DAHER

2025 THE TBM ESSENTIAL GUIDE

CONTENTS

1.0

THE TBM CONCEPT

As the world's fastest single-engine turboprop aircraft, the TBM attains jet-like speeds, yet is straightforward to fly and maintain. It provides freedom to navigate the skies effortlessly at 330 kts., climb smoothly to FL310, and travel up to 1,730 NM – opening destination airports, even with shorter runways, as well as hot-and-high airfields.

From carrying up to six passengers in ultimate comfort to transporting bulky baggage and cargo, the TBM's flexible cabin can handle almost everything. A fully enclosed toilet is available as an option for long-range trips.

The TBM responds to today's travel needs: providing the freedom that only a personal aircraft can provide, with turboprop-powered efficiency and safety that comes from Daher's heritage as the world's oldest aircraft manufacturer in operation today.

As an increasing number of passengers discover the flexibility that comes with private travel, comfort is paramount. The TBM cabin's European design and craftsmanship are further enhanced by acoustic treatment for low noise, temperature control, and such amenities as power plugs.

Its maximum range and useful load, as well as the ability to land at small airports, are some of the favorite performance features of TBM owners and operators.

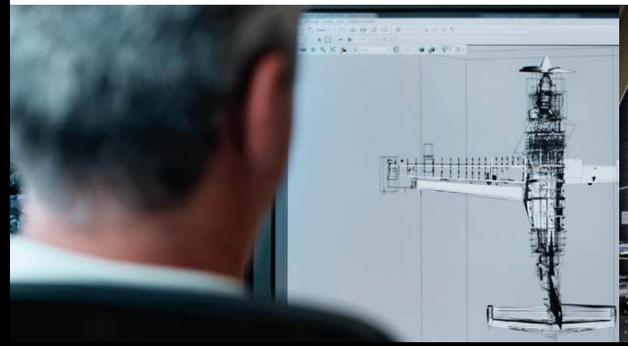
1.1

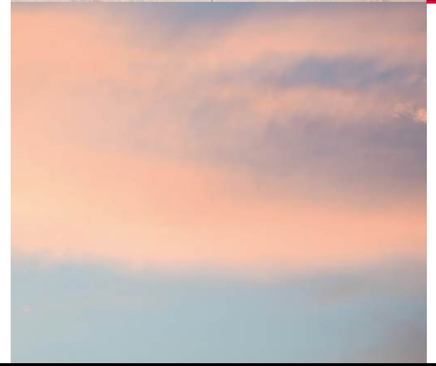
SAFETY: PROVEN AIRCRAFT DESIGN

TBM 900-series aircraft – produced today in the TBM 910 and TBM 960 versions – define reliability in the skies. Incorporating a variety of aluminum, steel and titanium alloys, along with advanced composite materials, the TBM airframe offers unmatched structural strength and durability at the lowest possible weight.

The TBM family employs a fail-safe airframe design, including the use of multiple load paths, a crack-stopper band, and an optimized number of access panels that contribute to maximizing structural life and sub-system reliability, while also minimizing repair-cycle times.

Winglets give the TBM 900-series aircraft their signature look – reflecting the advanced aerodynamic research that went into making Daher's ultimate very fast turboprop family even more capable.





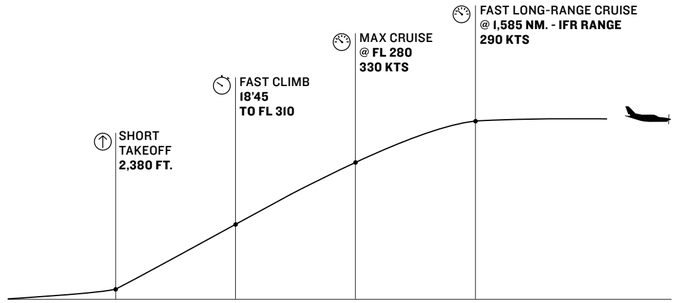
1.2

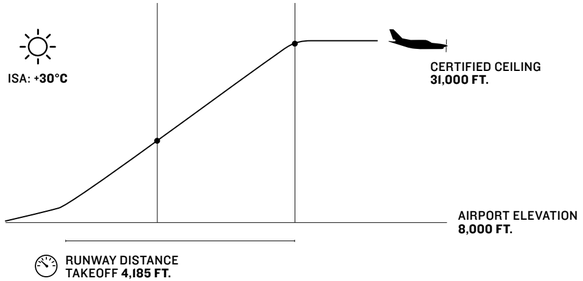
EFFICIENCY: PERFORMANCE THAT MATTERS

All TBM 900-series aircraft offer the cruise speed typical of a light jet with the economy of a single-engine turboprop-powered aircraft.

This enables the TBM to quickly fly distances across a continent and have enough time at the arrival for business or pleasure. With thousands of destinations accessible in less than two hours, the TBM makes travel easy.

Rather than having to fly at lower altitudes for speed or efficiency, the TBM 910 and TBM 960 offer exceptional performance and operating economy at their maximum cruise altitude. Another important feature of the TBMs is their excellent performance at "high-teens" altitudes, delivering speeds exceeding 300 KTAS at the recommended cruise settings. This flexibility provides the pilot with a range of options to maximize ground speed in cases of strong headwinds at higher altitudes, or during shorter trips.





IMPRESSIVE SAFETY MARGIN ON SHORT, HOT AND HIGH RUNWAYS.
ON A HOT SUMMER DAY, ISA +30°C, AT ASPEN, COLORADO (ELEVATION 8,000 FT.),
THE DAHER TBM TAKES OFF USING SHORT RUNWAY DISTANCE.

1.3

HOT & HIGH PERFORMANCE

Even on hot summer days and at higher-elevation runways, TBM 900-series aircraft have the power to perform from such destinations as Aspen, Colorado in the U.S. (elevation 8,000 ft.) and Toluca in Mexico (8,466 ft.).

This is a distinct difference from light jets, especially with “hot and high” performance. A runway available to the TBM may simply not be accessible to light jets or would require substantial reductions in the number of passengers, baggage or fuel load carried.

1.4

COMFORT: THE TBM FLEXIBLE CABIN

CLUB SEATING

ELITE PRIVACY COMPARTEMENT

COMMUTER

4-SEAT WITH SMALL NET

4-SEAT WITH LARGE NET

EXTENDED LARGE STORAGE

OPTIONAL QUICK-CHANGE PRIVACY COMPARTMENT

The TBM 910 and TBM 960 offer SUV-type flexibility while providing sports car-style performance. In just minutes, the two rear seats can be removed and the cabin converted into a four-seat, forward-facing configuration with an unrestricted baggage area capable of holding over 500 lb. (230 kg.) of cargo – including business equipment, skis and golf clubs.

The standard pilot door makes boarding easy, while three storage configurations are offered on both sides of the forward cabin area: a simple storage cabinet, an arrangement equipped with a hard top support for the pilot's case, as well as a top storage cabinet. An optional quick-change, extended large storage cabinet also can be installed.

With the "Elite Privacy" option, a quick-change lavatory compartment can be integrated in the aft cabin. Serving as a bench-type seat with low divider wall when not in use during flight, it converts to a fully private toilet compartment at the simple touch of a button. Two electric motors drive a deployable multi-segment partition with a lockable door to ensure privacy.

COMPACT STORAGE

COMPACT STORAGE WITH PILOT'S CASE SUPPORT

COMPACT STORAGE WITH TOP CABINET

PLUGGED EXTENDED LARGE STORAGE

1.5

STYLE: A PERSONALIZED TOUCH FOR THE TBM

Daher offers customers the opportunity to highly personalize their TBM.

Five factory-standard exterior paint schemes are available, chosen from 105 standard color samples. As an option, customers can request their own customized color.

Style choices also are offered for the aircraft registration, which can be painted or applied by decals.

To assist in the selection of the TBM's exterior colors, visit the TBM website: **www.tbm.aero/configurator/index.html**

GET IT ON Google Play
Download on the App Store

The aircraft software configurator is also available for Apple Ipad and Android tablets.

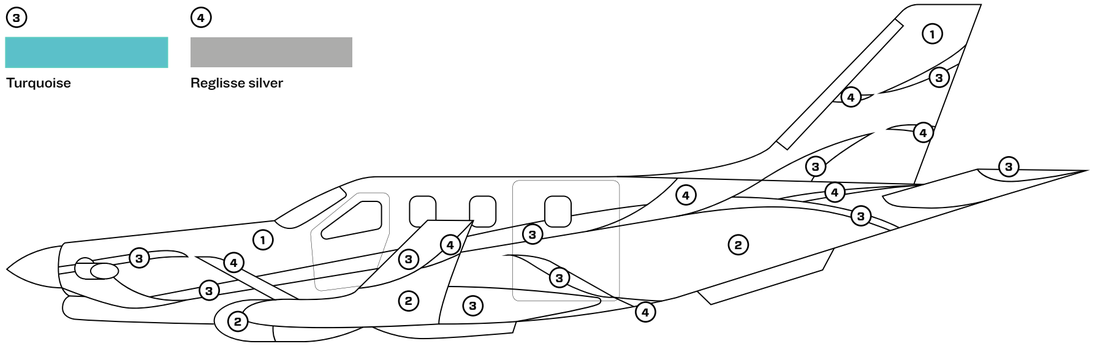
THE 2024 DEMO TBM 960 SIROCCO PAINTSCHEME

① Estagnous silver

② Black metal

③ Turquoise

④ Reglisse silver



No contractual colors

1.6

TBM STANDARD PAINT SCHEMES

SIROCCO

Note: The Sirocco paint scheme has been created by French designer Alexandre Echasseriau for the introduction of the TBM 960. '

ZEPHIR

MELTEM

MISTRAL

ALIZÉ

TBM 960

2.0

THE QUINTESSENTIAL TBM

The TBM 960 sets new standards for excellence as the latest member of Daher's TBM very fast turboprop aircraft family. It represents the ultimate combination of performance, comfort and safety in a general aviation airplane.

Piloting with precision is ensured through all phases of flight, benefiting from Pratt & Whitney Canada's PT6E-66XT advanced powerplant and the five-blade Hartzell Raptor composite propeller, associated with a fully digital engine control system. Safety is paramount with the most advanced cockpit available today, including the game-changing HomeSafe™ emergency autoland system.

The TBM 960's Prestige cabin, specifically designed for TBM travelers, offers a unique onboard experience that includes an enlightened ambiance with dimmable windows, touchscreens for climate control and lighting, as well as a range of amenities.

2.1

DIGITAL POWER

The TBM 960 is equipped with the PT6E-66XT turboprop engine, which is Pratt & Whitney Canada's latest addition to the iconic PT6 family. This powerplant's simple design offers easy maintenance, efficiency and low operational costs – and is covered by one of the industry's most extensive support networks. It raises the bar in terms of engine performance, control systems, data intelligence and service solutions.

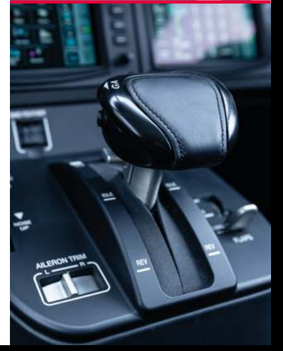
The PT6E-66XT has a thermodynamic rating of 1,844 hp. – one of the most powerful engines in the PT6 family offering a nominal power of 850 shp.

