DAHER TBM 910
ESSENTIAL GUIDE
THE VERY FAST TURBOPROP

Photo by Maxime Fourcade
THE VERY FAST TURBOPROP

The TBM 910 benefits from the same range, performance and technical features that have contributed to the TBM 900’s success in Daher’s six-passenger pressurized single-engine turboprop aircraft product line. This TBM version:

- Carries six adults on board;
- Has a large, quiet, air-conditioned, luxury cabin;
- Climbs to 31,000 ft in as little as 18 minutes;
- Flies over 1,585 NM with NBAA IFR reserves;
- Can slip into a 2,100 ft strip or a mountain runway.

There are three main differences between the two models:

- The TBM 910’s new Garmin G1000 NXi all-glass integrated flight deck, which replaces the predecessor G1000 configuration;
- Cabin interior enhancements with new seat shapes and additional fittings, which are identical to the high-end TBM 930 version.

The Garmin G1000 NXi combines high-resolution display design with state-of-the-art processors. These improvements provide a faster boot up and software loading, while enabling the system to manage more aviation data and maps (such as visual approach plates).
A NEW SPEED MACHINE

With a maximum cruising speed of 330 kts (380 mph - 611 km per hour) the Daher TBM 910 is as fast as its TBM 900 predecessor.

Speed means you can quickly fly distances across a continent and have enough time at destination for business or pleasure. It helps you to cope with a busy agenda. With thousands of destinations accessible in less than 2 hours, the TBM makes travel easy.

Speed is of the essence with the TBM!
THE VERY FAST TURBOPROP

Photo by Maxime Fourcade
The Daher TBM 910 features Garmin’s G1000NXi, the new version of the G1000 system which is so popular with general aviation pilots. The NXi offers pilots a state-of-the-art flight display design enhanced by powerful processors. This hardware architecture support faster map rendering and smoother panning throughout the displays, wireless cockpit connectivity (including wireless database updates) using Garmin Flight Stream FS 510, map overlays on the Horizontal Situation Indicator. This puts a wealth of data at the TBM 910 pilot’s fingertips.

The Garmin G1000 NXi combines high-resolution display design with state-of-the-art processors. These improvements provide a faster boot up and software loading, while enabling the system to manage more aviation data and maps (such as visual approach plates).

Other advantages are the enhanced situational awareness and improved cockpit connectivity that allows wireless transfer of aviation databases from the Garmin Pilot app on a mobile device to the G1000 NXi system. Additionally, an enriched “feel” with the flight deck’s new keyboard joystick gives more accurate panning and fluid navigation on the multi-function display pages.
THE VERY FAST TURBOPROP

Photo by Maxime Fourcade
The Daher TBM 910 benefits from a concentration of innovation, technology and safety improvements that can be compared to bringing an “e-copilot” into the cockpit to reduce the pilot’s workload. These innovations reflect Daher’s policy of constant improvement, which offers TBM customers the latest technology available for the optimized use of their aircraft, including:

- An Angle of Attack (AOA) sensor with visualization on the cockpit’s Primary Flight Display electronic instruments;
- 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 alerts for stall, overspeed, landing gear extension and oxygen mask use. These alerts replace aural sounds for better warning identification;
- Stick-shaker, a mechanical device to rapidly and noisily vibrate the control yoke to warn the pilot of an imminent stall.

In addition, Daher includes the L-3 Lightweight Data Recorder from L-3 Aviation Products as standard equipment on the TBM 930 for voice and flight data recording. This 5 lb.-category system has become an industry reference for general aviation and executive aircraft, as well as for helicopters.
Photo by Maxime Fourcade
THE VERY FAST TURBOPROP

PILOT FRIENDLY

The Daher TBM 910 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 300 amp starter generator enables the TBM 910 to start almost twice as fast as its predecessors, while an automatic starter cutoff reduces pilot workload during the startup sequence. The lower section of the cockpit 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 910 is the most ergonomic and easiest TBM to fly!
THE VERY FAST TURBOPROP
The Daher TBM 910 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 a large baggage area capable of holding over 500 lb. (230 kg.) of cargo that includes business equipment, skis, golf clubs, etc. The pilot door comes standard, and makes boarding easy.
THE VERY FAST TURBOPROP

Photo by Thomas Jullien
At long-range cruise speed with four people on board, the TBM 910 can reach a maximum range of 1,730 NM.

