AVANTI EVO
WELCOME TO AVANTI EVO

BUSINESS USERS DEMAND SPEED, COMFORT AND COST EFFECTIVENESS, AND THE AVANTI EVO DELIVERS ON ALL COUNTS

The Avanti EVO is a business aircraft like no other. Having learnt everything there is to know about aviation in its 100-year history, Piaggio Aerospace rewrote the rulebook to combine renowned Italian design with superb craftsmanship in an aircraft that simply works best for business.

The Avanti EVO is refreshingly different – not just in terms of its head-turning looks, but also in terms of superior performance and comfort.

The EVO is very much a business aircraft for the future, built on the best traditions of the past and today’s state-of-the-art technology.

The EVO is one of the most environmentally friendly aircraft on the market, with reduced emissions and aircraft noise making it a logical choice.

The fastest twin turboprop ever made – faster than some jets – the Avanti EVO achieves greater speed without compromising operating costs, running at up to 30% less than a jet of the same size.

The spacious cabin is truly an office in the sky, allowing passengers to maximise their working day while also arriving fresh, prepared and ready to do business.

Unveiled in 2014, customer deliveries of the Avanti EVO began in 2015, with production now ramped up at a new facility in Italy.

The benefits of ownership are considerable. As well as flying one of the smartest, most efficient, aircraft in the skies, Piaggio Aerospace’s expansive customer support and service network minimises downtime while also keeping costs under control through an innovative fixed-fee programme.

THIS IS THE AVANTI EVO ADVANTAGE.
In fact, the EVO is so advanced that it can even outpace jet aircraft. As they say, the world’s most stylish private jet has propellers.

Those propellers are one reason why the Avanti EVO is the undisputed king of its class.

Piaggio Aerospace tasked propeller masters Hartzell with producing a new pusher for the EVO—a five-blade scimitar design in aluminium that not only makes it the world’s fastest production turboprop but also reduces cabin noise by 20%.

Driven by two Pratt & Whitney PT6A-66B engines, the world’s most popular engine family, the EVO is reliable, dependable and powerful.

**THIS IS THE ESSENCE OF EVO—evolution, and constant improvement.**

### SPEED

Nothing is more precious in business than time, and the Avanti EVO turns back the clock by arriving quicker than any other twin turboprop.

<table>
<thead>
<tr>
<th>AIRCRAFT</th>
<th>TYPE</th>
<th>CRUISE SPEED (KTS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>King Air 350i</td>
<td>Turboprop</td>
<td>312</td>
</tr>
<tr>
<td>Pilatus PC-12NG</td>
<td>Turboprop</td>
<td>285</td>
</tr>
<tr>
<td>Phenom 100</td>
<td>Very Light Jet</td>
<td>405</td>
</tr>
<tr>
<td>Avanti EVO</td>
<td>Turboprop</td>
<td>402</td>
</tr>
<tr>
<td>Citation M2</td>
<td>Light Jet</td>
<td>404</td>
</tr>
</tbody>
</table>

In fact, the EVO is so advanced that it can even outpace jet aircraft. As they say, the world’s most stylish private jet has propellers.
Instant response from rugged turboprop engines help the EVO fly higher, faster – climbing to a ceiling of 41,000 ft to take full advantage of thinner, quicker air.

High fuel consumption is bad for the pocket as well as the planet, and the super-efficient EVO is an environmentally friendly aircraft that can help reduce your carbon footprint.

The Avanti EVO looks like no other business aircraft, and that beauty is more than just skin deep. The sleek and stylish lines of the EVO produce efficiency and speed.

Laminar flow from nose to tail is achieved via a single aerodynamic curve that reduces drag and raises performance by around 34% compared to conventional designs.

The innovative Three Lifting Surface concept – consisting of forward wings, main wings and horizontal stabilisers – helps the EVO handle superbly while also making it super efficient and striking on the apron.

**THIS IS THE BEAUTY OF EVO.**

<table>
<thead>
<tr>
<th>AIRCRAFT</th>
<th>CLASS</th>
<th>GALS/HR*</th>
<th>LBS CO2/HR*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Challenger 605</td>
<td>Medium</td>
<td>329</td>
<td>6,943</td>
</tr>
<tr>
<td>Citation X</td>
<td>Medium</td>
<td>386</td>
<td>8,146</td>
</tr>
<tr>
<td>Phenom 300</td>
<td>Medium</td>
<td>183</td>
<td>3,862</td>
</tr>
<tr>
<td>Learjet 75</td>
<td>Medium</td>
<td>199</td>
<td>4,199</td>
</tr>
<tr>
<td>King Air 350i</td>
<td>Light</td>
<td>136</td>
<td>2,870</td>
</tr>
<tr>
<td>Avanti EVO</td>
<td>Light</td>
<td>100</td>
<td>2,110</td>
</tr>
</tbody>
</table>