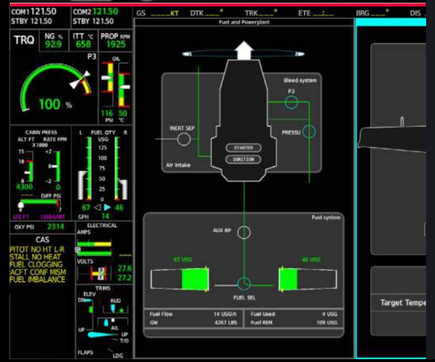
From the propeller to its turbine parameters, the PT6E-66XT's control is provided entirely by a master system: the Engine and Propeller Electronic Control System (EPECS). This optimizes the powerplant's performance throughout the flight envelope while reducing pilot workload by integrating all functions and protecting the engine's life. Features include easier engine power management and parameter analysis.

The power lever is now an e-throttle, using a single forward position from takeoff to landing – with the EPECS optimizing the power settings and automatically monitoring turbine temperature limits. Additionally, the Fuel Control Unit (FCU) and Propeller Control Unit (PCU) are now electromechanical (instead of hydromechanical), managing engine parameters based on settings defined by the EPECS.

Maintenance facilitation is built into the powerplant, as the engine is electronically managed and operated within the limits defined by Pratt & Whitney Canada. In addition, the PT6's turbine has been redesigned to further extend its durability. As a result, the time between overhaul is increased from 3,500 hours to the new TBO of 5,000 hours. Engine parameters are electronically trimmed during maintenance operations: the EPECS handles this automatically and monitors the condition.

The five-blade Raptor composite propeller – built by Hartzell Propeller – is fully integrated into the propulsion system. It has been specifically designed to reduce overall weight and improve the TBM 960's takeoff distance, climb and cruise speed. Turning at 1,925 rpm during maximum power output, the Raptor contributes to limiting noise and vibration. Its sound level during takeoff is just 76.4 decibels, meeting the most stringent international noise standards. This makes the TBM 960 a "smooth operator" wherever it flies, maintaining the low-profile footprint of Daher's TBM aircraft family.





2.2

THE FLIGHT DECK THAT SERVES THE PILOT

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The G3000's new graphical synoptics for airframe, electrical and fuel systems offer easy monitoring and faster troubleshooting.

2.3

TBM E-COPILOT® FEATURES

The TBM 960 benefits from a concentration of innovation, technology and safety improvements that can be compared to bringing an electronic copilot into the cockpit to reduce the piloting workload. These innovations come together for TBM e-copilot®, reflecting the company's policy of constant improvement – offering TBM customers the latest technology available for the optimized use of their aircraft.

The TBM e-copilot ® include:

• An Angle of Attack (AOA) sensor with visualization on the cockpit's Primary Flight Display;

• Flight envelope monitoring through the Electronic Stability and Protection (ESP) and the Under-speed Protection (USP) systems, both of which have been added to the autopilot. These electronic monitoring and stability augmentation systems assist the pilot in maintaining the aircraft in a stable flight condition when flight parameters are exceeded;

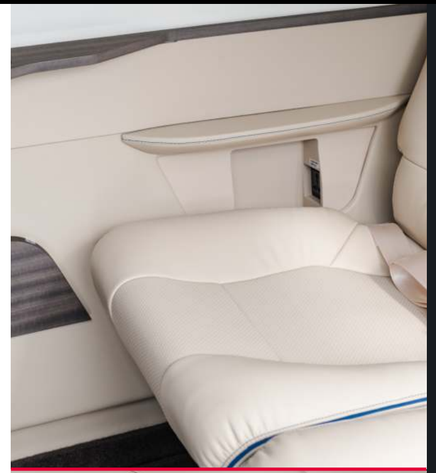
• Aural spoken alerts for stall, overspeed, landing gear extension and oxygen mask use.

• The stick-shaker, a mechanical device that rapidly and audibly vibrates the control yoke to warn the pilot of an imminent stall;

• The Emergency Descent Mode (EDM) function, designed to prevent accidents from hypoxia-induced incapacitation. Upon sensing a cabin altitude above 11,500 feet, the EDM activates, making the airplane automatically pitch down and descend to 15,000 feet while the transponder squawks the 7700 emergency code;

• An icing protection system, which is triggered if the pilot fails to identify icing conditions or ice accretion, thereby activating the pneumatic deicing boots on the wings and tailplane, along with electric propeller de-icing, electric windshield de-icing and the Inertial Particle Separator.

A check button has been added to the control wheel to ease the use of the interactive checklist while displayed on the multi-function display. Daher provides official checklists for the TBM 960 which can be customized by the pilot using CheckSet, a checklist editor developed by Garmin.



2.4

SAFETY PROTECTION FOR PASSENGERS WITH HOMESAFE™

The TBM 960 is equipped with HomeSafe™, the game-changing emergency system that automatically brings the airplane to a runway touchdown if the pilot becomes incapacitated.

This system is activated manually by an easily recognizable orange button atop the cockpit instrument panel. Its software integrates weather and terrain information to select the best airport for landing, taking into account fuel range and runway length.

HomeSafe™ is based on Garmin's award-winning emergency autoland system – available as a part of the G3000 integrated flight deck. When HomeSafe™ is activated, occupants of the aircraft are briefed by a safety video on the cockpit's multifunction display.

Air traffic control is informed of the situation by an automated message, and the transponder automatically is set to the emergency squawk code.

The system provides inputs to the aircraft's flight controls and adjusts engine power settings through the touchdown phase. It will activate the brakes on roll-out and shut down the engine after a full stop. The pilot can override the autoland function at any time to resume normal flight conditions by simply disconnecting the autopilot.

New in 2024: pilot inactivity detection. HomeSafe is automatically activated after 30 minutes without interaction from the pilot with the systems.

HOMESAFE®

2.5

CONNECTED SAFETY

For aviation weather, the TBM 960 is equipped with the GWX 8000 advanced Doppler radar with automatic threat analysis. This all-digital weather radar uses StormOptix™ analysis to automatically adjust antenna sweep patterns to accurately profile weather cells. Advanced surveillance features include lightning and hail prediction, turbulence detection, zero blind range for close-in returns, and ground clutter suppression.

To be fully connected, the TBM 960 also is outfitted with the following:

• The Garmin GDL 69 datalink system, which connects the TBM 960 to SiriusXM aviation weather and radio services in countries where this service is available. It delivers continuous weather updates throughout the flight;

• Garmin's GTX 345D all-in-one transponder solution, providing for ADS-B "Out" and "In" reporting. The 1090 MHz ADS-B "Out" operates at any altitude in airspace around the globe, with the Mode S Extended Squitter (ES) transponder. It provides access to dual-link ADS-B "In" traffic, weather, GPS position and backup attitude via the Connext® link to Garmin Pilot™ and ForeFlight Mobile apps, as well as some portable devices.

• The Garmin GSR 56 satphone, enabling communications via text and messaging through the Iridium satellite network. It also provides global weather and communication tools to enhance flight safety, with access via the multi-function display. Services include graphical radar imagery, METARs, TAFs and more;

• A Controller-Pilot Data Link Communications (CPDLC) system, certified by Daher to EASA and FAA standards for the TBM. Helping reduce pilot workload and improve flight safety, the CPDLC's functionality consists of written messages transmitted between air traffic controllers and pilots while their aircraft is on ground and airborne. CPDLC messages reduce voice radio-frequency congestion and eliminate potential human error in the form of pilot or controller voice misreads;

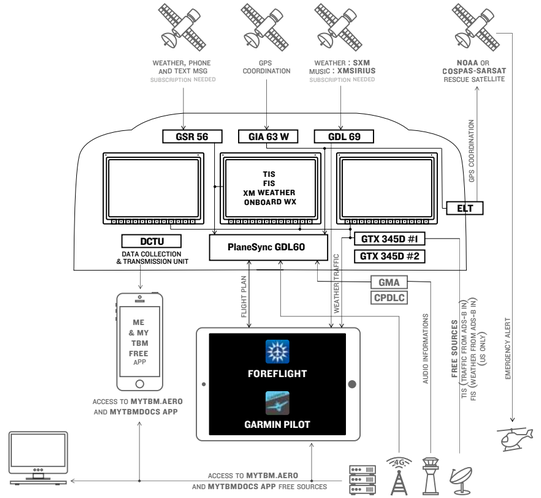
• The TBM 960 is also equipped with Garmin's PlaneSyncTM technology. Using a 4G LTE cellular or Wi-Fi connection provided by the new GDL 60 datalink, PlaneSync technology enables impressive avionics connectivity capabilities to streamline the TBM 960 aircraft owner's pre-flight and post-flight activities. LTE connectivity is utilized to remotely check the aircraft's fuel and systems status, while LTE and Wi-Fi connectivity can be used to download database updates and upload logged flight and engine data.

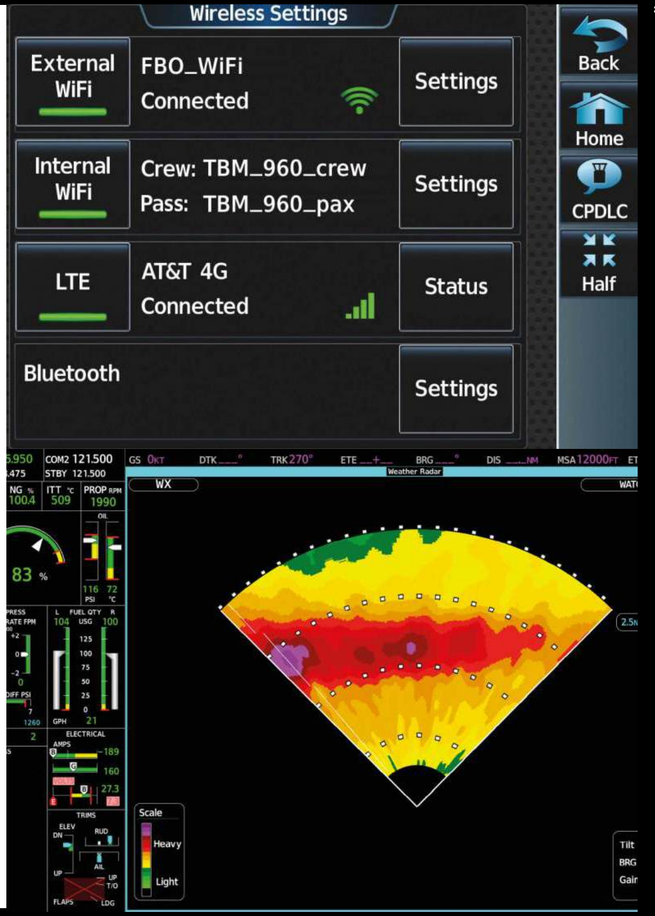
2024 NEW FEATURES:

NEW LED TAXI & LANDING LIGHTS, positionned on the nose landing gear

NEW GARMIN G3000 FUNCTIONS TO ENHANCE SAFETY

- Graphical weight & balance display
- Stabilized approach monitoring
- Yaw Damper automatic engagement upon take-off
- Improved Check Gear aural alert
- Enhanced taxi operations with 3D SafeTaxi, Taxiway routing and Runway occupancy awareness functions

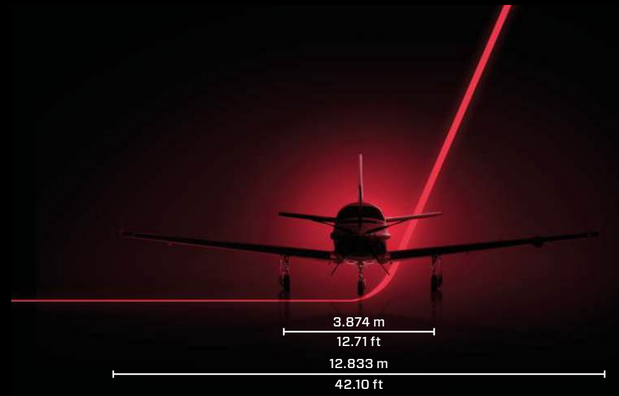




2.6

FLY WITH DIGITAL POWER

The TBM 960's digitally-controlled turboprop engine enables the pilot to use precise settings for maximum efficiency during flight. For flights when sustainability is important for flight operations, or the best fuel efficiency is desired, Daher's recommended cruise settings lower fuel consumption to 57 U.S. gallons while offering a cruise speed with 308 kts at FL280.



