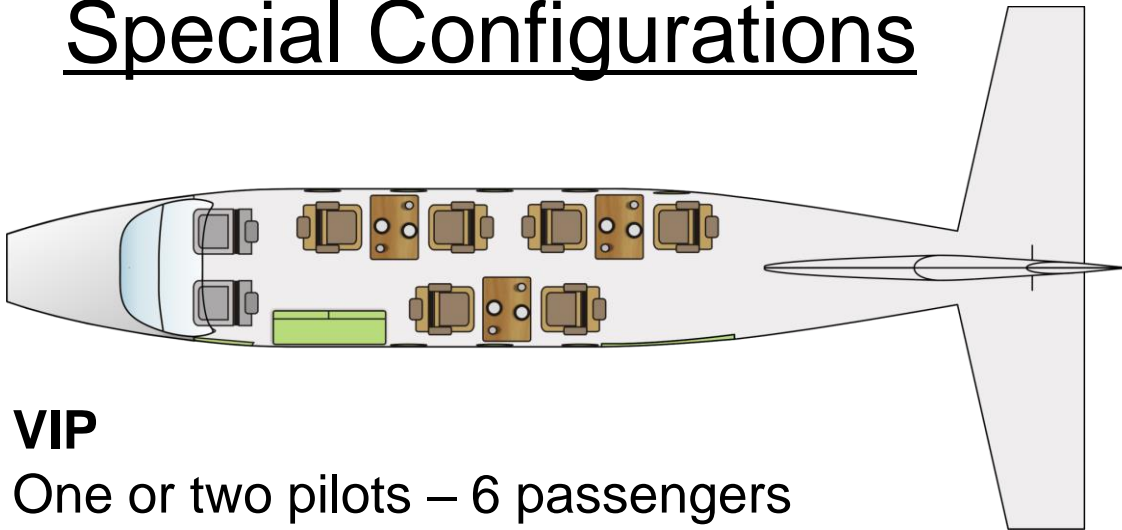


QUALITY AIRCRAFT SINCE 1948  
**TECNAM**

*P2012 TRAVELLER CS/23-FAR/23*

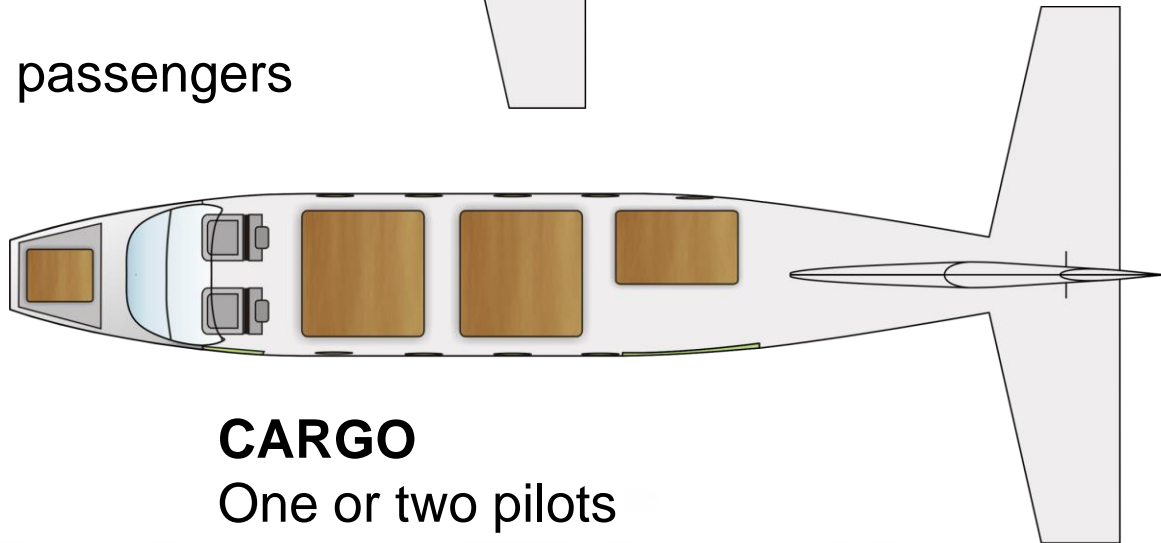


## Special Configurations



### **VIP**

One or two pilots – 6 passengers



### **CARGO**

One or two pilots



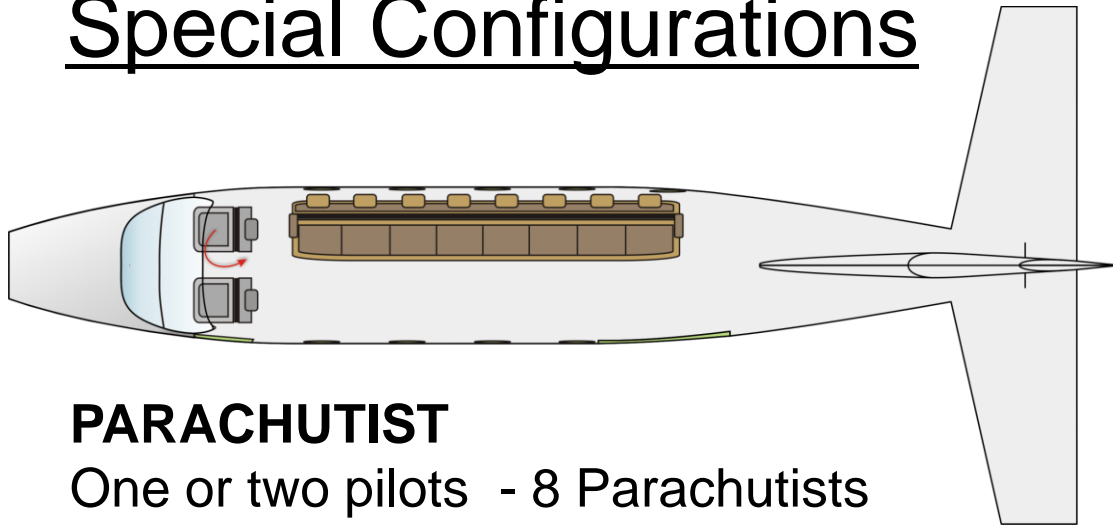


QUALITY AIRCRAFT SINCE 1948  
**TECNAM**

*P2012 TRAVELLER CS/23-FAR/23*

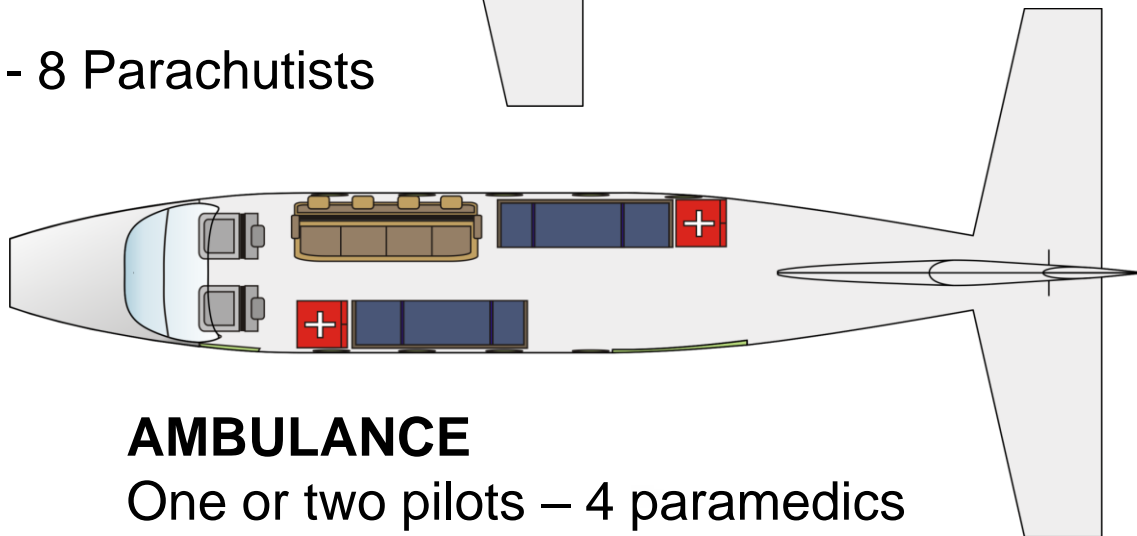


## Special Configurations



### **PARACHUTIST**

One or two pilots - 8 Parachutists



### **AMBULANCE**

One or two pilots – 4 paramedics



QUALITY AIRCRAFT SINCE 1948  
**TECNAM**

**P2012 TRAVELLER CS/23-FAR/23**



## Weights

<b>BASIC EMPTY WEIGHT</b>	<b>2000 kg (4409 lbs)</b>
<b>OPERATIONAL EMPTY WEIGHT (PILOT &amp; PILOT'S LUGGAGE)</b>	<b>2110 kg (4652 lbs)</b>
<b>MTOW</b>	<b>3290 kg (7253 lbs)</b>
<b>MAX LANDING WEIGHT</b>	<b>3126 kg (6890 lbs)</b>
<b>RAMP WEIGHT</b>	<b>3305 kg (7286 lbs)</b>
<b>ZERO FUEL WEIGHT</b>	<b>3010 kg (6636 lbs)</b>
<b>WING LOADING</b>	<b>130 kg/m<sup>2</sup> (26.6 lbs/ft<sup>2</sup>)</b>
<b>POWER LOADING</b>	<b>4.7 kg/hp (10.4 lbs/hp)</b>
