DAHER TBM 900
ESSENTIAL GUIDE
THE DAHER TBM 900

Retaining primary airframe commonality with the predecessor TBM 850 – including its Pratt & Whitney Canada PT6A-66D powerplant – the enhanced TBM 900 version opened a new era. It offers improved efficiency, an enhanced environment for both pilots and passengers, and superior performance without increased fuel consumption or additional engine power.

Building on the solid basis of the TBM aircraft family, 26 modifications were integrated in the TBM 900, including aerodynamic optimization and enhanced human-machine interface features.
SPEED

330 kts – 380 mph – 611 km per hour. No matter where you want to go, the Daher TBM 900 simply gets you there faster, by reinventing the world’s fastest certified single-engine turboprop.
The Very FAST Turboprop
The Very FAST Turboprop
The Daher TBM 900 retains the Garmin G1000 system which is so popular with general aviation pilots.

The G1000 puts a wealth of flight-critical data at a pilot’s fingertips. Its glass flight deck presents flight instrumentation, navigation, weather-capable radar (with the new GWX70 Doppler), terrain, traffic and engine data on large-format, high-resolution displays.

The G1000 system also includes the GFC 700 – the first entirely new autopilot designed and certified for the 21st century. The GFC 700 is capable of using all data available from the G1000 to navigate, including the ability to maintain airspeed references and optimize performance over the entire airspeed envelope.

All TBM 900s are delivered with Garmin’s SVT (Synthetic Vision Technology) that recreates a 3D «virtual reality» landscape on the pilot’s and copilot’s flight displays. This significantly improves pilot situational awareness, especially in low-visibility IFR conditions and in mountainous terrain.
Photo by Laurent Crassous
PILOT FRIENDLY

The Daher TBM 900 comes equipped with dual controls as standard equipment. The control system includes two control wheel columns, adjustable rudder pedals, hydraulic brakes and mechanical nose gear steering. Pushrod and cable systems are used to actuate the rudder, elevator, spoilers and ailerons. Primary pitch and yaw trim are electrically powered through switches mounted on the pilot’s control wheel, and electric aileron trim and manual pitch trim are on the central pedestal.

The Daher TBM 900 has an integrated all-glass cockpit for each crew position independently fed from separate Pitot and Static systems. The engine instruments are located on the left side of the central large 15” LCD screen allowing good visibility for both crewmembers. The crew seats include the standard three-point restraint harness and are fully adjustable allowing the pilot and co-pilot a high level of comfort on long flying days. Instrument lighting includes cockpit floodlights, background lighting for all switches, overhead LED map lights and control yoke map lights.
The Daher TBM 900 is the first single-engine turboprop to feature single lever control.

A single, ergonomically-designed lever controls the engine power, propeller and engine condition. In addition, its new electronic power center allows the TBM 900 to start almost twice as fast as its precedecessors, while an automatic starter cutoff reduces pilot workload during the startup sequence.

The lower panel has been redesigned to allow easier access to de-icing, internal separator and other controls, as well as to provide more legroom for taller pilots. Pressurization settings are now completely automatic. Overall, the Daher TBM 900 is the most ergonomic and easiest TBM to fly!
The Very FAST Turboprop
FLEXIBILITY

The Daher TBM 900 gives SUV-type flexibility while providing sport car-style performance.

In just a few minutes, the rear seats can be removed and the cabin be converted into a four-seat forward-facing configuration with an unrestricted baggage area capable of holding over 500 lb. (230 kg) of cargo: such as business equipment, skis, golf clubs, etc.

The pilot door comes standard, and makes boarding easy.
The Very FAST Turboprop

Photo by Robert Goyer
ALL THE RANGE YOU NEED

At long-range cruise speed with four people on board, the TBM 900 can reach a maximum range of 1,730 NM. The TBM 900 offers tremendous “legs” for its operators – consistently enabling trips of 1,200 NM at altitudes that clear weather, with 1.5 hours of reserve. This is true efficiency!
The TBM 900 defines reliability in the skies! Incorporating a variety of aluminum and steel alloys, titanium, as well as advanced composite materials, the TBM 900 airframe offers unmatched structural strength and durability at the lowest possible weight.