2.7

SPECS & PERFORMANCE

POWERPLANT

PRATT & WHITNEY CANADA PT6E-66XT TURBOPROP

Thermodynamic power	1844 hp	
Flat rated power	850 shp	
Usable fuel capacity	292 US gal	1,106 liters

PERFORMANCE

ISA CONDITIONS, MTOW, NO WIND

Max. cruise speed at long-range settings	252 KTAS	467 km/h
Maximum cruise speed at 28,000 ft	330 KTAS	611 km/h
Time to climb to 31,000 ft		18min 45sec
Certified ceiling	31,000 ft	9,449 m

MAX. RANGE WITH MAX. FUEL

ISA, MTOW, NO WIND, ONE PILOT, 45MIN. FUEL RESERVE

252 KTAS cruise speed	1,730 nm	3,204 km
290 KTAS cruise speed	1,585 nm	2,935 km
326 KTAS cruise speed	1,440 nm	2,666 km

LOADING

Basic empty weight with Prestige Cabin	4,806 lb	2,180 kg
Maximum ramp weight (MRW)	7,650 lb	3,470 kg
Maximum takeoff weight	7,615 lb	3,454 kg
Maximum zero fuel weight	6,252 lb	2,836 kg
Maximum payload	1,446 lb	656 kg
Maximum payload with fuel	888 lb	403 kg
Maximum luggage in storage areas (4 seats)	507 lb	230 kg
Maximum luggage in storage areas (6 seats)	330 lb	150 kg
Maximum luggage volume (large net)	35 cu.ft	0,989 cu.m

EXTERNAL DIMENSIONS

Wingspan	42.10 ft	12.83 m
Height(*)	14.29 ft	4.36 m
Length	35.22 ft	10.74 m

INTERNAL DIMENSIONS

Maximum cabin width	3 ft 11.64 in	1,21 m
Maximum cabin length	13 ft 3.45 in	4,05 m
Maximum cabin height	4 ft	1,22 m
Maximum volume in cabin	123 cu.ft	3,5 cu.m

RUNWAY DISTANCE

ISA CONDITIONS, MTOW, NO WIND, 50FT OBSTACLE CLEARANCE

Takeoff	2,535 ft	773 m
Landing	2,430 ft	741 m

(*) with fully extended forward shock absorber.

Contact a TBM sales representative for more precise informations

2.8

THE PRESTIGE CABIN

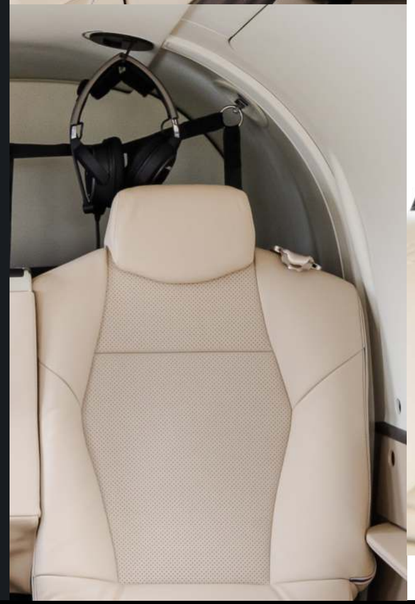
The TBM 960's Prestige cabin incorporates the latest updates in style and comfort, based on experience with previous TBM versions.

Style features include a new seat design developed with the help of an ergonomist, offering the best comfort – even on long-distance flights. Top grain leather is applied on all seated surfaces and panels, combined with ultra-suede ribbon sides.

Keeping connected and entertained while aloft is enhanced by SiriusXM satellite music and radio, while 14/24-Volt power outlets with USB interface allow the linkup of mobile devices. Optional storage cabinets are available to make every flight an enjoyable experience, supplemented by cupholders, headset holders for each passenger and coat hangers in the back.

With the Passenger Comfort Display (PCD) the cabin occupants have the possibility of adjusting the cabin temperature and cabin ambient light as desired.

Side pockets allow IPAD storage for passengers and the pilot. Cupholders are available for each passenger accessible in any configuration.



EVERYONE ABOARD BENEFITS AS WELL FROM LOWER INTERIOR NOISE, THE RESULT OF IMPROVED SOUNDPROOFING.

A HOST OF AMENITIES

A host of amenities are provided in the Prestige cabin: a redesigned folding table with additional fixed sides. As an addition a quick-change extended large storage cabinet is provided for more comfort. It replaces the left side intermediate seat. It is equipped with two USB-A ports and one 115-Volt outlet.

Side pockets allow IPAD storage for passengers and the pilot. Cupholders are available for each passenger accessible in any configuration.

THE ENLIGHTENED TRAVELER

A key attribute of the TBM 960's Prestige cabin is its ambient lighting. Touchscreens control electronically-dimmable windows with variable shading, replacing manual window shades.

At night, LED ramp lighting along the cabin ceiling provides general illumination, which can be complemented by individual reading lights.

WARM AND COSY

Among the Prestige cabin's outstanding features is a powerful environmental control system. This innovation – combined with superior cabin thermal and soundproofing – offers improved comfort for all persons on board.

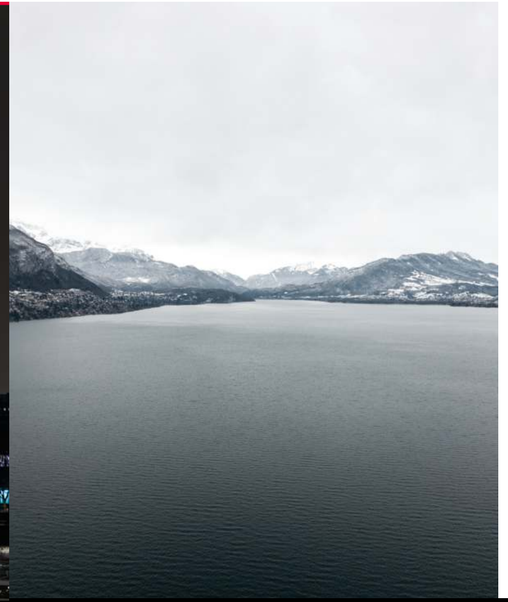
The passenger cabin zone's temperature is easily managed with a touchscreen controller, complemented by individual electrically-heated seats – with the occupants able to choose whether to utilize the heating, and select either light or moderate heat settings.

Everyone aboard benefits as well from lower interior noise, the result of improved soundproofing.

2.9

OUR EXCLUSIVE INTERIOR SELECTION

In defining the TBM 960's interior, eight exclusive interiors are included in the enhanced operational package, with a choice of high-quality components.



BLACKFRIARS

Seat cover: **BLACK EBONY**
Seatbelt: **BLACK JET**
Ultrasuede ribbon: **BLACK ONYX**
Stitching: **BLACK EBONY**
Upper side panel: **WHITE SAND**
Lower side panel: **BLACK EBONY**
Carpet: **CHARCOAL BLACK**
Table finish: **CARBON**
Metal finish: **FLAT BLACK**

LONDON

Seat cover: **BLACK EBONY**
Seatbelt: **BLACK JET**
Ultrasuede ribbon: **BLACK ONYX**
Stitching: **BLACK EBONY**
Upper side panel: **LIGHT SAND**
Lower side panel: **BEIGE GRAY**
Carpet: **CHARCOAL BLACK**
Table finish: **CARBON**
Metal finish: **FLAT BLACK**

GOOSE BAY

Seat cover: **TAUPE GRAY**
Seatbelt: **CHROME GRAY**
Ultrasuede ribbon: **MINK**
Stitching: **TAUPE GRAY**
Upper side panel: **WHITE SAND**
Lower side panel: **TAUPE GRAY**
Carpet: **TAUPE GRAY**
Table finish: **SAPELLI MAT**
Metal finish: **BRUSHED STAINLESS**

LABRADOR

Seat cover: **TAUPE GRAY**
Seatbelt: **CHROME GRAY**
Ultrasuede ribbon: **MINK**
Stitching: **TAUPE GRAY**
Upper side panel: **WHITE SAND**
Lower side panel: **LIGHT SAND**
Carpet: **TAUPE GRAY**
Table finish: **SAPELLI MAT**
Metal finish: **BRUSHED STAINLESS**

ATACAMA

Seat cover: **LIGHT SAND**
Seatbelt: **SOFT MOON**
Ultrasuede ribbon: **BONE**
Stitching: **LIGHT SAND**
Upper side panel: **WHITE SAND**
Lower side panel: **LIGHT SAND**
Carpet: **LIGHT BROWN**
Table finish: **KOTO MAT**
Metal finish: **BRUSHED STAINLESS**

OSLO

Seat cover: **BEIGE GRAY**
Seatbelt: **OATMEAL**
Ultrasuede ribbon: **ELEPHANT**
Stitching: **BEIGE GRAY**
Upper side panel: **WHITE SAND**
Lower side panel: **BEIGE GRAY**
Carpet: **LIGHT BROWN**
Table finish: **SAPELLI MAT**
Metal finish: **BRUSHED STAINLESS**

SAN PEDRO

Seat cover: **LIGHT SAND**
Seatbelt: **SOFT MOON**
Ultrasuede ribbon: **BONE**
Stitching: **LIGHT SAND**
Upper side panel: **WHITE SAND**
Lower side panel: **LIGHT BROWN**
Carpet: **LIGHT BROWN**
Table finish: **GLOSSY WALNUT**
Metal finish: **GOLD**

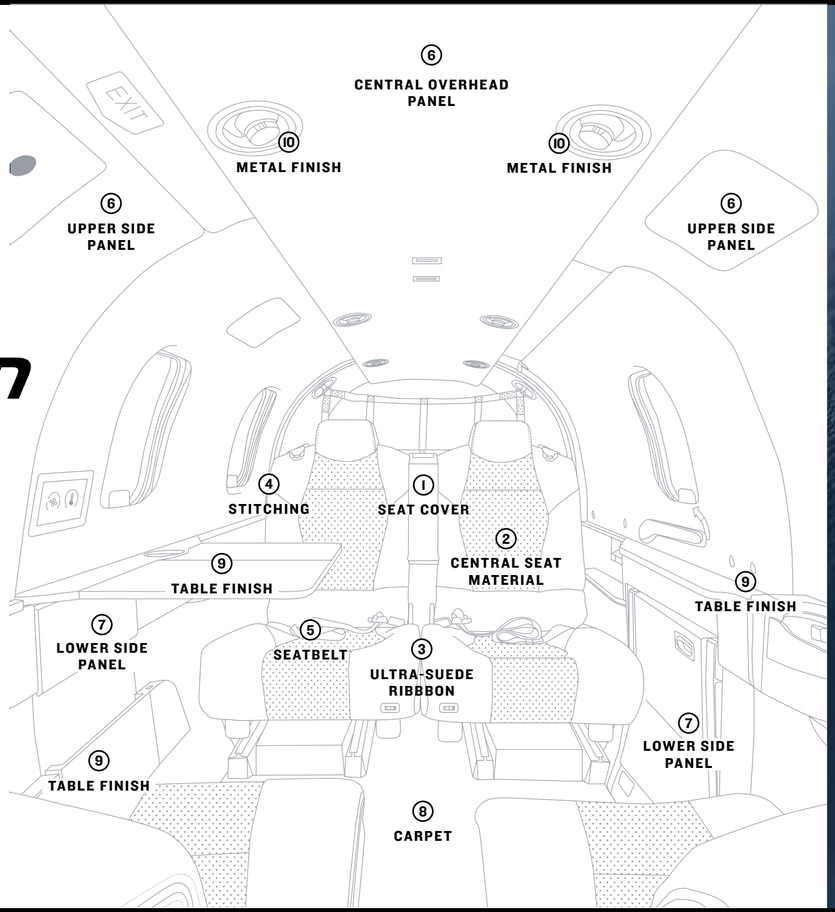
FJORD

Seat cover: **BEIGE GRAY**
Seatbelt: **OATMEAL**
Ultrasuede ribbon: **ELEPHANT**
Stitching: **BEIGE GRAY**
Upper side panel: **WHITE SAND**
Lower side panel: **BLACK EBONY**
Carpet: **CHARCOAL BLACK**
Table finish: **CARBON**
Metal finish: **BRUSHED STAINLESS**

PREMIUM

INTERIOR SELECTION

For customization, the TBM 960's interior can be even more tailored via a diverse selection of options, with the palette of materials and decors ranging from classic (elegant dark walnut wood) to sporty (carbon fiber or brushed aluminum).



