



**TBM**  
**940** • **ESSENTIAL GUIDE**

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**TBM**





# ***SPEED IS ONLY A PART OF THE EQUATION***

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Daher's TBM 940 offers the ultimate developments in avionics and comfort for a general aviation aircraft. As an evolution of the TBM 900 and of the TBM 930, the TBM 940 retains the airframe commonality with its predecessors – including the Pratt & Whitney Canada PT6A-66D powerplant – while opening a new era by offering an enhanced human-machine interface environment for pilots and providing more comfort to its passengers – a perfect match with the TBM very fast turboprop aircraft's legendary superior performance.

Wherever it flies, Daher's TBM 940 gets there faster, with speeds of 330 kts. with 380 mph.

The aircraft's speed enables the TBM 940 to quickly fly distances across a continent, providing enough time at the destination for business or pleasure. It helps owners and operators to cope with their busy

agendas. With thousands of destinations accessible in less than two hours, the TBM makes travel easy. Speed is of the essence with the TBM!

At long-range cruise speed with four people on board, the TBM 940 can reach a maximum range of 1,730 nm. In routine operations, the TBM 940 offers tremendous "legs" for its operators – consistently enabling trips of 1,200 NM. at altitudes high enough to clear the weather below, with 1.5 hours of reserve. This is true efficiency!

It enables a typical business trip to be flown direct on most of the key flight segments within continents. And those with an adventurous spirit can explore new destinations in their TBM, bringing the world within reach.



# ***YOUR TBM E-COPILOT IS ALWAYS WITH YOU***

**TBM<sup>®</sup>**  
**E-COPILOT**

**HOME** **SAFE<sup>™</sup>**

The TBM 940 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.

The TBM 940 most recent addition is the HomeSafe™, an emergency system which automatically returns the plane to a runway if the pilot becomes incapacitated.

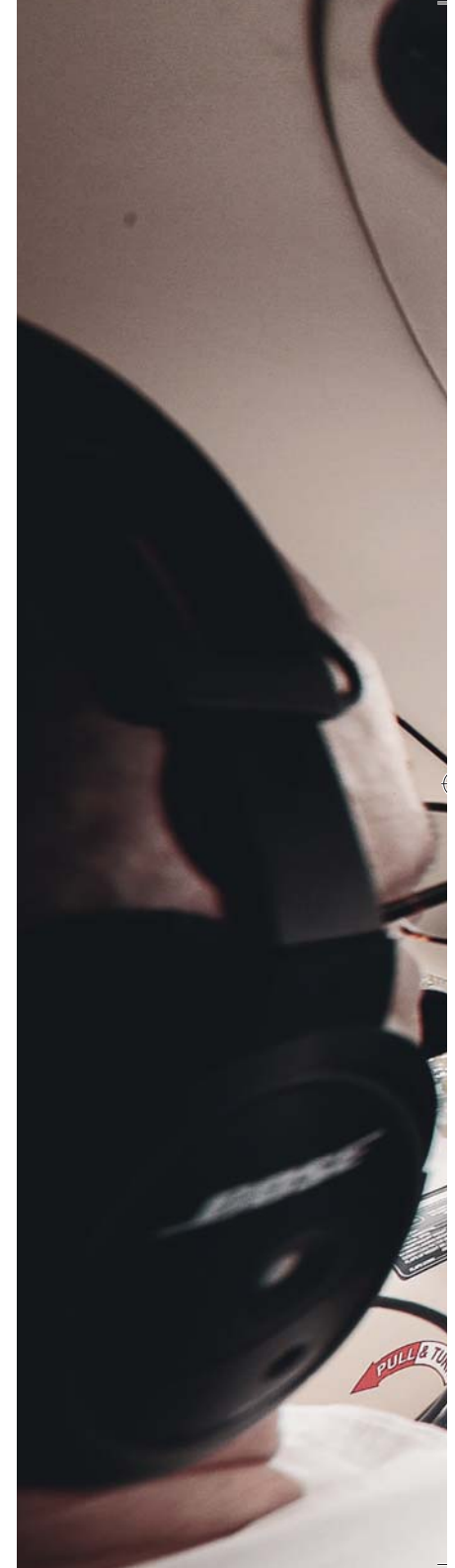
Based on Garmin’s Emergency Autoland system available as a part of the G3000 integrated flight deck, HomeSafe™ combines the systems already installed on the airplane such as the autopilot and autothrottle. Several new equipments have been added such as electrical relays to enable automatic activation of the flaps, landing gear and landing lights. An emergency automatic braking system, activated by a Garmin servo control complements the standard braking system, with a new hydraulic fluid tank, and a fuel shut-off valve to stops the engine by cutting the fuel supply after landing.