In routine operations, the TBM 910 offers tremendous “legs” for its operators – consistently enabling trips of 1,200 NM at altitudes high enough to clear weather below, with 1.5 hours of reserve. This means you can fly direct on most of the typical business trips within continents. And those with an adventurous spirit are able to explore new destinations in their TBM. The ultimate aviator’s challenge: being to fly your own aircraft around the world.
The TBM 910 defines reliability in the skies! Incorporating a variety of aluminum and steel alloys, titanium, as well as advanced composite materials, the TBM 910 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 minimize repair-cycle times. The TBM 910 is fully certified and available today worldwide – direct from the factory, or from Daher’s comprehensive network of distributors, with support from a worldwide organization of TBM service centers.
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 910 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 910 – reflecting the advanced aerodynamic research that went into making Daher’s TBM 910 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, the TBM 910’s 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.
All TBM aircraft have been designed to provide a smooth ride, comfortably flying passengers over the weather and at high cruise altitudes. The TBM 910 makes no exception. Noise levels are kept low in the spacious cabin. Stylish seats are fully adjustable and provide ample legroom for long trips.

The TBM 910 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 to achieve high-end 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.
FITTINGS & STORAGE CABINETS

Three configurations of storage cabinets are offered on both sides of the forward cabin area:
- A simple storage cabinet;
- The same cabinet with hard support on top for pilot’s case
- A top storage cabinet.
SEATS

All seats are equipped with adjustable backrests and folding armrests, while passengers can also take advantage of a large folding table in the center cabin. Finishing touches for the model year 2017 TBM 910 include a mix of curves and horizontal stitching, adding to the overall sports-car feel and the sensation of speed.

CABIN AMENITIES

Cabin lighting consists of dome lights, baggage compartment lights, access stair lighting, and individual reading lights at all seats. Keeping connected and entertained is enhanced by two 14/24 Volt power outlets with a USB interface on each side, iPod linkup, and SiriusXM satellite music or radio. Many optional storage cabinets are available to make every flight an enjoyable experience.
ELITE PRIVACY COMPARTMENT

TBM 910 also is configured to accommodate the “Elite Privacy” enclosure – a quick-change option that integrates a lavatory area in the TBM’s aft fuselage. It serves as a bench-type seat with a low divider wall when not in use during flight, and converts to a fully private toilet compartment at the touch of a button.
The TBM 910’s five-blade composite propeller has been designed by Hartzell Propeller specifically to improve the aircraft’s takeoff distance, climb and cruise speed. The TBM 910 is also a quiet operator wherever it flies, with the propeller system continuing the Daher TBM aircraft family’s “airport-friendly” profile. Its sound 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 910 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 910 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 910 one of the simplest PT6A-powered aircraft to manage.

Photo by Pratt & Whitney Canada
PILOT'S CORNER

FLYING FAST

The Daher TBM 910 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 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 910, 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 910 with ease. Its new five-blade Hartzell propeller reduces noise and improves takeoff performance. The availability of thrust reverse on the TBM 910 substantially improves safety margins compared to 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 910 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 while flying at 31,000 ft. with NBAA reserves.

With cruise speeds up to 330 KTAS, the TBM 910 offers cruise speeds typical of light jets but with the efficiency of a single-engine turboprop.

The TBM 910 offers better fuel consumption and performance than typical turboprops, and is significantly better when compared to typical light jets with equivalent performance.
To determine your range possibilities with a TBM 910, 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.
PILOT'S CORNER

The Daher TBM 910 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.

CLIMB PERFORMANCE

Excellent short field performance and load carrying capabilities are designed into Daher's TBM 910. While FAR Part 23 only requires ground roll to be used in calculating runway length needed, the TBM-published runway distances are based on the requirements to clear a 50 ft. obstacle – which provides an enhanced safety margin.

TAKEOFF DISTANCE

The Daher TBM 910 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.
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
CRUISE SPEED

The Daher TBM 910 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 910’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 910’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 910 feature is its excellent performance at “high-teens” altitudes, offering cruise speeds exceeding 290 KTAS. This flexibility opens a range of options for pilots to maximize ground speed when strong headwinds are encountered at higher altitudes, or on shorter trips. The TBM 910 offers better fuel consumption and performance than typical turboprops, as well as substantially better fuel consumption with equivalent performance to typical light jets.

Maximum cruise flight profiles are calculated with recommended power at maximum cruise, as defined in the Daher TBM 910 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 910 can land at an approach speed of 85 kts. on an 1,840-ft. (560-meter) runway at sea level and at maximum landing weight.

Caption:
Opposite page:
GL Aeroservices's TBM 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 910 takes off using short runway distance.