From its inception, the TBM aircraft family employed a fail-safe airframe design, including the use of multiple load paths, a crack-stopper band, and an optimized number of access panels to maximize structural life and sub-system reliability, while also minimizing repair-cycle times.

The TBM 900 is fully certified and available today worldwide – direct from the factory, or from Daher’s comprehensive network of distributors, with support from a worldwide network of service centers.
The Very FAST Turboprop

Photo by Robert Goyer
The Very FAST Turboprop
The aircraft’s proven design and unmatched safety record provides owners and operators with much more than a light jet can offer.

Daher designed the TBM 900 to be a revolutionary aircraft, and the proof is in its features. This TBM offers impressive range and light jet-like speed, but with much better fuel efficiency, lower operational costs, a comfortable cabin and remarkably high reliability. Winglets are the signature of the Daher TBM 900 – reflecting the advanced aerodynamic research that went into making Daher’s TBM 900 the ultimate airplane. Not only do these surfaces add stylish a touch, they significantly reduce drag while improving handling at low speeds and high angles of attack. In addition, its aerodynamically-optimized wings incorporate fail-safe technology and offer superior handling qualities throughout the flight envelope. These wings are built around two wing spars, one forward and one aft, which are milled from a solid billet of aircraft-grade aluminum alloy. Two milled aluminum carry-through spars provide additional rigidity and strength.
The TBM 900 has been designed to provide a smooth ride, comfortably flying passengers over the weather and at high cruise altitudes. With its new features, the TBM 900’s noise levels are kept low in the spacious cabin. Stylish seats are fully adjustable and provide ample legroom for long trips.

The aircraft offers even more comfort and luxury than previous TBM models, combining hand-made craftsmanship in a thoroughly modern package. Its interior appointments benefit from the cooperation between Daher’s design department and its partners, such as the Catherineau company in Bordeaux – a leader in high-end and VIP aircraft cabin outfitting.

Top grain leather with detailed stitching is used on all seated surfaces, and seats easily recline, creating a relaxing environment in generously sized, sculpted deep cushions with padded leather armrests. The seats’ shape is the work of the Paris-based Malherbe Design studio.

All seats are equipped with adjustable backrests and folding armrests, while passengers can also take advantage of a large folding table in the center of the cabin. Finishing touches include convex molding – known as gadrooning – further adding to the overall sports-car feel and the sensation of speed.

Cabin lighting consists of dome lights, baggage compartment lights, access stair lighting, and individual reading lights at all seats. On-board connectivity and entertainment is enhanced by 14/24 Volt power outlets with USB interface, iPod linkup, and SiriusXM satellite music or radio. Many optional storage cabinets are available to make every flight an enjoyable experience.
**SEATS**

Comfort and performance: the TBM 900’s beautifully gadrooned seats reflect this combination.

Seats easily recline, allowing passengers to relax in generously sized, sculpted deep cushions with padded leather armrests.

**FITTINGS & STORAGE CABINETS**

Three configurations of storage cabinet are offered on both sides: a simple lower storage cabinet; the same equipped with a hard support on top for pilot’s case and a top storage cabinet. In addition, a lower storage cabinet equipped with a cooler, on right side only.
The Very FAST Turboprop

PROPELLER

The TBM 900’s five-blade composite propeller has been designed by Hartzell Propeller specifically to improve the takeoff distance, climb and cruise speed of the aircraft. The TBM 900 is also a quiet operator wherever it flies, with the propeller system helping continue the “airport-friendly” profile of Daher’s TBM aircraft family. Its noise level during takeoff is just 76.4 decibels, thereby meeting the latest international noise standards.

Just as Daher has a rich heritage in aircraft development and production, Hartzell Propeller’s roots go back to the early days of flying. The company traces its history to a 1914 relationship between pioneers Orville Wright and Robert Hartzell, which led to the manufacture of the first Hartzell propeller in 1917. Hartzell’s original designs were used for the Glenn Curtiss Company’s JN.4 Jenny.