The system is activated manually by an easy recognizable button on top of the flight deck panel. Its software integrates weather, traffic and terrain information to select the most appropriate airport for landing.

With HomeSafe™, the TBM e-Copilot, built-in engine safeguards and automatic transmission of data back to the manufacturer after each flight, the TBM 940 redefines the level of safety and reliability in its class.

TBM e-copilot® includes the following features:

- 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;
- The stick-shaker, a mechanical device to rapidly and audibly vibrate the control yoke to warn the pilot of an imminent stall;
- The Emergency Descent Mode (EDM) function is to prevent accidents from hypoxia-induced incapacitation, upon sensing a cabin altitude above 11,500 feet, the airplane’s EDM kicks in—the airplane automatically pitch down and descends to 15,000 feet, while the transponder squawks 7700.







# AUTOMATION MAKES IT EASY

The Daher TBM 940, the latest member of the family of very fast single-engine turboprop aircraft increases automation in the cockpit to reduce pilot's workload, enhancing safety and performance.

The main feature of the TBM 940 is an automated throttle – the first ever installed on a production turboprop aircraft in the TBM weight category. The autothrottle integrated system automates the engine power control and monitoring. Fully integrated with the autopilot and linked to a smart engine gauge on the Garmin G3000 integrated flight deck, this single power lever can be used from climb-out to landing approach.

The large and new autopilot controller, the GMC 7II AT, decreases the pilot's workload with new Autopilot modes such as selection of vertical speed (VS) or indicated airspeed (IAS).

During the climb phase, the pilot no longer needs to adjust continuously the throttle to reach the optimum torque. Climb to cruise transitions as well as settings with inertial separator activated are anticipated and smoothed by the autothrottle system.

It also optimizes the cruise, adjusting automatically to the mode selected or to the active user's profile settings.

During the descent and approach phase, the speed control mode allows to hold the approach path more accurately than following the angle of attack (AoA) indicator.

User profiles can be selected for a whole flight from climb to approach, managing vertical navigation and the autothrottle system. Thus the TBM 940 is able to handle complex approaches with altitude and speed constraints.

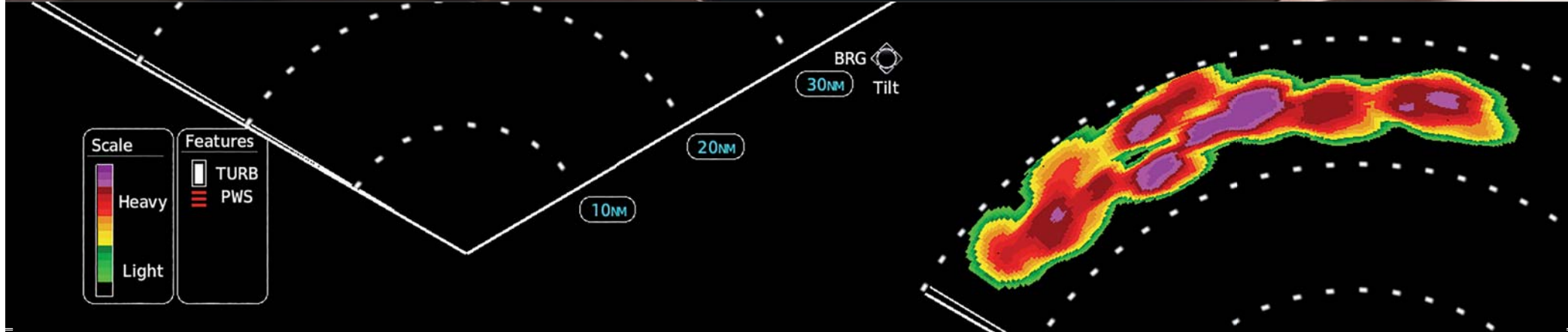
The autothrottle definitely improves safety through the engine protection. The autothrottle algorithm continuously monitor the engine parameters and protect the engine independently whatever the system is engaged or not.