<b>PAYLOAD ( 2 hours fuel + reserve)</b>	<b>900 kg (1987 lbs)</b>
<b>PAYLOAD (max fuel)</b>	<b>770 kg (1700 lbs)</b>
<b>FUEL CAPACITY</b>	<b>620 lt (164 gals)</b>



QUALITY AIRCRAFT SINCE 1948  
**TECNAM**

**P2012 TRAVELLER CS/23-FAR/23**



## Performance

<b>CRUISE SPEED (75%)</b>	<b>170 kts/6000 ft   172 kts/8000 ft   175 kts/10000 ft</b>
<b>CRUISE SPEED (65%)</b>	<b>160 kts/6000 ft   163 kts/8000 ft   165 kts/10000 ft</b>
<b>STALL SPEED (T.O. CONFIGURATION)</b>	<b>65 kts</b>
<b>STALL SPEED (FULL FLAP)</b>	<b>60 kts</b>
<b>VMC</b>	<b>74 kts</b>
<b>RATE OF CLIMB</b>	<b>1600 ft/min</b>
<b>RATE OF CLIMB (1 ENGINE)</b>	<b>400 ft/min</b>
<b>TAKE OFF DISTANCE (15M)</b>	<b>1840 ft</b>
<b>LANDING DISTANCE (15M)</b>	<b>1660 ft</b>
<b>TAKE OFF RUN</b>	<b>1410 ft</b>
<b>LANDING RUN</b>	<b>875 ft</b>
<b>ACCELERATE-STOP DISTANCE</b>	<b>1870 ft</b>
<b>RANGE (65%, max fuel, 10000 ft, 45' reserve)</b>	<b>675 nm</b>
<b>RANGE (65%, max payload, 10000 ft, 45' reserve)</b>	<b>404 nm</b>

*\* All performance figures are calculated at MTOW*





Cape Cod Times

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MARKETS TODAY  
PAGE C2

12,007.36	2,041.84
DOWN 2.5%	DOWN 0.6%

### OIL

Monday's NYMEX settlement prices

W. CRUDE OIL \$103.52 per barrel, down 41 cents

### METALS

Monday's NYMEX settlement prices

A. GOLD \$646.46 (\$5,537.50 per ounce), up 70 cents

W. JULY SILVER \$16.04 per ounce, down \$2.03

### 'BERRY NEW DEVICES

The maker of the BlackBerry smartphone introduced two touch screen handsets Monday that it expects to begin shipping in the next few months to compete with Apple Inc.'s iPhone and Google's Nexus. The new BlackBerry PlayBook and BlackBerry Torch 9630, the former BlackBerry's yet, have key features and a 2.8-inch screen, according to Research In Motion Ltd. and reports on the first day of the annual BlackBerry World trade show in Orlando, Fla. The handsets will be based on the new BlackBerry 10 operating system. The PlayBook tablet got mixed reviews last month. The BlackBerry has not market share to the iPhone and Android running Google's Android software, and RIM Co. Chief Executive Officer Jim Balsillie told analysts last week that he expects the company's new products would come closer to replace current BlackBerries.