Today, Hartzell propellers are produced using an innovative blend of sophisticated engineering analytics, certification skills and world-class manufacturing technologies. Its products are utilized on a full range of engines, including the PT6A powerplants that equip the entire TBM fleet.
POWER

The Daher TBM 900 is powered by a Pratt & Whitney Canada PT6A engine. This powerplant’s simple design offers easy maintenance, efficiency and low operational costs – and it is covered by one of the industry’s most extensive support networks.

PT6A variants are used in more than 100 different aircraft types. Proven in years of regional airliner and commercial aircraft operations – and with over 43,000 engines in the field that have accumulated more than 390 million flight hours, the PT6A is recognized as one of the most reliable aircraft power plants ever built.

The PT6A-66D model used on the Daher TBM 900 has a 1,825-horsepower thermodynamic rating – making it the most powerful PT6A built to date in such terms – and is flat-rated at 850 shaft horsepower. Its main components include: a multi-stage compressor (centrifugal and axial); a combustion chamber; a compressor turbine with an enhanced wheel; a first stage compressor with single crystal blades allowing higher interstage turbine temperature (ITT) operating limits; and an independent two-stage turbine driving the output shaft through a reduction gearbox.

Single-lever power control and auto-starter shutoff make the Daher TBM 900 one of the simplest PT6A-powered aircraft to manage.
The Daher TBM 900 benefits from everything that Daher has learned from the previous versions in the TBM family, while offering even greater speed, range and efficiency. It also has improved short field capabilities and, as a result, can be used on just about any general aviation runway.

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

With the Daher TBM 900, pilots can fly closer to their destinations while still carrying everything needed for the trip.

Approaching at only 90 KIAS or less, short runways or short unpaved surfaces accommodate the TBM 900 with ease. Its new five-blade Hartzell propeller reduces noise and improves takeoff performance. The availability of thrust reversal on the TBM 900 substantially improves safety margins over aircraft without these capabilities when flying into shorter airfields, allowing landing on extremely short strips and runways – safely using a distance of less than 1,500 ft.

The Daher TBM 900 can climb to its certified service ceiling of 31,000 ft. in just over 18 minutes when departing from sea level at its maximum takeoff weight.

This performance exceeds the vast majority of turboprops and some light jets, allowing the operator to climb faster above weather and to fly more of the trip at higher, more fuel efficient altitudes, reducing operating costs while at the same time enhancing passenger comfort.
RANGE

The Daher TBM 900 provides greater range and load carrying performance than light jets, particularly allowing for the likely limited availability of flight levels above FL310 (31,000 ft.) across most of the Continental United States and Western Europe.

- **NBAA reserve max cruise IFR range**
  with four adults on board: 1,290 NM
- **NBAA reserve long-range cruise**
  with four adults on board: 1,466 NM

Excellent load and passenger carrying capabilities allow four adults to travel more than 1,200 NM at a maximum cruise speed of 330 KTAS and flying at 31,000 ft. with NBAA reserves.

With cruise speeds up to 330 KTAS, the TBM 900 offers cruise speeds typical of light jets but with the efficiency of a single-engine turboprop.
To determine your range possibilities with a TBM 900, use the transparency on the following maps. This transparency reflects maximum range in ISA conditions, no wind with 45 min fuel reserve. It is a tool for indication only, and shall not be used for flight preparation or navigation purposes.
CRUISE SPEED

The Daher TBM 900 offers the cruising speed typical of a light jet but with the economy of a single-engine turboprop. Maximum cruise speed at 28,000 ft. in ISA conditions is 330 KTAS; at the TBM 900’s service ceiling of 31,000 ft., a cruise speed of 326 KTAS can be achieved.

This is one of the keys to the Daher TBM 900’s utility. Rather than having to fly at lower altitudes for speed or travel efficiency, the aircraft offers both exceptional performance and operating economy at its maximum cruise altitude.

Another important TBM 900 feature is its excellent performance at “high-teens” altitudes, offering cruise speeds exceeding 290 KTAS. This flexibility allows the pilot a range of options to maximize ground speed in cases of strong headwind at higher altitudes, or for shorter trips. The TBM 900 offers both better fuel consumption and performance than typical turboprops, as well as substantially better fuel consumption with equivalent performance to typical light jets.