* from Conklin & de Decker

**EFFICIENCY**

**WITH THE AVANTI EVO YOU GET JET-LIKE PERFORMANCE FOR AROUND 30% LESS OPERATING COST**
COMFORT

ARRIVING AT YOUR DESTINATION READY TO DO BUSINESS IS ESSENTIAL, AND THE AVANTI EVO’S UNIQUE DESIGN MEANS THE CABIN IS SUPER SPACIOUS, AS WELL AS BEING ABLE TO CARRY UP TO SEVEN PASSENGERS

The stand-up cabin height of 5 ft 9 ins is the tallest in class, while the width of 6 ft 1 in is also superior to many comparable aircraft. To put that in context, the EVO cabin is a whole foot taller than that of the King Air 350i.

This blesses the EVO with the most space per seat in class, with those seats furnished in the finest Poltrona Frau leather and manufactured by expert designers Iacobucci HF.

Reduced propeller noise and positioning of the engines at the rear also make the cabin quiet, so you don’t need to shout to be heard.

Importantly, the cabin also has excellent pressurisation, so passengers feel like they are at sea level even when flying at 24,000 ft. At 41,000 ft, the cabin altitude registers just 6,600ft – boosting passenger wellbeing and helping reduce fatigue.

Unlike many aircraft, the EVO also comes with a restroom as standard, and there is still space for a 44 cu ft baggage compartment.

Air conditioning has been enhanced, lighting is controllable throughout, while wifi is also available as an option.

THIS IS WHY PASSENGERS LOVE THE EVO.
**RANGE**

The increased* range of the Avanti EVO means it can now travel 1,809 NM (3,350 KM) without refuelling.

The superb runway performance also means you can fly closer to your destination in the Avanti EVO than most jets – reducing travel time and opening up new routes.

*Max Range [NBAA IFR Increased Ferry Configuration]*

**The Versatility Makes EVO the Ultimate Business Aircraft.**

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Range (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avanti EVO</td>
<td>1,809</td>
</tr>
<tr>
<td>HondaJet</td>
<td>1,223</td>
</tr>
<tr>
<td>Pilatus PC-12NG</td>
<td>1,650</td>
</tr>
<tr>
<td>Phenom 100</td>
<td>1,178</td>
</tr>
<tr>
<td>King Air 350i</td>
<td>1,806</td>
</tr>
<tr>
<td>Citation M2</td>
<td>1,550</td>
</tr>
</tbody>
</table>

![Map showing various cities and distances covered by Avanti EVO](image-url)
Versatile and reliable, the Avanti EVO also functions as a highly accomplished multi-utility aircraft in its special mission mode.

The ability to land on short or even semi-prepared runways allows access to smaller airfields, making it ideal for humanitarian or medical missions – flying direct to the area of need.

Piaggio Aerospace now provides the Avanti EVO in MedEvac and other special missions configuration with an enlarged cabin door as an option. Five inches larger than the standard EVO cabin door, this allows for easier stretcher loading in ambulance operations.

The low ground clearance of the cabin door and unique loading ramp system reduce the workload of care assistants and cause minimal patient stress. This loading system allows the seamless boarding of patients without any need to lift or tilt the stretcher, because it is at the same height inside the aircraft as it is outside. 

Once inside, the extra large cabin of the EVO make it better suited to caring for patients, while flying above the weather makes it more comfortable.

The Avanti EVO Air Ambulance can be equipped with either a dedicated aero medical interior or, with a quick change, MEDEVAC layout for maximum flexibility. In less than two hours a VIP passenger layout can be reconfigured to a stretcher layout for medical evacuation missions.
For more than a century Piaggio Aerospace has been serving the aviation community and has built a reputation for over-delivering on its own aircraft and the ancillary services it provides.

Such longevity and brand strength would simply not be possible without Piaggio Aerospace’s satisfied customers – military, medical and individuals.

IMPROVED BY CUSTOMERS

Piaggio Aerospace customers are knowledgeable and have high expectations of their aircraft. Who better to refine the aircraft that Piaggio Aerospace builds than the people that use those aircraft? The third generation Avanti EVO has made considerable improvements based on feedback from valued and trusted customers.

Improved maintenance schedules not only reduce costs but also keep the EVO flying. Much effort has been made to ensure EVO customers maximise their operations.

The upgraded landing gear by Magnaghi, for instance, now lasts 15 years between overhauls, whereas the previous landing gear had to be overhauled at six-year cycles. The cost of that overhaul has also been halved. Piaggio Aerospace has also expanded its service and maintenance footprint to ensure EVO operators are closer to spares and repairs as and when they are required. The number of factory authorised service centres has increased, as well as spare parts inventories.