### CHRYSLER IN THE BLACK

Chrysler, the last of Detroit's Big Three car companies to return to profitability, said Monday it made a \$16 million net profit in the first quarter on revenues of \$3.5 billion. The company, which emerged from bankruptcy protection a little less than two years ago, hadn't reported a net profit since 2006. The announcement marked another chapter in the Detroit auto industry's long comeback. Sales are rising as the economy improves, and each of the automakers has released popular new vehicles. All car manufacturers are seeing during the economic downturn, the Detroit Three are also taking customers away from rivals like Toyota Motor Corp., which was hurt by safety recalls last year and the recent Japanese earthquake. Chrysler's sales rose 18 percent worldwide in the first three months of 2011. New trucks and cars are helping the bottom line, L.L. said.



## Cape Air's design for the future

QUALITY AIRCRAFT SINCE 1948  
**TECNAM**  
Innovative, stylish, efficient & affordable

Professional  
Light Plane  
Designer

Hyannis  
airline works  
with Italian  
manufacturer  
on potential

TUESDAY, MAY 3, 2011

Cape Cod Times ■ C5

## Cape Air: New planes will cater to airline's precise needs

from C1

"We provided them with something they wanted to hear, which is 'Yes, we'd be delighted to work with you on this,'" said Phil Solomon, CEO of Tecnam North America, the American arm of Italian manufacturer Tecnam.

Tecnam, whose largest current passenger plane carries just four people, was one of the last manufacturers Cape Air contacted, Busby said. But after the Italian company sent a five-person team to Cape Cod, the airline began to see possibilities for partnership, he said.

"We were excited to see the preliminary design," he said. And the further the discussion went, the more convinced Tecnam was that working with Cape Air would be a good idea. "The more we spent time talking with Cape Air on some of

their objectives ... we certainly felt their goals matched a lot of what Tecnam was about, so the idea of collaborating seemed quite natural," Solomon said. And Cape Air's interest in a new nine-seater plane gave Tecnam the opportunity to expand into a new segment of the market, he said.

"In some degree, they (Tecnam) were looking for an excuse to design a bigger plane," Solomon said. "It immediately told us this is a plane

that had a demand."

For Cape Air, the partnership means a chance to help create a plane that will meet its precise needs - from the placement of air outlets to the layout of the cockpit - Busby said.

"We've already got a punchlist of 150 items we want to look at with Tecnam," he said. Tecnam benefits by having input from a potential customer that has vast experience with the type of aircraft being designed, Solomon said.

"They know what it takes to run a fleet of aircraft, they know what gets broken, they know what things need maintenance," he said. "Having them on board gives us an amazingly competent, high-value organization to make sure that the aircraft we build meets what is likely to be the requirements of every other operator."

One of Cape Air's particular

requests was for a plane that would be more eco-friendly by using a fuel other than conventional aviation gas, which contains trace amounts of lead.

Some of the design recommendations will come directly from Cape Air's customers, Busby said. The airline will consult its database of customer complaints and comments, and also convene focus groups, he said.

"It's really kind of an incredible opportunity for our customers," he said. "They're going to be able to tell us what they want."

Despite the depth of Cape Air and Tecnam's collaboration, the airline has not yet committed to buy any of the planes that result.

"It's a strong possibility, but it's not a probability at this point," Busby said. And even beyond Cape Air,

Solomon is certain Tecnam will find a market for the new planes. Consumer airlines used to larger planes might be sold on a smaller, more efficient aircraft, he said.

Some airlines might be sold with different seat configurations, he said. The plane could also be used for cargo operations and medical evacuations, he said.

Tecnam expects to have the plane ready for sale by 2014, Solomon said.

The collaboration with Tecnam is not the first time Cape Air's interest in new equipment has helped guide the design process. Last year, as part of the airline's green initiative, Cape Air began working with Alabama-based Continental Motors to design, for its current fleet, a new fuel injection system that more precisely supplies each of the engine's six cylinders with the correct amount of fuel.

"We worked with Cape Air to develop a position-tuned fuel injector nozzle," said Bill Rose, manager of factory services for Continental Motors. "It makes the whole system more efficient."