DO-IT-YOURSELF INTERIOR CUSTOMIZATION

As the TBM is the ultimate personal aircraft, Daher enables customers to make their airplane even more personalized. With options, 36 additional leather colors are available to enhance the cabin ambiance, along with stitching.

TBM 910

3.0

PORTRAIT OF PERFORMANCE

The TBM 910 benefits from the same airframe, range, performance and main technical features that have contributed to the success of Daher's TBM 900-series very fast turboprop aircraft product line.

Its distinctive features are the Garmin G1000 NXi all-glass integrated flight deck, along with the Elite cabin interior.

3.1

G1000 NXi INTEGRATED FLIGHT DECK

The TBM 910's Garmin G1000 NXi avionics combine high-resolution displays with state-of-the-art powerful processors. This hardware architecture provides fast boot-up and software loading, enabling real-time map rendering and smooth panning through the displays.

When used as the pilot's Primary Flight Display, the high-resolution screens provide excellent situational awareness with the Garmin SVT™ Synthetic Vision Technology – showing enhanced 3-D perspective topography that displays a realistic view of ground and water features, obstacles and traffic.

In addition, the avionics system's keyboard joystick allows accurate panning and fluid navigation on the multi-function display pages.

Its latest version includes the following functions:

Surface Watch

Surface Watch® aural and visual alerts, to help the pilot to maintain enhanced situational awareness in the airport environment – such as traffic conflicts on the ground or the potential risk of runway incursions;

Baro-VNAV

The Baro-VNAV function, to allow precision approaches with vertical guidance (LNAV-V) at airports where Space-Based Augmentation System or Wide Area Augmentation System (WAAS) are not available;

Visual Approach

Visual approach features, providing assisted visual approach at non-controlled airports based on terrain and the classic 3-degree vertical path. The procedure is designed to help pilots to fly a stabilized approach, and can be activated when the TBM 910 is within five nautical miles of the airport.

3.2

THE TBM 910 TBM E-COPILOT®

TBM e-COPILOT

The TBM 910 benefits from a concentration of technological innovation and safety systems that can be compared to bringing an “electronic copilot” (TBM e-copilot®) to reduce the pilot’s workload.

TBM e-copilot ® systems featured on the TBM 910’s 2 version are:

• Angle of attack (AoA) sensor with visualization on the Primary Flight Display;

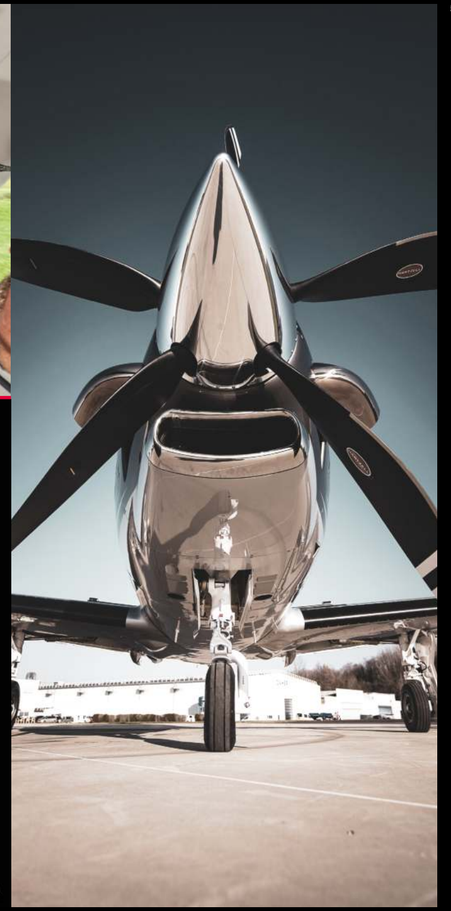
• Flight envelope monitoring through the Electronic Stability and protection (ESP) and Under-Speed Protection (USP) systems, both of which are added to the autopilot. These systems assist the pilot in maintaining the aircraft in stable flight when parameters are exceeded;

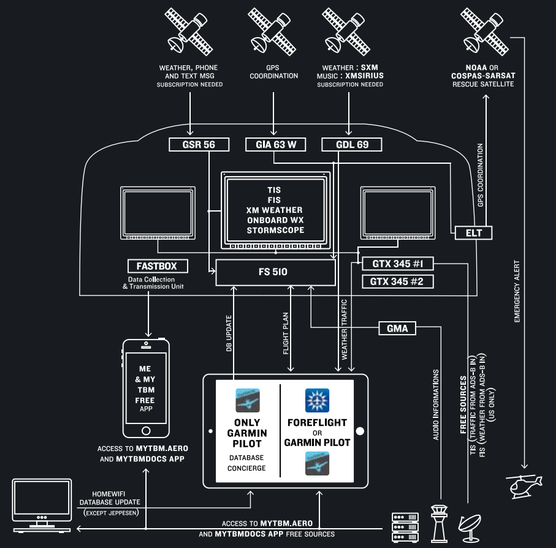
• Aural alerts for stall, overspeed, landing gear extension and oxygen mask use;

• The stick-shaker mechanical device that vibrates the control yoke to warn the pilot of an imminent stall;

• The Emergency Descent Mode (EDM) function, which prevents accidents from hypoxia-induced incapacitation. Upon sensing a cabin altitude above 11,500 feet, the EDM activates, automatically pitching down the airplane and descending it to 15,000 feet while the transponder squawks 7700;

• The in-flight ice detection advisory system, triggering the ice protection systems if the pilot fails to identify ice accretion. These protective systems are the wings and tailplane pneumatic de-icing boots, propeller electric de-icing, windshield electric de-icing and the inertial particle separator.





3.3

FULLY CONNECTED

In today's connected world, the TBM 910 is no exception – capable of communicating directly to the ground through various systems, including:

• The GDL 69 datalink system, which connects the TBM 910 to the SiriusXM aviation weather and radio services in countries where this service is available. It delivers continuous weather updates throughout the flight;

• The GTX 345 all-in-one transponder solution, providing ADS-B "Out" and "In." The 1090 MHz ADS-B "Out" allows operation at any altitude in airspace around the globe, with the Mode S Extended Squitter (ES) transponder. It provides access to dual-link ADS-B "In" traffic, weather, via Connext® link to Garmin Pilot™ and ForeFlight mobile apps, as well as some portable devices. In countries where a diversity antenna is required, the GTX 345 can be replaced by the GTX 345D;

• The ADS-B weather link continuously broadcasts on the 978 MHz Universal Access Transceiver (UAT) frequency and is similar to the basic services offered by leading commercial satellite weather providers. It gives access to all types of available information, such as NEXRAD imagery, METARs, TAFs, winds and temperatures aloft, PIREPs, NOTAMs, and much more. In countries where a diversity antenna is required, the GTX 345 can be replaced by the GTX 345D;

• The Iridium-based GSR 56 satphone enables communications via text and messaging. It also provides global weather and communication tools to enhance flight safety, with access on the Multi-Function Display. Services include graphical radar imagery, METARs, TAFs and more;

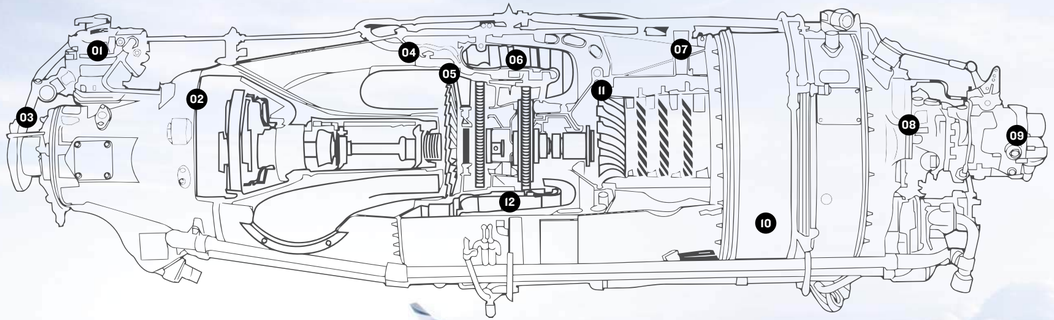
• Controller-pilot data link communication (CPDLC) provides a communication means between controllers and the pilot, using data link for ATC communications. The concept is simple, with the emphasis on continued involvement of the human at either end, and the flexibility of use.

3.4

RELIABLE POWERPLANT

Variants of Pratt & Whitney's PT6A turboprop engine are used on more than 100 different aircraft types. Proven in years of operations on regional airliners, commercial airplanes and business aircraft – and with over 43,000 engines in the field that have accumulated more than 400 million flight hours – the PT6A is recognized as among the most reliable aircraft powerplants ever built.

The TBM 910's PT6A-66D version has a thermodynamic rating of 1,825 horsepower – making it one of the PT6A family's most powerful engines. With the TBM 910's single-lever power control and auto-starter shutoff, this is one of the simplest PT6A-powered aircraft to manage.