TAKEOFF DISTANCE

Excellent short field performance and load carrying capabilities are designed into Daher’s TBM 900. While FAR Part 23 only requires ground roll to be used in calculating runway length needed, TBM published runway distances are based on the requirements to clear a 50 ft. obstacle – which provides an enhanced safety margin.

FUEL EFFICIENCY

The TBM 900 offers better fuel consumption and performance than typical turboprops, and is significantly better when compared to typical light jets with equivalent performance.
SHORT TAKEOFF 2,380 ft

FAST CLIMB 18'45 to FL 310

MAX CRUISE @ FL 280 330 kts

FAST LONG RANGE CRUISE @ 1,585 NM - IFR Range 290 kts
MAXIMUM CRUISE FLIGHT PROFILES

Power at maximum cruise, as defined in the Daher TBM 900 Pilot Operating Handbook:

- Takeoff weight includes the fuel required to complete the trip with the indicated number of passengers and fuel reserves.
- Flight time includes climb, cruise and descent. No allowances have been included 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.
LANDING PERFORMANCE

Thanks to its single-slotted flaps that span 71 percent of the wing, the TBM 900 can land at an approach speed of 85 kias on an 1,840-ft. (560-meter) runway at sea level and at maximum landing weight.

Opposite page:
The Daher TBM 900 of GL Aeroservices lands on the 2,133-ft. runway at Gustav III Airport on the Caribbean island of Saint Barthelemy.
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 900 takes off short.
### POWERPLANT - P&W Canada PT6A-66D turboprop

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thermodynamic power</td>
<td>1825 hp</td>
</tr>
<tr>
<td>Nominal power</td>
<td>850 shp</td>
</tr>
<tr>
<td>Usable fuel capacity</td>
<td>291 USG 1,100 liters</td>
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</table>

### INTERNAL DIMENSIONS

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum cabin width</td>
<td>3' 11.64&quot; 1.21 m</td>
</tr>
<tr>
<td>Maximum cabin length</td>
<td>13' 3.45&quot; 4.05 m</td>
</tr>
</tbody>
</table>

### LOADING

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic empty weight</td>
<td>4,629 lbs 2,097 kg</td>
</tr>
<tr>
<td>Maximum ramp weight (MRW)</td>
<td>7,430 lbs 3,370 kg</td>
</tr>
<tr>
<td>Maximum takeoff weight</td>
<td>7,394 lbs 3,354 kg</td>
</tr>
<tr>
<td>Maximum zero fuel weight</td>
<td>6,032 lbs 2,736 kg</td>
</tr>
<tr>
<td>Maximum payload</td>
<td>1,403 lbs 636 kg</td>
</tr>
<tr>
<td>Maximum payload with full fuel</td>
<td>891 lbs 404 kg</td>
</tr>
<tr>
<td>Maximum luggage in storage areas (4 seats)</td>
<td>507 lbs 230 kg</td>
</tr>
<tr>
<td>Maximum luggage in storage areas (6 seats)</td>
<td>330 lbs 135 kg</td>
</tr>
<tr>
<td>Maximum luggage volume (large net)</td>
<td>30 ¼ cu.ft 0.989 cu.m</td>
</tr>
</tbody>
</table>

### PERFORMANCE

(ISA conditions, MTOW, no wind)

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Cruising Speed at long-range settings</td>
<td>252 KTAS 467 km/h</td>
</tr>
<tr>
<td>Maximum cruise speed at 28,000 ft</td>
<td>330 KTAS 611 km/h</td>
</tr>
<tr>
<td>Time to climb to 31,000 ft</td>
<td>18 min., 45 sec.</td>
</tr>
<tr>
<td>Certified ceiling</td>
<td>31,000 ft 9,449 m</td>
</tr>
</tbody>
</table>

### DISTANCES

(ISA conditions, MTOW, no wind, 50 ft obstacle clearance)

