



## **The University of North Carolina takes delivery of its third Daher-built very fast turboprop aircraft: a TBM 940**

**Morrisville, North Carolina, USA, July 9, 2021** – Daher today announced the delivery of a TBM 940 to UNC Air Operations – the flight department for the UNC Hospital and the University of North Carolina (UNC) – bringing this customer’s fleet to three of the TBM-family very fast turboprop aircraft.

All three TBMs operate from the University of North Carolina’s flight department at Raleigh-Durham International Airport in Morrisville, North Carolina, and the combined fleet is expected to log approximately 1,000 hours annually. The top-of-the-line TBM 940 joins a TBM 850 that was received in February 2012, and a TBM 700C2 delivered in March 2011.

“UNC’s fleet expansion underscores this operator’s confidence in the TBM aircraft family and Daher’s support network, while also reflecting the advantages of our constant improvement strategy – which has evolved the very fast turboprop aircraft to our current TBM 940 and TBM 910 versions,” commented Nicolas Chabbert, the Senior Vice President of Daher’s Aircraft Division. “We’re proud that a highly-respected operator such as the University of North Carolina has once again chosen the TBM for a fleet that transports doctors, hospital personnel, university administrators, and coaches for its sports teams.”

UNC Air Operations was created in 1968 to assist UNC Hospital’s medical outreach to underserved areas of North Carolina. This aviation service makes it possible for the hospital’s faculty to reach very remote sites in the state on a daily basis while maintaining a full slate of professional activities. These destinations include North Carolina’s nine Area Health Education Centers (AHECs), along with community hospitals, health departments and universities.

Gordon Kramon, the Director of UNC Air Operations and a TBM pilot, explained: “When we considered the need to replace an aircraft in our fleet, the choice of the TBM was obvious. Our passengers love the comfort of the cabin, and our pilots love the way they fly. The TBM’s reliability has been nearly flawless, and the cost of operation is easily justified when compared to alternative means of travel. The HomeSafe™ emergency autoland system, which is in the new TBM 940, is a game changer; its added safety is unprecedented. After 49 years of flying, these birds still wow me.”

**About Daher – [www.daher.com](http://www.daher.com)**

Daher is an aircraft manufacturer and an industry and service equipment supplier. Daher asserts its leadership in three main businesses: aircraft manufacturing, aerospace equipment and systems, logistics and supply chain services; and achieved a turnover of 1.2 billion euros in 2018. With the stability provided by its family ownership, Daher has been committed to innovation since its creation in 1863. Present in 13 countries today, Daher is a leader in Industry 4.0 – designing and developing value-added solutions for its industrial partners.

Daher also is on social networks:

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**About Daher's aircraft product line – [www.kodiak.aero](http://www.kodiak.aero) / [www.tbm.aero](http://www.tbm.aero)**

Daher manufactures two families of single-engine turboprop airplanes: the Kodiak utility aircraft in Sandpoint, Idaho, USA, and the very fast pressurized TBM in Tarbes, France.

The Kodiak 100 Series III is an unpressurized 8-10-seat airplane equipped with Garmin's G1000 NXi avionics, capable of operating on uneven and unimproved runways, or on water in the amphibious version. Its unique combination of robust construction and remarkable 3,530 lb. useful load has resulted in many additional applications for the Kodiak, including special missions, medevac, as a skydiving platform and more.

Current TBM models in production are the TBM 910, equipped with Garmin's G1000 Nxi avionics system, controlled by a keypad; and the TBM 940, featuring Garmin's G3000 avionics with touchscreen controller autothrottle, and HomeSafe™ emergency autoland system. Both models offer increased automation and superior performance – a maximum cruise speed of 330 kts. – and high efficiency with a 1,730-naut. mi. maximum range and a fuel consumption of 37 U.S. gallons per hour at economy cruise.

As of December 31, 2020, a total of 280 Kodiak and 1,018 TBM aircraft were delivered to international owners and operators, with the global fleet accumulating some 2 million flight hours.

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## TBM 910 & TBM 940 COMMON FIGURES

### POWERPLANT

Type:	P&W Canada PT6A-66D turboprop	
Thermodynamic power	1825 hp.	
Nominal power	850 shp.	
Usable fuel capacity	291 US gal.	1,100 liters

### 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.

### LOADING

Basic empty weight	4,629 lb.	2,097 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 full fuel:	891 lb.	404 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):	30¼ cu. ft.	0.989 cu. m.

### PERFORMANCE (ISA conditions, MTOW, no wind,)

Maximum 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.		18 min. 45 sec.
Certified ceiling	31,000 ft.	9,449 m.

### RUNWAY DISTANCES (ISA conditions, MTOW, no wind, 50 ft. obstacle clearance)

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

Max. range with max. fuel (ISA, MTOW, no wind, one pilot, 45 min fuel reserve) @ 31,000 ft.

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

### Suggested prices for 2021 delivery

TBM 910 with standard Equipment	\$3,990,265
TBM 910 with Special 'Elite' Package	\$4,226,915

TBM 940 with standard Equipment	\$4,360,940
TBM 940 with Special 'Elite' Package	\$4,575,004

The University of North Carolina receives its third TBM: a TBM 940 version

**TBM**