Cape Air expects the new engine component, along with digital fuel-flow monitors, to lead to savings of as much as \$500,000 per year.

And Continental Motors has made the new nozzle design part of its regular product, Rose said.

"It is now integrated in all of those engines," he said. Overall, Busby said, this collaborative approach has allowed Cape Air's management to translate its expertise in running an airline into better equipment. "I can't design an airplane," he said. "But I can certainly feed in to great designers."

## Dish, EchoStar pay \$500M to settle TiVo patent claim

By PETER SVENSSON  
THE ASSOCIATED PRESS

NEW YORK — Satellite broadcaster Dish Network Corp. and set-top box supplier EchoStar Corp. will pay TiVo Inc. \$500 million to settle a patent lawsuit over digital video recorder technology, the companies said Monday.

The settlement is one of the largest ever over patents. TiVo said it strengthened its hand in trying to get settlements or patent licensing fees from other companies.

Sales of TiVo-branded DVRs

have plummeted as cable and satellite companies have added DVR functions to their set-top boxes, allowing them to record television programs and then play them back, as well as pause, fast-forward and rewind.

Some companies, like Dish competitor DIRECTV Group Inc., have struck deals with TiVo. Others have held out, with Dish being the most high-profile one.

The settlement "ends a clear message about the strength and enforceability of our Time Warp

Sales of TiVo-branded DVRs have plummeted as cable and satellite companies have added DVR functions to their set-top boxes.

patent to others in the industry, especially AT&T, Microsoft and Verizon, who are currently involved with pending litigation," TiVo CEO Tom Rogers said.

TiVo, based in Alviso, Calif., first sued Dish in 2004. Dish spun out EchoStar in 2008. Both

Dish and EchoStar are controlled by Charles Ergen, the Chairman and CEO of Dish. Under the settlement, Dish and EchoStar will initially pay TiVo \$500 million. The remaining \$200 million will be distributed in six annual installments between 2012 and 2017. Dish

and EchoStar get licenses to use the DVR technology. In return, EchoStar is granting TiVo a license to use some of its patents.

Chigroup analyst Jason Bazinet said the \$500 million total works out to about a 40-cent licensing fee per Dish DVR per month from 2006 to 2021, when TiVo's most important patents expire.

TiVo said it will also help Dish Network promote the Blockbuster digital video service. Dish bought Blockbuster Inc. out of bankruptcy last month.

The settlement deal comes on the heels of a decision by a panel of federal appeals judges holding Dish and EchoStar in contempt of court for failing to abide by an injunction. The judges had decided to send the case back to a lower court to consider whether technology being used in newer Dish boxes still infringes on TiVo's patents.

The April 20 ruling required Dish and EchoStar to disable the boxes and awarded \$60 million in damages to TiVo. The settlement diminishes that judgment.