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoff</td>
<td>2,380 ft 726 m</td>
</tr>
<tr>
<td>Landing</td>
<td>2,430 ft 741 m</td>
</tr>
</tbody>
</table>

### MAXIMUM RANGE

(ISA conditions, MTOW, no wind, one pilot, 45 min fuel reserve)

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>252 KTAS cruise speed</td>
<td>1,730 NM 3,304 km</td>
</tr>
<tr>
<td>290 KTAS cruise speed</td>
<td>1,585 NM 2,935 km</td>
</tr>
<tr>
<td>326 KTAS cruise speed</td>
<td>1,440 NM 2,666 km</td>
</tr>
</tbody>
</table>
BUILD YOUR TBM
Daher offers its customers the opportunity to personalize their TBM 900 - both externally and internally. Now it’s your turn to build your TBM!

**FIRST STEP** – Select a paint scheme among factory-standard paint schemes from the past or present, and choose the registration style, which can be painted or applied by decals.

**SECOND STEP** – Pick out the colors among 105 samples.

**THIRD STEP** – Decide on the interior’s composition – with eight standard leather shades, four carpet colors and add the final touch with a choice of metal fittings and wood or carbon trim options. Stitching, belts and cowling are harmonized with the selection. Combinations can be made between the different areas to reach the perfect harmony.

To help with color selection, a free “TBM 900 Interior” iPad application is available at the Apple Store.
PAINT PROCESS

All airframe elements (wings, fuselage, tailplane, control surfaces) receive a water-diluted primer coating for protection.

After fuselage assembly, the wings and all other main airframe components are brought together in the paint shop for customization based on the decoration and colors selected by the customer. To ensure the best quality, all parts are painted separately.

The painting process includes the several phases:

- Sanding is used to prepare the surfaces for a better paint adherence, while additional priming ensures corrosion protection
- The application of a matte base
- The finish paint according to the customer’s color selection with several layers of colors
- The application of lacquer to improve the final rendering

The average process for a standard paint scheme requires 72 hours from the first color application to the lacquer finish, with four hours of drying time after each application.
22510
Milouga silver

09010
Pure white
<table>
<thead>
<tr>
<th>STANDARD LEATHER SHADES</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLACK ONYX</td>
</tr>
<tr>
<td>DESERT DUST</td>
</tr>
<tr>
<td>MOCHA</td>
</tr>
<tr>
<td>MOOREA SAND</td>
</tr>
<tr>
<td>MOUSE GREY</td>
</tr>
<tr>
<td>POLYNESIAN PEARL</td>
</tr>
<tr>
<td>RIVERSTONE</td>
</tr>
<tr>
<td>SAFFRON</td>
</tr>
</tbody>
</table>
WOOD & CARBON TRIM

WOOD
TRIM WENGE
CARBON

METAL FITTINGS

BRUSH STAINLESS
GOLD

CARPET

ANTRACITE
NEFLIA
CHANVRE
MOUSE GREY
As the TBM 900 is the ultimate personal aircraft, Daher gives TBM customers the ability to make their airplane even more personalized.

**Interior:** As an option, TBM customers can benefit from 32 additional leather colors to enhance the cabin ambiance.

**Exterior:** In partnership with Scheme Designers (a world leader in aircraft paint scheme and vinyl decal designs), Daher provides assistance to owners for TBM painting and detailing with external paint schemes and colors that make an aircraft truly unique.
WORLD-CLASS SUPPORT
WORLD-CLASS SUPPORT

Daher’s TBM aircraft are designed, built and tested to operate safely and reliably throughout the world. When service, inspection and maintenance are required, service panels and doors are conveniently placed to provide technicians access to all systems – enabling them to complete necessary actions in the minimum time possible while using standard FAA or EASA repair procedures.

WARRANTIES, THE INDUSTRY’S BEST

Daher offers one of the industry’s best nose-to-tail warranties through the unique TBM Care Program (TCP).