In addition, the engine parameters monitoring are now displayed on an intuitive smart single engine indicator when reaching the limit with different color codes (Green, amber and red) for Torque, ITT and NG.

Welcome to the ultimate user-friendly cockpit!







# ENHANCED WEATHER TRACKING

New in the TBM 940 model Year 2020 cockpit is the GWX 75 weather radar. It provides pilots with a source of on-board weather information to assist in the analysis of convective weather threats, which aids in situational awareness and helps reduce aircraft operational costs. Pilots can tailor a unique weather picture on each individual display in the cockpit, offering superior customization. A 16 colors high-definition palette also helps pilots more easily interpret the severity of an individual storm cell or multiple storm cells in an area, which can incorporate four-times more color contouring than typically displayed by other weather radars on the market.

Boasting a solid-state design, the GWX 75 offers reduced power consumption and extended life compared to earlier generation, magnetron-based weather radars. The GWX 75 offers a range of 320 nautical miles, horizontal scan angles of up to 120 degrees and to focus on an area of interest, pilot-adjustable sector scanning. The GWX 75 also retains vertical scan capabilities, which allows the pilot to focus on storm tops, gradients and storm cell build-up at various altitudes.

Utilizing the GWX 75, pilots can more confidently navigate around challenging weather with optional features such as Doppler-enabled turbulence detection and ground clutter suppression. Turbulence detection identifies turbulence in air containing

certain particulates, such as precipitation. Ground clutter suppression allows the GWX 75 to separate radar ground returns and remove them from the display.

Additionally, Garmin's exclusive WATCH® (Weather Attenuated Color Highlight) helps to identify shadowing effects of short-range cell activity and highlights areas where radar returns are weakened or attenuated by intense precipitation to allow for more precise weather interpretation.



1.05

# INTEGRATED AVIONICS

The heart of the TBM 940 is Garmin's G3000 integrated avionics system. Powered by a state-of-the-art processor offers a fast start-up and a host of functions. Three 12-inch ultra-high-resolution displays (1920 x 1200 pixels) provide an enhanced perspective view of terrain features, obstacles and traffic – all shown in relative proximity to the aircraft. The displays' split-screen functionality enables separate vertical pages to be viewed side-by-side, helping the TBM pilot to manage screens by priority that best suits each phase of flight. As examples, this allows the simultaneous display of airway charts and approach plates; satellite weather and flight planning pages; and traffic, radar or terrain alerts. By centralizing data entry in one easy-to-access location, the Garmin G3000 takes flight deck management to an entirely new level – providing more focused control for pilots.