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***TECNAM P-JET***

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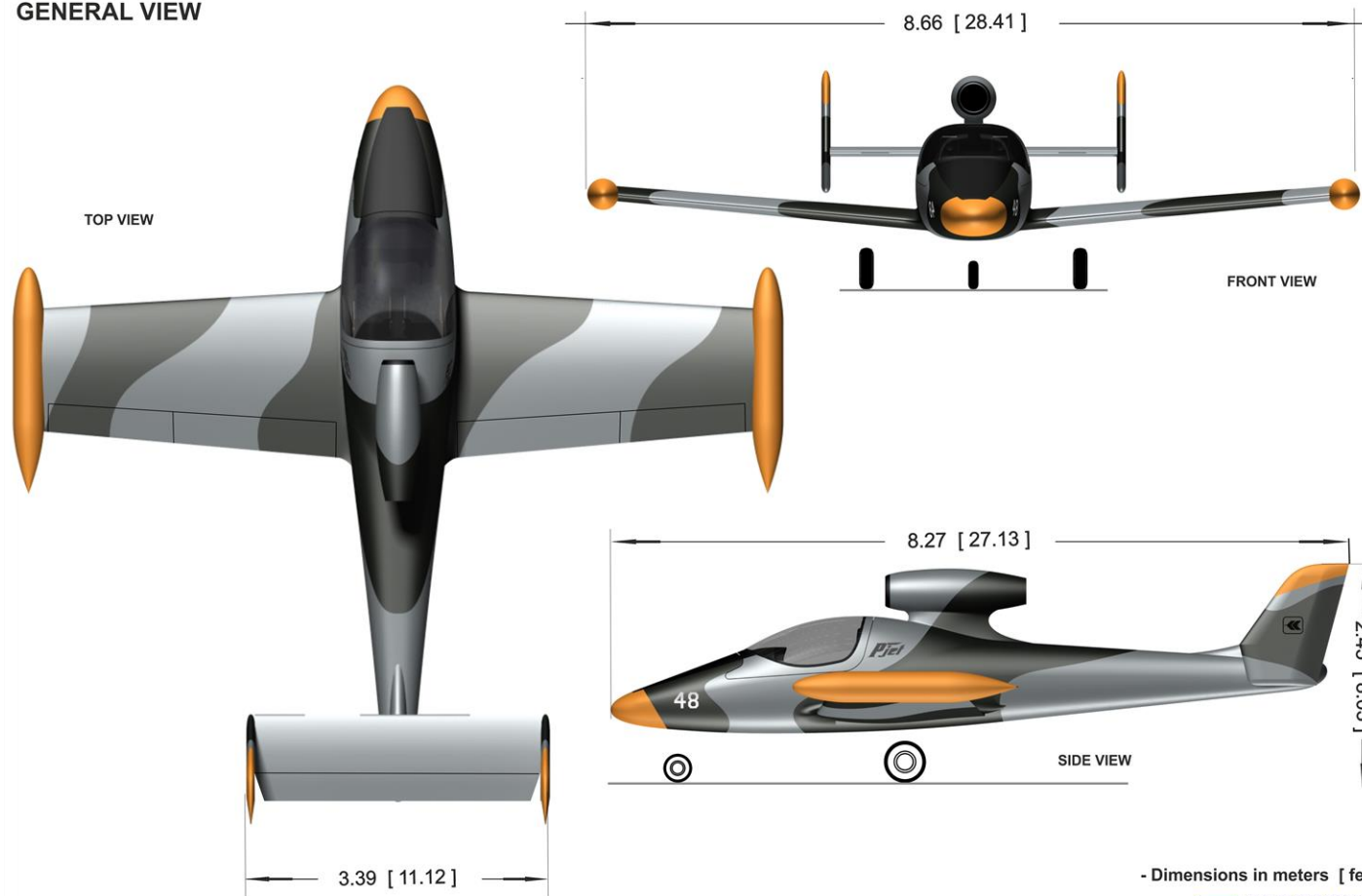




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## TECNAM P JET GENERAL VIEW



- Dimensions in meters [feet] -







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As always Tecnam's innovative developments are driven by customer demand. Extensive interest has been shown for the introduction of a two seat (side by side), turboprop engine powered aircraft, to be used by military Flight Training Organisations, but also to offer a significantly faster and more efficient aircraft for both the private and business aviation sectors.

The 'P JET' will undoubtedly be a game-changer not only in the world of General Aviation but also as a first level entry military training jet powered aircraft. Tecnam's initial research suggests that manufacturing this visionary aircraft is both technically and economically achievable. The remarkable progress in the development and reliability of thermic and mechanical efficiency now available in high bypass, two-spool turboprop engines, along with major advances in materials ensures that production of the 'P JET' is a feasible proposition.

The anticipated 'P JET' aircraft configuration would see the engine 'podded' thus ensuring the maximum efficiency to achieve the full ram-air intake effect, as this would not interfere with the primary aircraft structure and would also enable easier access for maintenance inspections, complete engine disassembling and other servicing requirements as well as enhanced safety protection such as fire.

Other key design features will include a twin-tail vertical stabilizer: its shielding effect to the horizontal surface will increase (being equal the exposed surface) the control power and stability.

Tecnam anticipates that the 'P JET' cabin will be available both pressurized and non-pressurized, for use with an airframe integrated oxygen system.

Development will be based on achieving CS-23 and FAR 23 certification.



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Con la llegada de la cuarta promoción, son ya 105 los alumnos que están formándose en Huesca.



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**THANKS FOR YOUR TIME!**

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