<table>
<thead>
<tr>
<th>Component</th>
<th>Warranty Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airframe (excluding systems, major components and consumables*)</td>
<td>7 years or 3,500 hours of aircraft operation</td>
</tr>
<tr>
<td>PT6A Powerplant</td>
<td>5 years or 2,500 hours of aircraft operation</td>
</tr>
</tbody>
</table>
| Avionics | 5 years  
All Garmin equipment, L3 WX500 Stormscope, RA4500 radar altimeter and KN63 DME. |
| Systems | 5 years or 1,000 hours  
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. |
| Hartzell propeller | 5 years or 1,000 hours |

*consumables include brakes, tires, batteries etc.
TBM 900 CARE PROGRAM

With every new TBM 900, Daher provides customers with its TBM 900 Care Program (TCP) as part of the purchase package. This exclusive program gives the initial retail owner of a TBM 900 complimentary scheduled maintenance – including annual inspections – for the owner’s first five years or 1,000 hours of operation with the aircraft.

The TCP 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 (see below).

Pratt & Whitney Canada’s Eagle Plan also can be purchased from Daher – resulting in a warranty extension to seven years or 2,500 hours of operation for the TBM powerplant.
World Class support

Photo by Airborne Films
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 all aircraft maintenance requirements. CAMP implements customized aircraft recommended maintenance schedule (RMS). With the RMS 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 planning 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 200 hours or 12 months.

The complete TBM maintenance program is described in the TBM Maintenance Manual. All TBM Maintenance Manuals are available online for free to aircraft owners and operators at: www.mySOCATA.com, or via the innovative “MyTBMDocs” iPad application, which allows the operator to carry automatically-updated TBM maintenance, parts and pilot information manuals in flight.

If, after reviewing maintenance documentation, questions or concerns arise, the aircraft’s maintenance provider or Daher Airplane Business Unit Customer Support can be contacted at any time. While the manufacturer 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.
OPERATING COSTS

Comparison based on B&CA 2015 Operations Planning Guide for a new Daher TBM 900 without TBM Care Program (TCP)*.

*Costs in US Dollars per flight hour
World Class support

Photo by Peter Handley
TBM OPERATING COSTS ANALYSIS


(A) DIRECT COSTS OF DAHER TBM 900 OWNERSHIP

<table>
<thead>
<tr>
<th>REFERENCE</th>
<th>QUANTITY per hour</th>
<th>200 HOURS per year</th>
<th>400 HOURS per year</th>
<th>PERSONAL calculation</th>
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</thead>
<tbody>
<tr>
<td>FUEL</td>
<td>$4.71 per gallon (*)</td>
<td>60 gallons per Hour</td>
<td>$282.60</td>
<td>$282.60</td>
</tr>
<tr>
<td>OIL</td>
<td>Oil $17 per quart</td>
<td>1 quart every 15 hours</td>
<td>$1.13</td>
<td>$1.13</td>
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<tr>
<td><strong>Total cost under TCP (</strong>)**</td>
<td></td>
<td></td>
<td>$283.73</td>
<td>$283.73</td>
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(*) AirNav on 09-Dec-2015  (**) Please refer to terms & conditions of the TBM Care program

(B) COSTS TO ADD WITHOUT TCP

<table>
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<tr>
<th>REFERENCE</th>
<th>QUANTITY per hour</th>
<th>ACTIVITY 200 HOURS per year</th>
<th>ACTIVITY 400 HOURS per year</th>
<th>PERSONAL calculation</th>
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<tbody>
<tr>
<td>Scheduled maintenance</td>
<td>Labor $100 per hour</td>
<td>0.75 hour of labor</td>
<td>$75.00</td>
<td>$75.00</td>
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<tr>
<td>Parts</td>
<td></td>
<td></td>
<td>$20.00</td>
<td>$20.00</td>
</tr>
<tr>
<td>Scheduled calendar items</td>
<td>Landing gear</td>
<td></td>
<td>$5.00</td>
<td>$5.00</td>
</tr>
<tr>
<td>Gear actuators $10,000 per unit</td>
<td></td>
<td>$15.00</td>
<td>$7.50</td>
<td></td>
</tr>
<tr>
<td>Propeller overhaul $10,000</td>
<td></td>
<td>$8.33</td>
<td>$4.16</td>
<td></td>
</tr>
<tr>
<td>Hot section inspection $20,000</td>
<td></td>
<td>$11.43</td>
<td>$11.43</td>
<td></td>
</tr>
<tr>
<td>Engine overhaul $300,000</td>
<td></td>
<td>$85.71</td>
<td>$85.71</td>
<td></td>
</tr>
<tr>
<td>Consumable parts (e.g tires &amp; brakes)</td>
<td>Parts and labor</td>
<td></td>
<td>$7.17</td>
<td>$4.45</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>$227.64</td>
<td>$213.25</td>
</tr>
<tr>
<td><strong>Total per hour (A+B)</strong></td>
<td></td>
<td></td>
<td>$511.37</td>
<td>$496.98</td>
</tr>
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</table>
EASY TRAINING