PT6A ENGINE CUTAWAY

01 PROPELLER GOVERNOR
02 REDUCTION GEARBOX
03 PROPELLER SHAFT
04 TACHOMETER PAD
05 POWER TURBINE
06 COMBUSTION CHAMBER
07 AXIAL COMPRESSOR
08 ACCESSORY GEARBOX
09 ENGINE FUEL CONTROL UNIT
10 AIR INLET
11 CENTRIFUGAL COMPRESSOR
12 COMPRESSOR

3.5

SPECS & PERFORMANCE

POWERPLANT

PRATT & WHITNEY CANADA PT6A-66D TURBOPROP

Thermodynamic power	1825 hp	
Nominal power	850 shp	
Usable fuel capacity	292 US gal	1,100 liters

PERFORMANCE

ISA CONDITIONS, MTOW, NO WIND

Cruise speed at max-range settings	252 KTAS	467 km/h
Maximum cruise speed at 28,000 ft	330 KTAS	611 km/h
Time to climb to 31,000 ft		18min 45sec
Certified ceiling	31,000 ft	9,449 m

MAX. RANGE WITH MAX. FUEL

ISA CONDITIONS, MTOW, NO WIND, 1 PILOT, 45MIN FUEL RESERVE

252 KTAS cruise speed	1,730 nm	3,204 km
290 KTAS cruise speed	1,585 nm	2,935 km
326 KTAS cruise speed	1,440 nm	2,666 km

RUNWAY DISTANCE

ISA CONDITIONS, MTOW, NO WIND, 50FT OBSTACLE CLEARANCE

Takeoff	2,380 ft	726 m
Landing	2,430 ft	741 m

LOADING

Basic empty weight with Elite package	4,729 lb	2,130 kg
Maximum ramp weight (MRW)	7,430 lb	3,370 kg
Maximum takeoff weight	7,394 lb	3,354 kg
Maximum zero fuel weight	6,032 lb	2,736 kg
Maximum payload	1,403 lb	636 kg
Maximum payload with fuel	891 lb	404 kg
Maximum luggage in storage areas (4 seats)	407 lb	230 kg
Maximum luggage in storage areas (6 seats)	330 lb	150 kg
Maximum luggage volume (large net)	35 cu.ft	0,989 cu.m

EXTERNAL DIMENSIONS

Wingspan	42,10 ft	12.833 m
Height	14,29 ft	4.355 m
Length	35,22 ft	10.736 m
Wheelbase	9,58 ft	2,914 m
Tailplane span	16,36 ft	4,988 m

INTERNAL DIMENSIONS

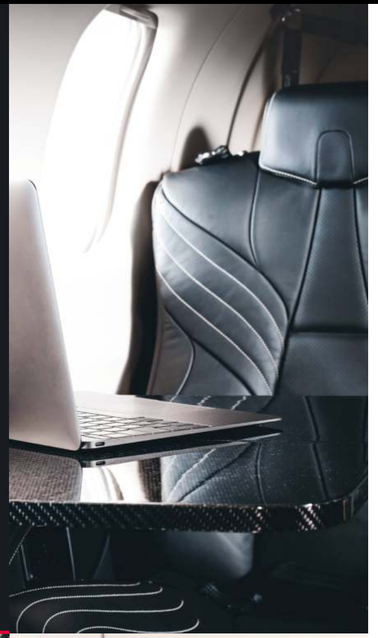
Maximum cabin width	3 ft 11.64 in	1.21 m
Maximum cabin length	13 ft 3.45 in	4.05 m
Maximum cabin height	4 ft	1.22 m
Maximum volume in cabin	123 cu.ft	3,5 cu.m

3.6

THE ELITE CABIN

Hand craftsmanship takes center stage in the TBM 910's thoroughly modern cabin.

Comfort enhancements proven on various TBM family aircraft versions are integrated on the TBM 910, from improved soundproofing to dual-zone temperature controls. Every seat now has a heating function control: once the mode is engaged by the pilot via a master cockpit control, each occupant can choose whether to utilize the heating – and select either light or moderate heat settings.



Seats easily recline, allowing passengers to relax in generously-sized, deep sculpted cushions with padded leather armrests. All seats are equipped with adjustable backrests and folding armrests. Passengers also can take advantage of a large folding table in the center of the cabin.

Cabin illumination consists of dome lights, baggage compartment lights, access stair lighting and individual reading lights at all seats – now fully dimmable. At night, opening the passenger door automatically activates cabin lights simultaneously.

For increased functionality, the center table cover now integrates storage for mobile devices and two 14/24 Volt high power outlets with a USB interface. In addition, a new 115V/2A universal power plug enables the charging of large electric devices.

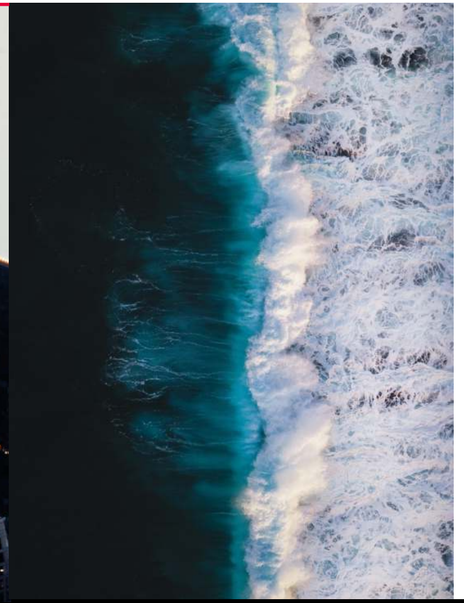
New styling on the TBM 910 version begins with a harmony of polished metal elements from the doorstep stairs to the seatbelts and heating system switches. Leather window shades transition the cabin into a relaxing darkness. The loudspeaker's covering is fully harmonized with the central upper panel's finish, with a selection of carbon, wood or leather. Finishing touches include stitching, further adding to the TBM's unique feel and the sensation of speed.

For customization, the TBM 910's interior can be even more individualized through a diverse selection of options, with the palette of materials and decors ranging from classic (elegant dark walnut wood) to sporty (carbon fiber or brushed aluminum).

3.7

OUR EXCLUSIVE INTERIOR SELECTION

As for the TBM 960, eight exclusive interiors are included in the enhanced operational package, with a choice of high-quality components.



BLACKFRIARS

Seat cover: **BLACK EBONY**
Seatbelt: **BLACK JET**
Ultra-leather fairings: **CARBON**
Stitching: **BLACK EBONY**
Upper side panel: **WHITE SAND**
Central overhead panel: **CARBON**
Lower side panel: **BLACK EBONY**
Carpet: **CHARCOAL BLACK**
Folding table cover: **CARBON**
Metal finish: **FLAT BLACK**

LONDON

Seat cover: **BLACK EBONY**
Seatbelt: **BLACK JET**
Ultra-leather fairings: **CARBON**
Stitching: **BLACK EBONY**
Upper side panel: **LIGHT SAND**
Central overhead panel: **CARBON**
Lower side panel: **BEIGE GRAY**
Carpet: **CHARCOAL BLACK**
Folding table cover: **CARBON**
Metal finish: **FLAT BLACK**

GOOSE BAY

Seat cover: **TAUPE GRAY**
Seatbelt: **CHROME GRAY**
Ultra-leather fairings: **TAUPE GRAY**
Stitching: **TAUPE GRAY**
Upper side panel: **WHITE SAND**
Central overhead panel: **SAPELLI MAT**
Lower side panel: **TAUPE GRAY**
Carpet: **TAUPE GRAY**
Folding table cover: **SAPELLI MAT**
Metal finish: **BRUSHED STAINLESS**

LABRADOR

Seat cover: **TAUPE GRAY**
Seatbelt: **CHROME GRAY**
Ultra-leather fairings: **TAUPE GRAY**
Stitching: **TAUPE GRAY**
Upper side panel: **WHITE SAND**
Central overhead panel: **SAPELLI MAT**
Lower side panel: **LIGHT SAND**
Carpet: **TAUPE GRAY**
Folding table cover: **SAPELLI MAT**
Metal finish: **BRUSHED STAINLESS**

ATACAMA

Seat cover: **LIGHT SAND**
Seatbelt: **SOFT MOON**
Ultra-leather fairings: **LIGHT SAND**
Stitching: **LIGHT SAND**
Upper side panel: **WHITE SAND**
Central overhead panel: **KOTO MAT**
Lower side panel: **LIGHT SAND**
Carpet: **LIGHT BROWN**
Folding table cover: **KOTO MAT**
Metal finish: **BRUSHED STAINLESS**

SAN PEDRO

Seat cover: **LIGHT SAND**
Seatbelt: **SOFT MOON**
Ultra-leather fairings: **LIGHT SAND**
Stitching: **LIGHT SAND**
Upper side panel: **WHITE SAND**
Central overhead panel: **GLOSSY WALNUT**
Lower side panel: **LIGHT BROWN**
Carpet: **LIGHT BROWN**
Folding table cover: **GLOSSY WALNUT**
Metal finish: **GOLD**

OSLO

Seat cover: **BEIGE GRAY**
Seatbelt: **OATMEAL**
Ultra-leather fairings: **BEIGE GRAY**
Stitching: **BEIGE GRAY**
Upper side panel: **WHITE SAND**
Central overhead panel: **SAPELLI MAT**
Lower side panel: **BEIGE GRAY**
Carpet: **LIGHT BROWN**
Folding table cover: **SAPELLI MAT**
Metal finish: **BRUSHED STAINLESS**

FJORD

Seat cover: **BEIGE GRAY**
Seatbelt: **OATMEAL**
Ultra-leather fairings: **BEIGE GRAY**
Stitching: **BEIGE GRAY**
Upper side panel: **WHITE SAND**
Central overhead panel: **CARBON**
Lower side panel: **BLACK EBONY**
Carpet: **CHARCOAL BLACK**
Folding table cover: **CARBON**
Metal finish: **BRUSHED STAINLESS**

PREMIUM INTERIOR SELECTION

Creating a custom TBM interior is simple and easy. The opposite page presents all of the standard configuration's samples: leather shades for seat, armrest, upper and lower side panels, as well as the carpet colors. Stitching and belts are harmonized with the selection or can be contrasted.

The final touch is provided by a choice of metal fittings for the air vents, and wood or carbon trim for the tablet cover and the central overhead panel. Seat fairings are covered with a color matching the seat leather shade or contrasted.

To pinpoint the harmony combinations with the aircraft's different cabin zones, the "TBM Interior" application can be used (available on iPad, or the TBM website www.tbm.aero)

THE SEAT FAIRING COLOR MATCHES THE SEAT LEATHER SHADE, EXCEPT FOR THE REAR SEAT HULL – WHICH HAS A CARBON COVER FOR PRACTICAL PURPOSES.

THE DELUXE WOOD OR CARBON TRIM INTERIOR PACKAGE (VALUED AT $8,600) ENABLES THE ADDITION OF A WOOD OR CARBON FINISH ON THE CENTRAL UPPER PANEL, ALONG WITH THE TABLE COVER AND COVERS OF THE STORAGE CABINET DOORS.