Piaggio Aerospace’s Customer Support scheme offers total parts care, which covers all regular aircraft maintenance work for a fixed monthly fee.

Piaggio Aerospace’s faith in its people and products, and constant ambition to exceed expectations, is repaid by loyal customers who buy for the aircraft and stay for the service.
## SPECIFICATIONS

### EXTERNAL DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Span</th>
<th>14.345 m 47.06 ft</th>
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<tbody>
<tr>
<td></td>
<td>Length</td>
<td>14.408 m 47.27 ft</td>
</tr>
<tr>
<td></td>
<td>Height</td>
<td>3.980 m 13.06 ft</td>
</tr>
</tbody>
</table>

### CABIN DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Height</th>
<th>1.75 m 5.74 ft</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Width</td>
<td>1.85 m 6.07 ft</td>
</tr>
<tr>
<td></td>
<td>Length</td>
<td>4.55 m 14.92 ft</td>
</tr>
<tr>
<td>Max Seating Capacity</td>
<td>8±2 crew</td>
<td></td>
</tr>
<tr>
<td>Typical Executive Payload</td>
<td>6±1 crew</td>
<td></td>
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### BAGGAGE COMPARTMENT

<table>
<thead>
<tr>
<th></th>
<th>Volume</th>
<th>1.00 m³ 35 ft³</th>
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<tbody>
<tr>
<td></td>
<td>Length</td>
<td>1.70 m 5.58 ft</td>
</tr>
<tr>
<td>Maximum Weight</td>
<td>159 kg</td>
<td>350 lb</td>
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</table>

### PRESSURISATION

<table>
<thead>
<tr>
<th></th>
<th>Differential</th>
<th>0.62 bar 9.0 psi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea Level Cabin up to</td>
<td>7.315 m 24,000 ft</td>
<td></td>
</tr>
</tbody>
</table>

### WEIGHTS

<table>
<thead>
<tr>
<th></th>
<th>Max Take-off Weight</th>
<th>5,489 kg 12,100 lb</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Max Landing Weight</td>
<td>5,216 kg 11,500 lb</td>
</tr>
<tr>
<td></td>
<td>Max Zero Fuel Weight</td>
<td>4,445 kg 9,800 lb</td>
</tr>
<tr>
<td></td>
<td>Standard Empty (Shuttle Configuration)</td>
<td>3,561 kg 7,850 lb</td>
</tr>
<tr>
<td></td>
<td>Max Fuel Capacity</td>
<td>1,271 kg 2,802 lb</td>
</tr>
<tr>
<td></td>
<td>Fuel with Max Net Payload</td>
<td>1,066 kg 2,350 lb</td>
</tr>
<tr>
<td></td>
<td>Max Net Payload</td>
<td>794 kg 1,750 lb</td>
</tr>
<tr>
<td></td>
<td>Net Payload with Max Fuel</td>
<td>589 kg 1,298 lb</td>
</tr>
<tr>
<td></td>
<td>Max Fuel Capacity (Increased Range Config.)</td>
<td>1,451 kg 3,200 lb</td>
</tr>
</tbody>
</table>

### POWERPLANT

- 2 x Pratt & Whitney Canada PT6A-66B Engines 850 shp/634 kW each
- ISA, sea level, flat-rated from 1,630 hp
- 2X Hartzell 5-blades Scimitar Propellers

### PERFORMANCE

<table>
<thead>
<tr>
<th></th>
<th>Maximum Speed @ 9,000 lb (at 31,000 ft ISA)</th>
<th>745 km/h 402 KTAS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>MMO</td>
<td>0.70 Mach</td>
</tr>
<tr>
<td></td>
<td>Max Range (NBAA IFR, Ferry Conf. LRC)</td>
<td>2,813 km 1,519 NM</td>
</tr>
<tr>
<td></td>
<td>Max Range (NBAA IFR, Increased Ferry Conf. LRC)</td>
<td>3,350 km 1,809 NM</td>
</tr>
<tr>
<td></td>
<td>Service Ceiling</td>
<td>12,497 m 41,000 ft</td>
</tr>
<tr>
<td></td>
<td>Rate of Climb (MTOW, 12,100 lb)</td>
<td>844 mpm 2.770 fpm</td>
</tr>
<tr>
<td></td>
<td>Take-Off Distance (SL, ISA, MTOW, to clear 50 ft)</td>
<td>974 m 3,196 ft</td>
</tr>
<tr>
<td></td>
<td>Landing Distance (SL, ISA, 50ft, MLW, no reverse)</td>
<td>1,000 m 3,282 ft</td>
</tr>
</tbody>
</table>