- ISA +30°C
- Runway Distance Takeoff: 4,185 ft.
- Airport Elevation: 8,000 ft.
- Certified Ceiling: 31,000 ft.
**POWERPLANT** - P&W Canada PT6A-66D turboprop

- Thermodynamic power: 1,825 hp.
- Nominal power: 850 shp.
- Usable fuel capacity: 291 US gal. (1,100 liters)

**EXTERNAL DIMENSIONS**

- Wingspan: 42.10 ft. (12.833 m.)
- Height: 14.29 ft. (4.355 m.)
- Length: 35.22 ft. (10.736 m.)
- Wheel base: 9.56 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 sq. 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. (153 kg.)
- Maximum luggage volume (large net): 30½ 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 (3,304 km)
- 290 KTAS cruise speed: 1,585 NM (2,935 km)
- 326 KTAS cruise speed: 1,440 NM (2,666 km)
BUILD YOUR TBM

Daher offers its customers the opportunity to make their TBM very personalized – 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 new “TBM 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;
• A matte base is applied;
• The finish paint is applied according to the customer’s color selection with several layers of colors;
• Lacquer is applied 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.
TBM 910 2017 STANDARD PAINT SCHEME

14705 013B
Cobalt Blue

14 72 9017B
Socata White
Visit the www.tbm.aero website to review the different color harmonies.
**INTERIOR SELECTION**

The various areas that can be customized to create the TBM interior are identified in this page. Stitching and belts are harmonized with the seat cover color selected. Combinations can be made between the different areas to reach the perfect interior design.

**STANDARD LEATHER SHADES**

- BLACK ONYX
- DESERT DUST
- METEOR GRAY
- MOCHA
- MOOREA SAND
- POLYNESIAN PEARL
- RIVERSTONE
- SAFFRON
WOOD & CARBON TRIM

- WOOD WALNUT
- STUDIO-WENGE
- WOOD WENGE
- CARBON
- WOOD WENGE
- CARBON
- CARBON TRIM
- CARPET
- BRUSHED ALUMINUM
- FLAT BLACK METAL
- GOLD METAL
- POLISHED ALUMINUM
- STUDIO-ALUMINIUM BROSSE
- METAL FITTINGS

- ANTHRACITE
- TAUPE
- CHANVRE
- MOUSE GREY
- CARPET
PRE-SELECTED HARMONIES

Pre-selected harmonies for the TBM interior are illustrated below. Full description is available on request.
MAKING THE TBM MORE PERSONALIZED

As the TBM 910 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, original shades for belts and stitching 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.
Belt colors are harmonized with seat cover leather or can be personalized.

Customized stitching is available as an option.

Black Diamond harmony is a combination of black onyx leather with red stitching.
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.

<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>
<tr>
<td>Avionics</td>
<td>5 years All Garmin equipment, L3 WX500 Stormscope, RA4500 radar altimeter and KN63 DME.</td>
</tr>
<tr>
<td>Systems</td>
<td>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</td>
</tr>
<tr>
<td>Hartzell propeller</td>
<td>5 years or 1,000 hours</td>
</tr>
</tbody>
</table>
TBM CARE PROGRAM

With every new TBM 910, customers who select the ‘Elite’ package with the TBM 910 are provided with Daher’s TBM Care Program (TCP) as part of the purchase. This exclusive program gives the initial retail owner of a TBM 910 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 can also be purchased from Daher – resulting in a warranty extension to seven years or 2,500 hours of operation for the TBM powerplant.
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 a 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 aircraft maintenance planning 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 for a new TBM 910 without TBM Care Program (Source B&CA 2016 - Purchase planning guide)
Costs in U.S. dollars per flight hour

<table>
<thead>
<tr>
<th></th>
<th>Periodic costs</th>
<th>Fixed costs</th>
<th>Fuel cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daher TBM 910</td>
<td>$800.00</td>
<td>$600.00</td>
<td>$400.00</td>
</tr>
<tr>
<td>Twin turboprop</td>
<td>$1,000.00</td>
<td>$1,200.00</td>
<td>$1,400.00</td>
</tr>
<tr>
<td>Light jet</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## TBM OPERATING COSTS ANALYSIS

Calculation established for a new Daher TBM 910. Costs in U.S. dollars per flight hour

### (A) DIRECT COSTS OF DAHER TBM 910 OWNERSHIP

<table>
<thead>
<tr>
<th>ITEM</th>
<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>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FUEL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$4.17 per gallon (1)</td>
<td>60 gallons per Hour</td>
<td>$250.20</td>
<td>$297.11</td>
<td></td>
</tr>
<tr>
<td><strong>OIL</strong></td>
<td>Oil $18.57 per quart</td>
<td>1 quart every 15 hours</td>
<td>$1.24</td>
<td>$1.24</td>
<td></td>
</tr>
<tr>
<td><strong>Total cost under TCP (2)</strong></td>
<td></td>
<td></td>
<td>$251.44</td>
<td>$251.44</td>
<td></td>
</tr>
</tbody>
</table>