STANDARD LEATHER SHADES

- WHITE SAND
- BEIGE GRAY
- TAUPE GRAY
- LIGHT SAND
- LIGHT BROWN
- BLACK EBONY

WOOD & CARBON TRIM

- GLOSSY WALNUT
- KOTO MAT
- SAPELLI MAT
- CARBON

METAL TRIM

- FLAT BLACK
- BRUSHED STAINLESS
- GOLD

CARPET

- CHARCOAL BLACK
- TAUPE GRAY
- LIGHT BROWN

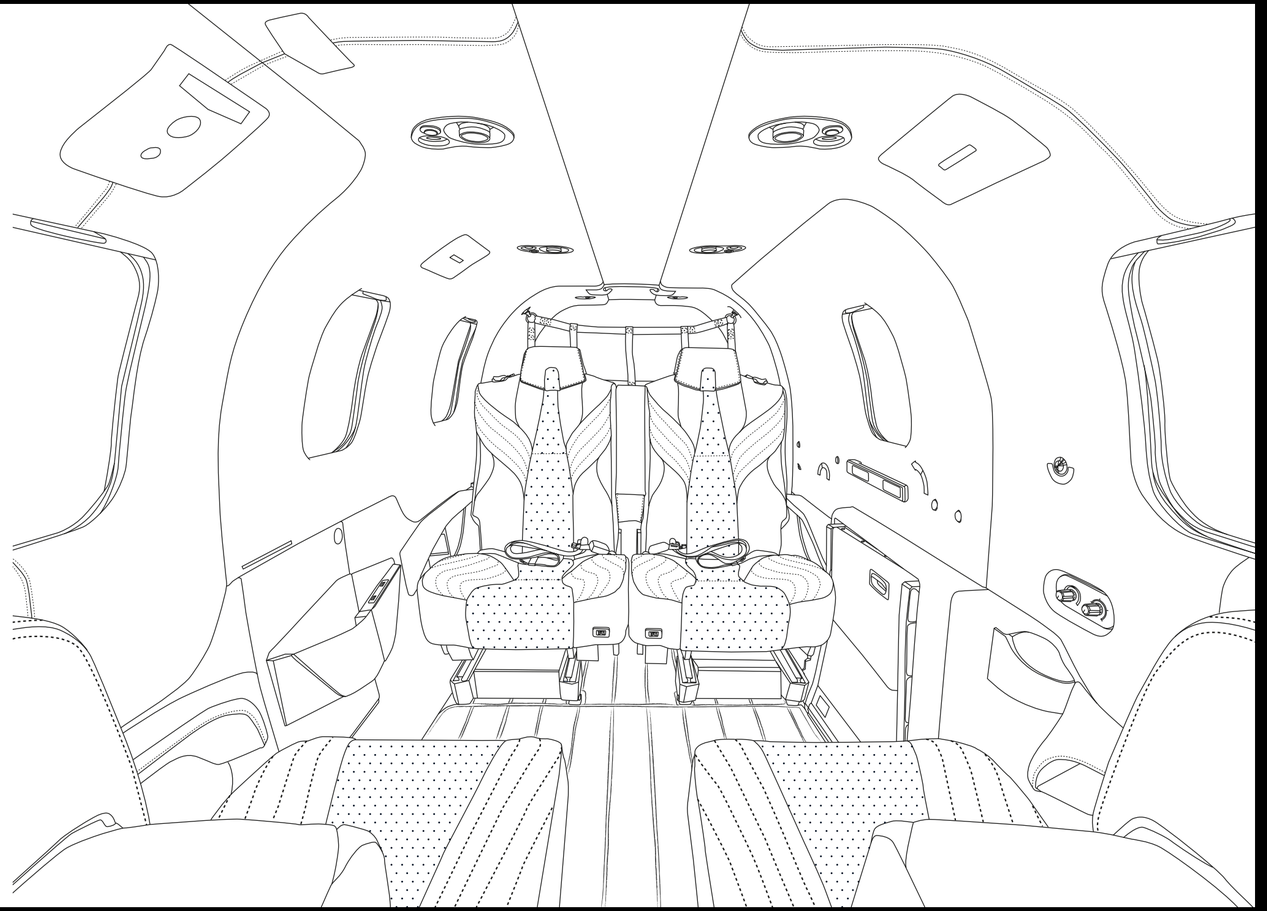
SEAT BELT COLOR

- SOFT MOON
- OATMEAL
- CHROME GRAY
- BLACK JET

DO-IT-YOURSELF INTERIOR CUSTOMIZATION

As the TBM is the ultimate personal aircraft, Daher enables customers to make their airplane even more personalized. With options, 36 additional leather colors are available to enhance the cabin ambiance, along with stitching.

EXTENDED LEATHER COLORS PALETTE



TBM

OPERATIONS

4.0

OUTSTANDING PAYLOAD-RANGE CAPABILITY

Figures on the payload/range diagram are calculated for maximum cruise, recommended cruise and long-range cruise settings as defined in the Daher TBM 960's Pilot Operating Handbook which are similar to the TBM 910's figures:

• Takeoff weight includes the fuel required to complete the trip with the indicated number of passengers and fuel reserves;

• Payload figures are calculated with a 200-lb. pilot included in the basic operating weight according to NBAA (National Business Aviation Association) flight profiles;

• Flight time includes climb, cruise and descent. No allowance has been calculated for taxi time or ATC procedures;

• Block fuel includes takeoff, climb, cruise and descent;

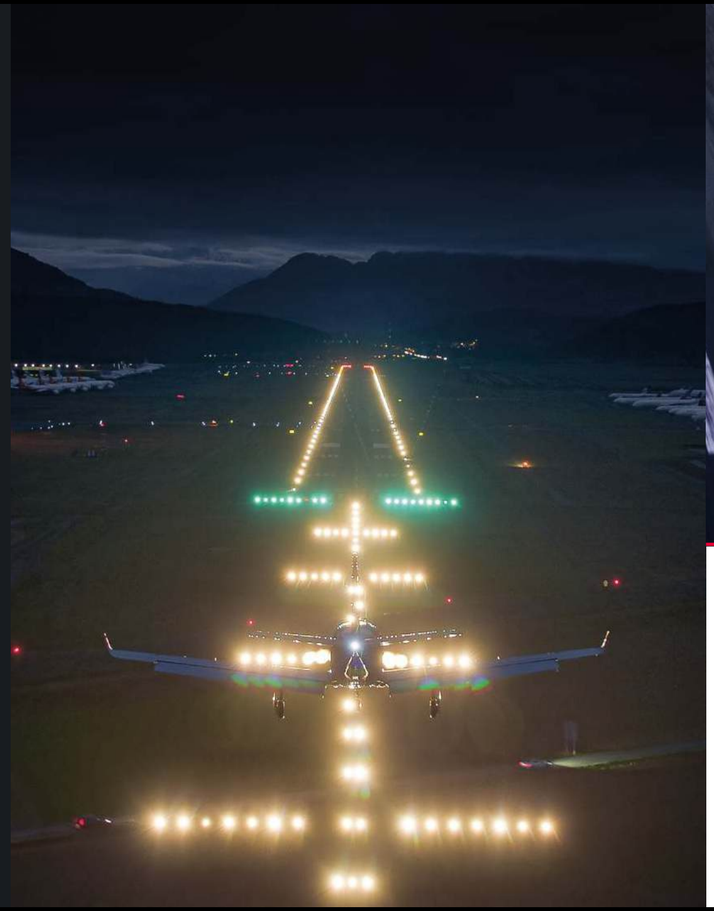
• Cruise altitude represents an optimum altitude for the distance flown;

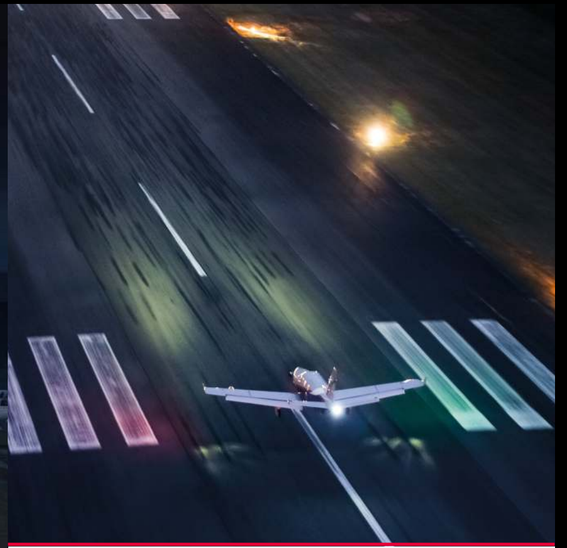
• Reserve fuel is based on NBAA IFR specifications using 100 NM as the alternate distance, and assuming a climb to 20,000 ft.;

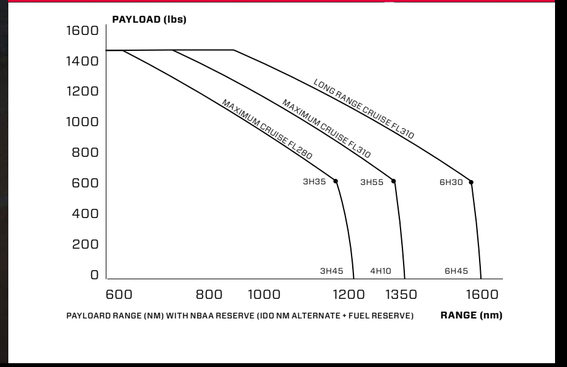
• The TBM 900-series aircraft provide greater range and load carrying performance than light jets, particularly taking into account the likely limited availability of flight levels above FL310 (31,000 ft.) across most of the continental United States and Western Europe;

• The aircraft's NBAA reserve maximum cruise IFR range with four adults aboard is 1,290 NM., and the NBAA reserve long-range cruise with the same number of passengers is 1,466 NM;

• Excellent load and passenger-carrying capabilities enable the TBM 960 to travel more than 1,200 NM. with four adults at a maximum cruise speed of 330 KTAS at 31,000 ft. with NBAA reserves.