IN THE USA

All initial TBM flight training in the Americas is provided through TBM’s training partner, Simcom International. Simcom utilizes two Level 5 flight training devices that are based on real TBM cockpits, in either EFIS/GNS 530 or G1000 configurations. Simcom’s headquarters in Orlando, Florida centrally positions the training center for TBM operators throughout North America, as well as for customers in Latin and Central America. Simcom also provides factory-approved maintenance training for the TBM family.

The G1000 TBM flight training device (FTD) has a high-resolution visual system and is configured with the TBM Garmin G1000 integrated avionics suite.

The TBM G1000 FTD’s visual system uses a Redifun RASTER XT image generator with a 172-deg.-wide field of view. This advanced 60-Hz visual system offers day/dawn, dusk/night or continuous time of day operation.

TBM initial training consists of the following:

a. Ground school training, which includes TBM systems knowledge tests;

b. Flight training device (FTD) training;

c. In-aircraft training;

d. 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 training tracks for a maximum of six days training.

Track one - Pilots with a minimum of 500 hours, but no turbine time

Track two - Pilots with 1,000 hours and turbine experience

Track three - Pilots with existing type ratings

More information is available at:
Tel: +1 866-361-9620
Website: www.simulator.com/turboprop/tbm/850-900
EASY TRAINING

IN EUROPE

All training requests outside the Americas are handled by Airways Formation – an authorized training organization based at Agen Airport (LFBA) in France. At Airways Formation, the training is provided “in aircraft” using the owner’s aircraft or a rented TBM. Airways Formation is approved by the European Aviation Safety Agency airworthiness authority to issue the TBM SET (Single-engine Turboprop) Class rating.

Ground training:
- Theoretical training (three to 4 ½ days, depending on TBM type) concluded by a written exam (75 percent pass mark, 50 MCQ).
- If G1000 training is required, a Garmin System Trainer (GST) is used to provide initial training and a skill test is also performed to confirm knowledge of the pilot on the Garmin system.
- Trainees also will receive a DVD/handbook for self-learning/training beforehand.

In-flight training:
- Practical training (flight training with a minimum of eight 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 knowledge and flying skills with the TBM. Whatever the license origin or skill level of the pilot is, training will be performed following the approved syllabus.

For more information:
Website: www.airways-formation.com

For more information and updates on training possibilities, contact:

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A GLOBAL NETWORK TO CARE FOR THE TBM

Take a powerful, reliable engine, a rugged airframe, advanced aerodynamics and a state-of-the-art glass cockpit. Combine that with global support services, mature technologies, the reputation of Daher and a 24-hour hotline.

The result: all TBM aircraft deliver outstanding dispatch reliability, with the best safety record in their class. Daher’s roots in aviation rely on more than century of expertise, ensuring the know-how to make the right technical choices.

To provide efficient support at remote locations, the Daher Airplane Business Unit technical support field staff is on-call 24/7.

TBM Support representatives are always available to answer phone calls and to help operators decide on the best course of action. In addition to online and cell phone support, 15 TBM service centers in North America – plus 15 others worldwide – provide the most complete service package in the industry.

The current list of TBM Authorized Service Centers is available from the website: www.tbm.aero/support-network.
MORE INFORMATION ON THE WEB SITE:
WWW.TBM.AERO
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