(1) Average US price from AirNav Fuel Survey April 11, 2017. (2) Please refer to terms & conditions of the TBM Care program

### (B) COSTS TO ADD WITHOUT TCP

<table>
<thead>
<tr>
<th>ITEM</th>
<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>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scheduled maintenance</strong></td>
<td>Labor $100 per hour</td>
<td>0.75 hour of labor</td>
<td>$75.00</td>
<td>$75.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parts</td>
<td></td>
<td>$20.00</td>
<td>$20.00</td>
<td></td>
</tr>
<tr>
<td><strong>Scheduled calendar items</strong></td>
<td>Landing gear</td>
<td></td>
<td>$5.00</td>
<td>$5.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Gear actuators  $10,000 per unit</td>
<td></td>
<td>$15.00</td>
<td>$7.50</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Propeller overhaul $10,000</td>
<td></td>
<td>$8.33</td>
<td>$4.16</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hot section Inspection $20,000</td>
<td></td>
<td>$11.43</td>
<td>$11.43</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Engine overhaul $300,000</td>
<td></td>
<td>$85.71</td>
<td>$85.71</td>
<td></td>
</tr>
<tr>
<td><strong>Consumable parts (e.g. tires &amp; brakes)</strong></td>
<td>Parts and labor</td>
<td></td>
<td>$7.17</td>
<td>$4.45</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>$227.64</td>
<td>$213.25</td>
<td></td>
</tr>
<tr>
<td><strong>Total per hour (A+B)</strong></td>
<td></td>
<td></td>
<td>$479.08</td>
<td>$464.698</td>
<td></td>
</tr>
</tbody>
</table>
EASY TRAINING

IN THE USA

Factory-approved initial TBM flight training in the Americas is provided through TBM’s partner, Simcom International. Simcom utilizes three 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 pilots with U.S. licenses.

Simcom also provides factory-approved maintenance training for the TBM family.

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: http://www.simulator.com/turboprop/tbm/700
EASY TRAINING

IN EUROPE

Factory-approved initial TBM flight training outside the Americas is offered by two Approved training organizations (ATO) in France, certified by the European Aviation Safety Agency (EASA),

- SIM Aero, at Tarbes-Lourdes-Pyrenees airport (LFBT),
- Airways Formation – an aviation training organization based at Agen airport (LFBA)

The training is provided “in aircraft,” using the owner’s aircraft or a rented TBM.

Both 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 with a minimum passing score of 75 correct answers out of a 100 question multiple choice questionnaire.
- 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 training kit for self-learning/training beforehand.

In-flight training:

- Practical training (flight training with a minimum of ten 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 and updates on training possibilities, contact:

Caroline Van Berkel, Customer Relations
Email: c.van-berkel@daher.com
Tel. +33 5 62 41 77 37
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. 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, 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 INFORMATIONS ON THE WEBSITE:
WWW.TBM.AERO
CONTACTS / CREDITS / DISCLAIMER

Editing:
Jeff Lenorovitz (The InfoWEST Group)

Photo credits:
Airborne Films, Association Heritage Avions Morane-Saulnier SOCATA, Ian Billinghurst, Guy Brochot, Paul Brou, Laurent Crassous, David Eyre, Mike Fizer, Maxime Fourcade, Sylvain Gardères, Robert Goyer, Peter Handley, Erik Hildebrandt, Thomas Jullien, MGA, Chad Kreig, Hubert de Malherbe, Camellia Menard, Alexandre Paringaux (Zéphyr Editions), Craig Peyton, Hervé Piraud, Matthieu Pradinaud (Airborne Films), SimCom, Dave Spurdens, Peter Stratton, Philippe Stroppa, Katsuhiko Tokunaga, Jean-Marie Urlacher, Steve Walenz, Richard G. Winwood.

Special graphics:
Patrice Vlau, Alban Dury

Disclaimer:
This book is a non-contractual document and for information only. Daher reserves the right to revise all information presented in this document whenever occasioned by product improvements, government regulations or other good cause.

DAHER AIRPLANE BUSINESS UNIT
Headquarters, production and final assembly facility
Aéroport de Tarbes-Lourdes-Pyrénées
65521 Tarbes Cedex 9 – France
Telephone: +33 (0)5 62 41 77 88

U.S. headquarters and service center
601 NE 10th Street –
Pompano Beach, FL 33060 – USA
Telephone: +1 (954) 993-8477

www.tbm.aero