4.1

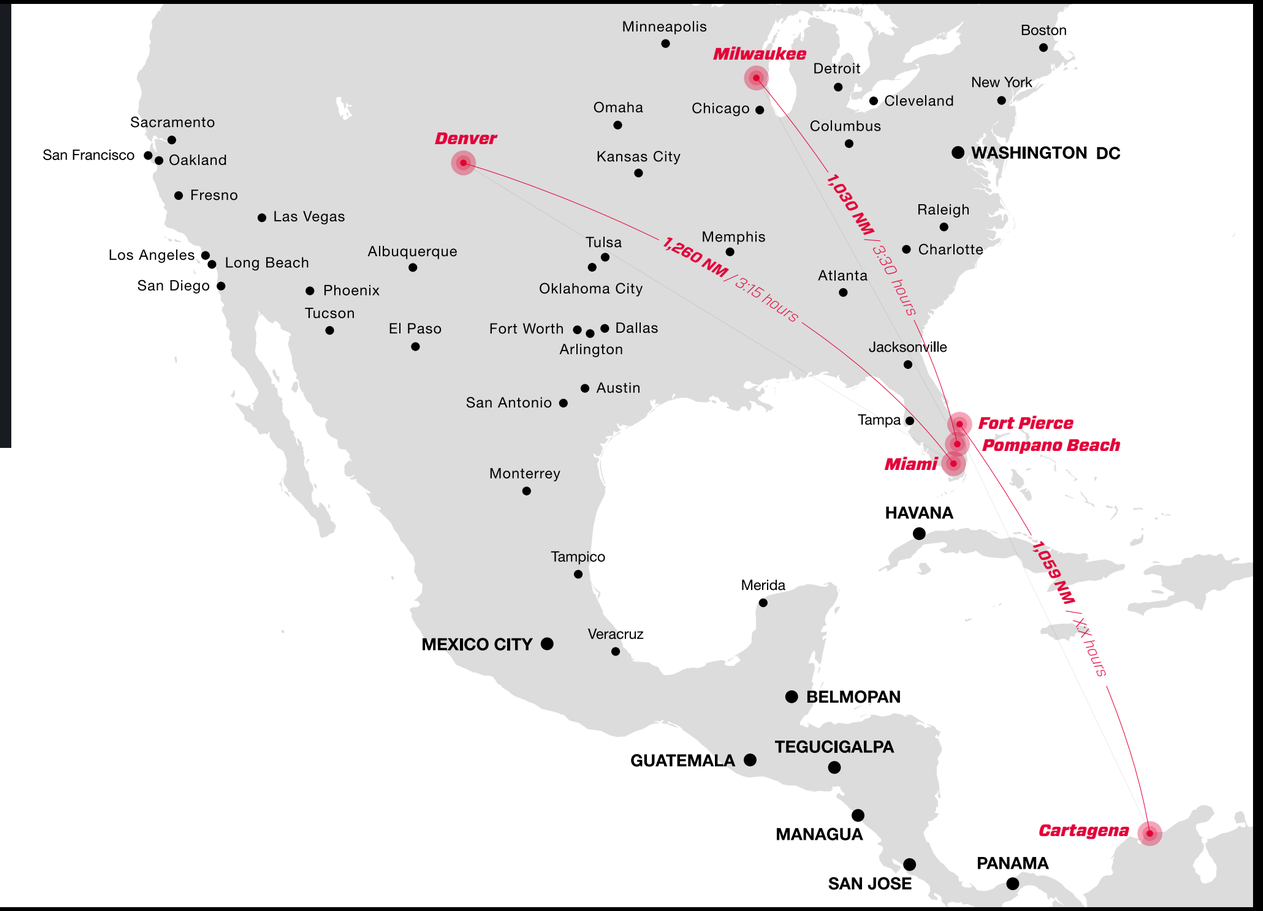
ALL THE RANGE YOU NEED

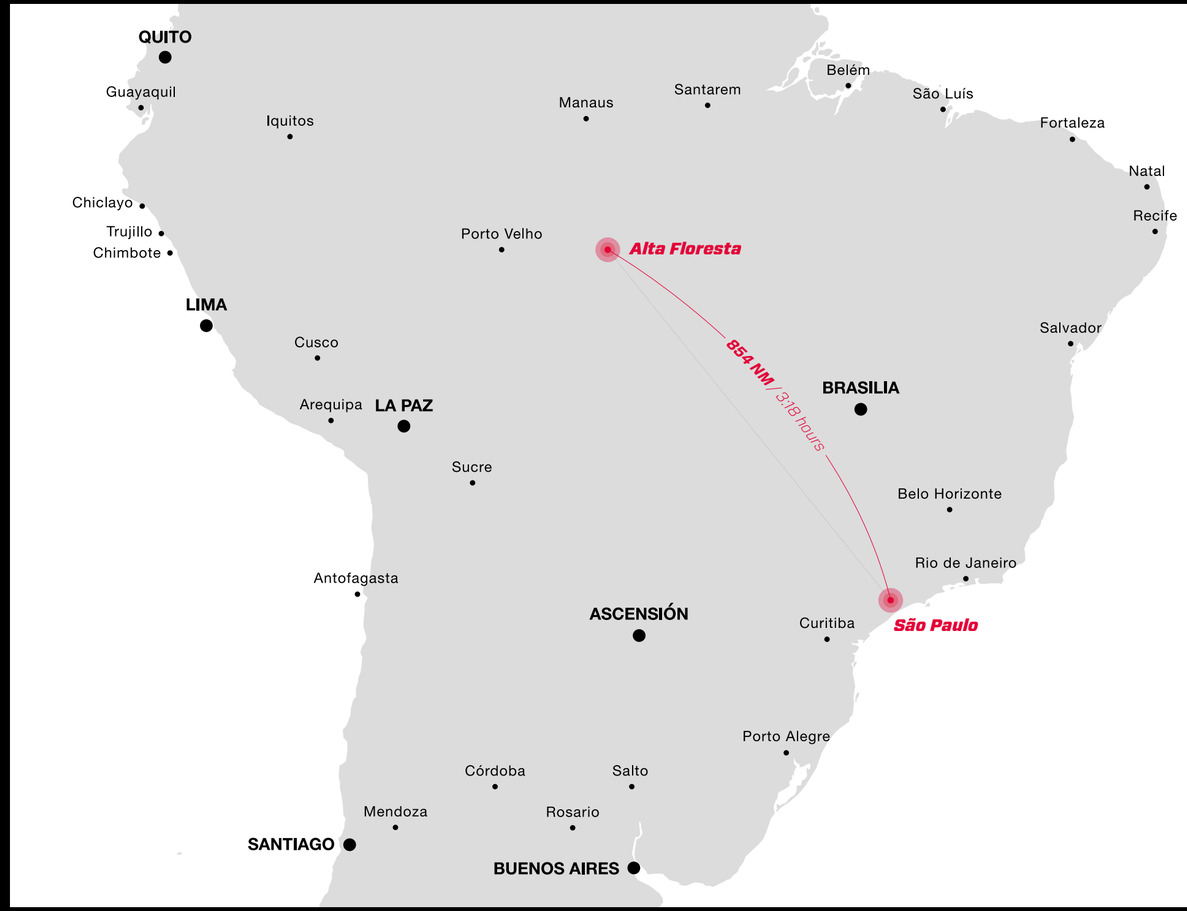
TBM aircraft are reputed for their superior performance in terms of range and efficiency, combined with their high level of safety.

TBM are delivered in flight worldwide by experienced ferry pilots and many TBM woners have accomplished flight around the world.

At sea level in ISA conditions, no wind, integrating an alternate airport at 100 NM and 30 minutes holding:
- Maximum cruising speed (330 KTAS) 1,213M
- Recommended (308 KTAS) 1,376NM
- Long-Range (252 KTAS) 1,542NM

You can check the TBM's range possibilities on the range finder avaialble on our website tbm.aero Here are some examples of trips regularly accomplished by TBM operators.

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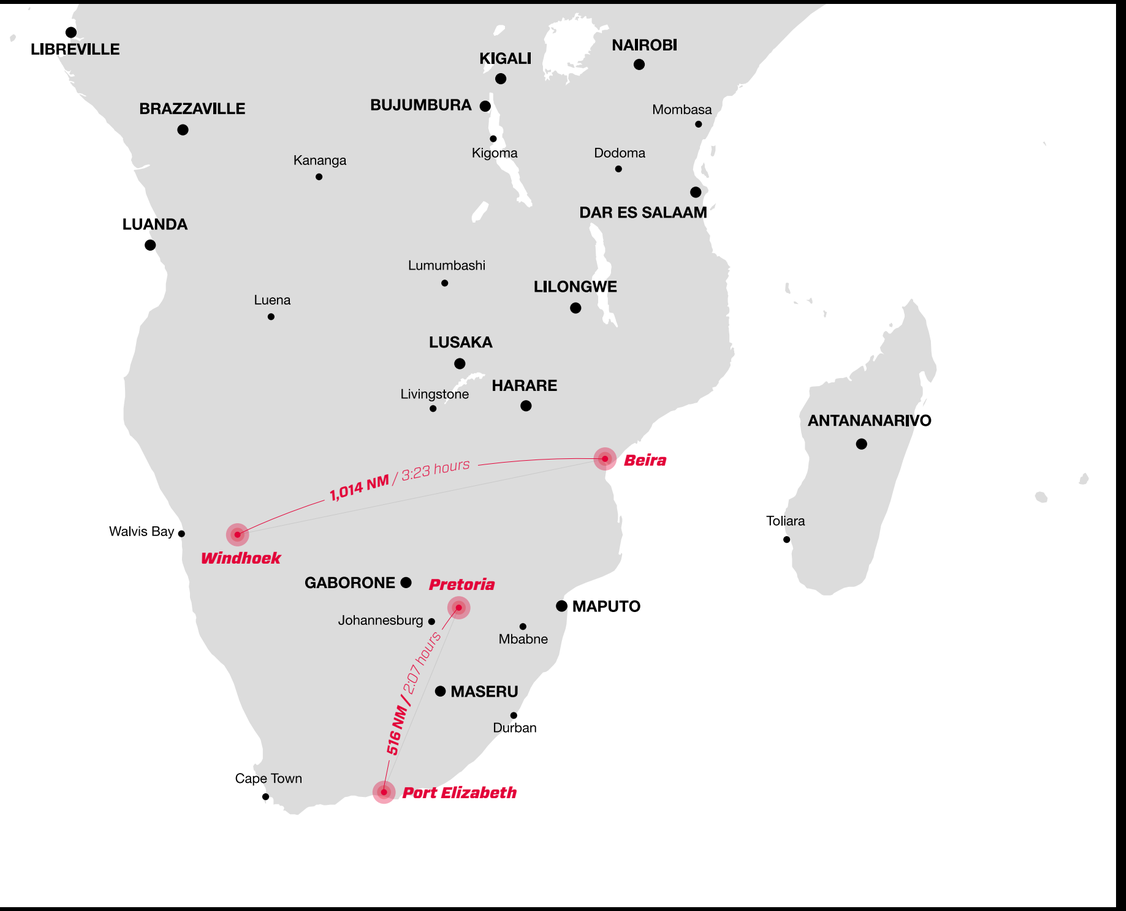
Iquitos
Manaus
Santarem
Belém
São Luís
Fortaleza
Natal
Recife
Chiclayo
Trujillo
Chimbote
Porto Velho
Alta Floresta
LIMA
Cusco
Salvador
854 NM / 3:18 hours
BRASILIA
Arequipa
LA PAZ
Sucre
Belo Horizonte
Rio de Janeiro
Antofagasta
ASCENSIÓN
Curitiba
São Paulo
Porto Alegre
Córdoba
Salto
Mendoza
Rosario
SANTIAGO
BUENOS AIRES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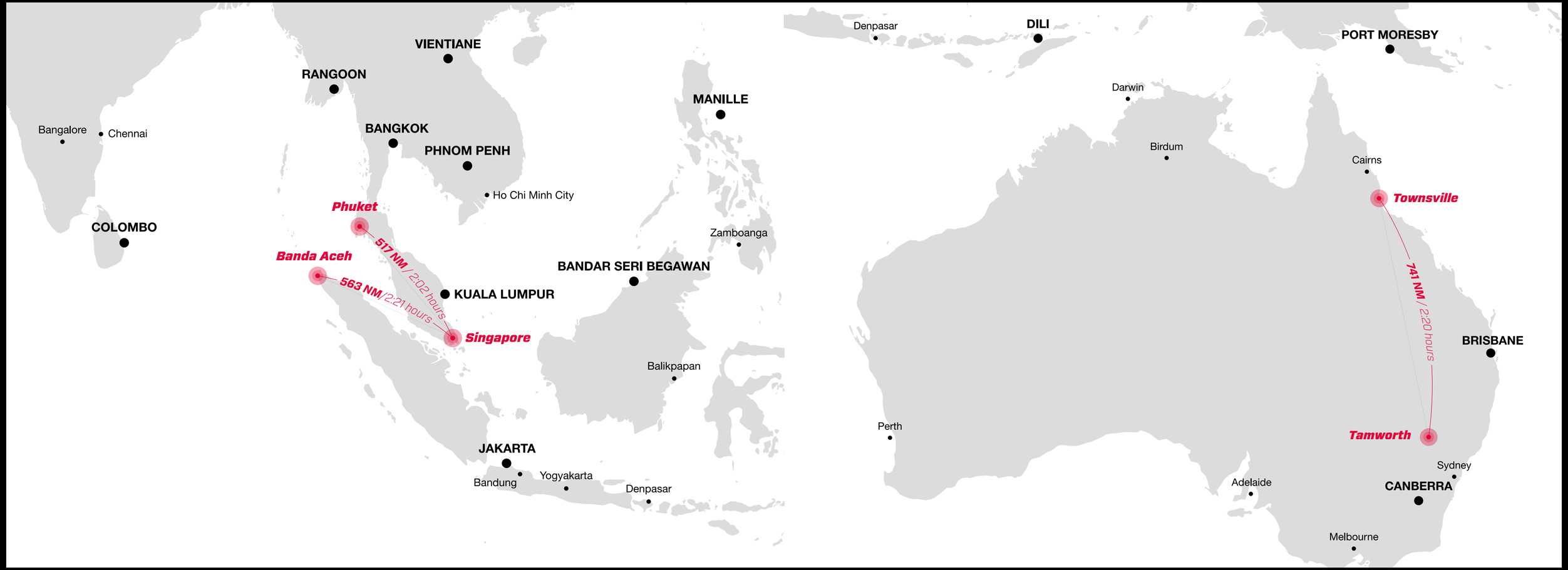
KIGALI
NAIROBI
BRAZZAVILLE
BUJUMBURA
Mombasa
Kigoma
Dodoma
Kananga
DAR ES SALAAM
LUANDA
Lumumbashi
LILONGWE
Luena
LUSAKA
HARARE
Livingstone
ANTANANARIVO
1,014 NM / 3:23 hours
Beira
Toliara
Walvis Bay
Windhoek
GABORONE
Pretoria
MAPUTO
Johannesburg
Mbabne
516 NM / 2:07 hours
MASERU
Durban
Cape Town
Port Elizabeth

Bergen
OSLO
Stockholm
HELSINKI
SAINT PETERSBURG
TALLINN
RIGA
MOSCOW
Glasgow
COPENHAGEN
VILNIUS
MINSK
DUBLIN
AMSTERDAM
LONDON
BRUSSELS
BERLIN
Leipzig
WARSAW
836 NM / 3:04 hours
PRAGUE
KIEV
PARIS
LUX.
VIENNA
Donetsk
Munich
BRATISLAVA
BUDAPEST
CHISINAU
Nantes
Odessa
Bordeaux
Bern
LJUBLJANA
ZAGREB
Marseille
SARAJEVO
BELGRADE
BUCHAREST
AND.
Bilbao
SOFIA
ROME
SKOPJE
Samsun
Porto
482 NM / 1:30 hours
Napoli
TIRANA
Istanbul
MADRID
ANKARA
Lisbon
Palermo
ATHENS
Izmir
Seville
ALGIERS
TUNIS
VALLETTA
RABAT
NICOSIA


VIENTIANE
RANGOON
MANILLE
Bangalore
Chennai
BANGKOK
PHNOM PENH
Ho Chi Minh City
Phuket
517 NM / 2:02 hours
COLOMBO
Zamboanga
Banda Aceh
BANDAR SERI BEGAWAN
563 NM / 2:21 hours
KUALA LUMPUR
Singapore
Balikpapan
JAKARTA
Bandung
Yogyakarta
Denpasar
Denpasar
DILI
PORT MORESBY
Darwin
Birdum
Cairns
Townsville
741 NM / 2:20 hours
BRISBANE
Perth
Tamworth
Sydney
Adelaide
CANBERRA
Melbourne

TBM

SERVICES

5.0

A HOST OF SERVICES WITH THE TBM

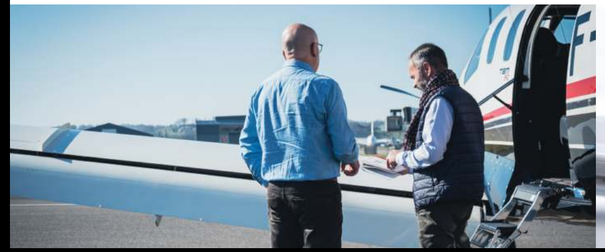
Here are the services offered by Daher for the purchase of a new TBM with the Elite Package and the Prestige Package :

Garmin Pilot™ – A five-year subscription with the popular Electronic Flight Bag application, which includes FliteChart, SafeTaxi, obstacles, terrain and airport directory, GSR 56 datalink, as well as an automatic database update;

Jeppesen Database – A five-year subscription with preferred conditions. The subscription includes Jeppesen NavData and chart view with obstacles, SafeTaxi, terrain, and airport directory;

SiriusXM WX aviation weather & radio – A five-year subscription, with access in North America. It boosts pilots' situational awareness through interactive graphical weather updates on compatible displays. Available instantly and broadcast continuously, the SiriusXM WX data stream provides the following information: high-resolution NEXRAD radar; lightning; satellite imagery; METARs; winds aloft and freezing level;

Me & My TBM – This cloud-based smartphone application leverages data that is automatically collected during every phase of flight. It enables pilots to enhance the TBM's operating efficiency, ensure they are operating the aircraft to the highest safety standards, and optimize maintenance management. It gives TBM Care teams the capability to access and analyze all flight parameters in less than one hour.



5.1

TOTAL CARE MAINTENANCE PROGRAM

TBM CARE
KODIAK

With every new TBM, Daher provides customers with its TBM Total Care Maintenance Program (TTCMP) as part of the "Elite" purchase package for the TBM 910, and the Prestige package for the TBM 960. These exclusive programs gives the initial retail owner of a TBM complimentary scheduled maintenance – including annual inspections – for the first five years or 1,000 hours of operation with the aircraft.

The TTCMP covers all scheduled maintenance costs (with the exception of consumable items). In addition, it provides complimentary CAMP computerized maintenance tracking and follow-up to the initial retail owner for the first five years of ownership.

5.2

MAINTENANCE TRACKING WITH CAMP

Proper maintenance tracking and planning is the key to operating an aircraft safely and efficiently. The CAMP maintenance management service allows accurate tracking and prediction of aircraft maintenance requirements on the TBM.

The CAMP service implements the customized aircraft-recommended maintenance schedule (RMS), with it evolving based on such changes as Daher's maintenance recommendations, service bulletins and more. CAMP tracks these changes and how they apply to the aircraft, making the planning of aircraft maintenance much easier. The program provides online access to maintenance records, allowing the identification of upcoming maintenance events regardless of the operator's location.

Recommended maintenance intervals are 300 hours or 12 months for a TBM 960, 200 hours or 12 months for a TBM 910. The complete TBM maintenance program is described in the TBM Maintenance Manual. All TBM Maintenance Manuals are available on-line, free of charge, to aircraft owners and operators at: MyTBM.aero, or via the innovative "MyTBMDocs" iPad application, which allows the operator to access automatically-updated TBM maintenance, parts and pilot information manuals in flight.

If questions or concerns arise after the review of maintenance documentation, the aircraft's maintenance provider or the Customer Support team at Daher's Aircraft Division can be contacted at any time. While Daher recommends that all maintenance be carried out via a TBM-approved service center, all inspection actions can be accomplished by any certified mechanic using TBM inspection checklists.

CAMP App iCamp

5.3

WARRANTIES: THE INDUSTRY'S BEST

Daher offers one of the industry's best nose-to-tail warranties, which complement the unique TBM's Total Care Maintenance Program (TTCMP):

AIRFRAME (excluding systems, major components and consumables*)	7 years or 3,500 hours of aircraft operation
SYSTEMS Flap actuators, fuel unit, gauging system, oxygen system, bleed air system, cabin pressure control system, air conditioning system, landing gear and actuators, mechanical fuel pump, hydraulic unit, vacuum system, windshield, flight controls actuators, electrical power unit, starter generator, standby altimeter and airspeed indicators	5 years or 1,000 hours
AVIONICS All Garmin equipment, L3 WX500 Stormscope, RA4500 radar altimeter and KN63 DME	5 years
SYSTEMS Flap actuators, fuel unit, gauging system, oxygen system, bleed air system, cabin pressure control system, air conditioning system, landing gear and actuators, mechanical fuel pump, hydraulic unit, vacuum system, windshield, flight controls actuators, electrical power unit, starter generator, standby altimeter and airspeed indicators, torque and oil pressure transducers, overspeed governor	5 years or 1,000 hours
HARTZELL PROPELLER	6 years or 4,000 hours
EXTERIOR PAINT	2 years
DE-ICING BOOTS	2 years

(*) consumables include brakes, tires, batteries, etc.

5.4

A GLOBAL NETWORK SUPPORTS THE TBM FLEET

To provide efficient support at remote locations, the technical support field staff of Daher's Aircraft Division is on call 24/7. TBM support representatives are always available to answer phone calls and help operators decide on the best course of action. In addition to online and cell phone support, TBM service centers worldwide provide the most complete service package in the industry.

The current list of TBM Authorized Service Centers is available at:
www.tbm.aero/map/service
www.tbm.aero/map/distributors

Network information is regularly updated.
Please check our website page **www.tbm.aero/map/service**

5.5

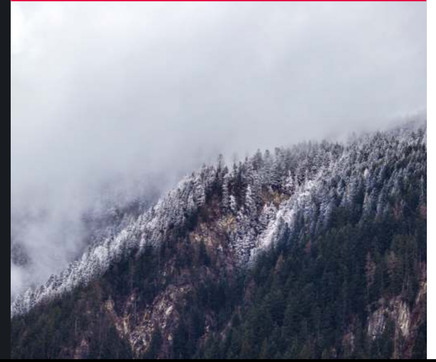
SAFE HORIZONS WITH DAHER

Flying the TBM very fast turboprop aircraft requires only a private pilot's license.

At Daher we stand behind our customers and we stand by your safety. Factory-approved training is included for the purchase of a new aircraft. And we encourage every TBM pilot to stay up to date of flying procedures and latest regulations. Because everyone knows training and refinement are keys to operational excellence.

Daher is committed to provide owners and operators of its TBM and Kodiak aircraft with the knowledge and skills to operate these planes at the maximum level of safety. To be fully effective, Daher created the Safety Horizon program to standardize TBM training across the pilot population.

David Petit
Training Standardization Manager



INITIAL COURSES

For most pilots buying their TBM represents a step-up from a smaller and slower airplane. To make easy such a transition, Daher insists on the quality of the initial TBM training via selected partners and devotes requires additional instruction to learn new and often more complex aircraft systems and operating procedures. TBM operators.

However for a pilot who has a limited or no experience on a high-performance aircraft Daher recommends a minimum of 500 flight hours of flight and an instrument rating and to complete an initial training course.

Flight training for two pilots being included in the price of a new TBM, two flight training organizations are factory-approved by Daher to provide training to ensure pilots are well qualified to operate the TBM. One in the USA to serve customers from the Americas and one in Europe to serve the rest of the world.

These training organizations provide also transition and familiarization courses for experienced pilots as well as recurrent training and pilot mentoring.

To standardize high-quality instruction within the TBM flight instructor community, Daher has introduced a full TBM training kit, available online with constant updating – thereby ensuring that pilots receive the appropriate instruction on their version of the TBM.

The TBM training kit includes the following items: TBM ground course; flight training manual; educational videos; pilot's instruction manual; Garmin guides; quick reference handbook; onboard checklist; and TBM cockpit poster.

TRAINING IN THE U.S

Factory-approved initial TBM flight training in the Americas is provided through TBM's partner, SIMCOM Aviation Training.

SIMCOM utilizes three flight training devices that are based on actual TBM cockpits, in configurations with the EFIS/GNS 530, GI000 and G3000 avionics at its training center's headquarters in Orlando, Florida. At its Scottsdale, Arizona training facility, a TBM 910's flight training device is available for training. In addition to simulator-based training, Simcom offers in-aircraft TBM training for all versions of the aircraft through its TSI division, based at Camarillo Airport, in California.

SIMCOM also provides factory-approved maintenance training for the TBM family. TBM initial training consists of the following:

• Ground school training, with TBM systems knowledge tests;

• Training on the flight training device (FTD);

• In-aircraft training;

• Flight review to private pilot practical test standards, and an instrument Proficiency check.

Based on a new TBM pilot's previous experience and competency, training will be conducted using one of three tracks for a maximum training of six days:

Track one - Pilots with a minimum of 500 hours, but no turbine engine time; Track two - Pilots with 1,000 hours and turbine engine experience; Track three - Pilots with existing type ratings.

More information is available at: +1 (866) 361-9620
Website: **www.simulator.com/courses/tbm-series/**

TRAINING IN EUROPE

Factory-approved initial TBM flight training outside the Americas is offered by SIMAERO, which is an approved training organization (ATO) in France, certified by the European Aviation Safety Agency, operating from Tarbes-Lourdes-Pyrenees Airport (LFBT).

The training is provided "in aircraft," using the owner's airplane or a rented TBM. Courses are conducted by highly experienced class rating instructors, approved by EASA to deliver a TBM SET (Single-engine Turboprop) Class rating.

Ground training:

• Theoretical training (3-5 days, concluded by a written exam. Minimum passing score: 75 correct answers out of a 100-question multiple choice questionnaire).

• If GI000 training is required, a Garmin System Trainer (GST) is used to provide initial training and a skill test also is performed to confirm knowledge of the pilot on the Garmin system.

• Pilots also will receive a training kit for self-learning/training beforehand.

In-flight training:

• Practical training (with a minimum of 10 hours in flight, covering all aspects from low-speed handling to Instrument Flight Rules/IFR flight).

• At the completion of flight training, a check ride will be performed to confirm the pilot's TBM knowledge and flying skills. Based on the license origin or pilot skill level, training will be conducted according to the approved syllabus.

For more information and updates on training possibilities, go to SIMAERO website: **www.sim.aero**

THE TBM ESSENTIAL GUIDE
EDITION 2024

Photos credits Airborne Films, Maxime Fourcade

Infographics Anthony Larre and Maxime Lacoste, © Daher

Graphic design Malherbe Paris, 2024

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