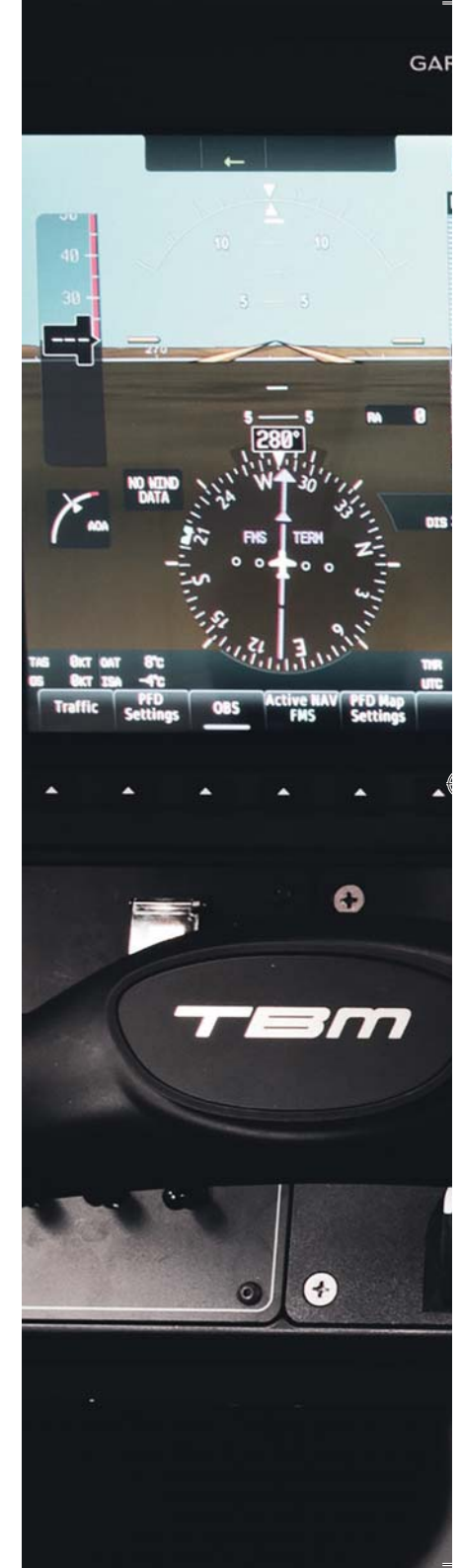
With an extended 16:9 width-to-height ratio, the G3000's all-purpose GDU 1250W displays can function either as a primary flight display (PFD) or multi-function display (MFD) – or in reversionary mode as both.

When used as the pilot's PFD, the high-resolution screens provide excellent situational awareness with

the Garmin SVT™ Synthetic Vision Technology – with enhanced 3-D perspective topography displaying a realistic view of ground and water features, obstacles and traffic. Everything is there to help the pilot visualize what lies beyond the nose of the TBM, even in marginal weather conditions. In addition, a large inset map allows more traffic and terrain/obstacle data to be accommodated on the primary flight display for even better situational awareness. The G3000's graphical synoptics for airframe, electrical and fuel systems offer easy monitoring and faster troubleshooting. Higher-resolution displays allow enhanced viewing and management of multiple sensor inputs – thus making the multi-functional displays even more multi-functional.

Daher TBM 940 cockpit's central console benefit from backlighting providing enhanced visibility at night for the manual trim, power lever, flaps lever and override controls.

The TBM 940's high-definition display screens are teamed with the latest software version (v20.85) that brings higher processing power. Informative messages from the crew alerting system (CAS) are now displayed in white for easier distinction from messages of caution (yellow) and warning (red).





# CONNECTED COCKPIT

The TBM 940 is equipped to be fully connected with the environment.

**Flight Stream 510:** This patented memory card contains Wi-Fi and Bluetooth® connectivity capability. It streams information wirelessly via ConnexT® link in real time between G3000® and compatible mobile devices running the Garmin Pilot™ or ForeFlight Mobile apps.

This functionality enables advance flight planning to be performed on an iPad®, tablet or other smart device – at home or in the office – with the data wirelessly loaded into the aircraft at the airport. Pilots also can update databases by simply collecting all the information on a mobile device, followed by the data transfer to the aircraft's avionics suite once at the airport.

**Transponder options:** On the TBM 940, the GTX 345 all-in-one transponder solution provides for ADS-B "Out" and "In." The 1090 MHz ADS-B "Out" enables operation at any altitude in airspace around the globe, with the Mode S Extended Squitter (ES) transponder and optional WAAS/GPS position source in a single unit. It provides access to dual-link ADS-B "In" traffic, weather, GPS position and backup attitude via ConnexT® link to Garmin Pilot™ and ForeFlight Mobile apps, as well as some portable devices.

The extra-precise GPS position reference meets the traffic monitoring requirements of ADS-B can be provided either by the WAAS/SBAS-compliant navigation system.

The ADS-B weather link is continuously broadcast 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 the countries where a diversity antenna is required, GTX 345 can be replaced by GTX 345D, which is ADS-B "Out" compliant.

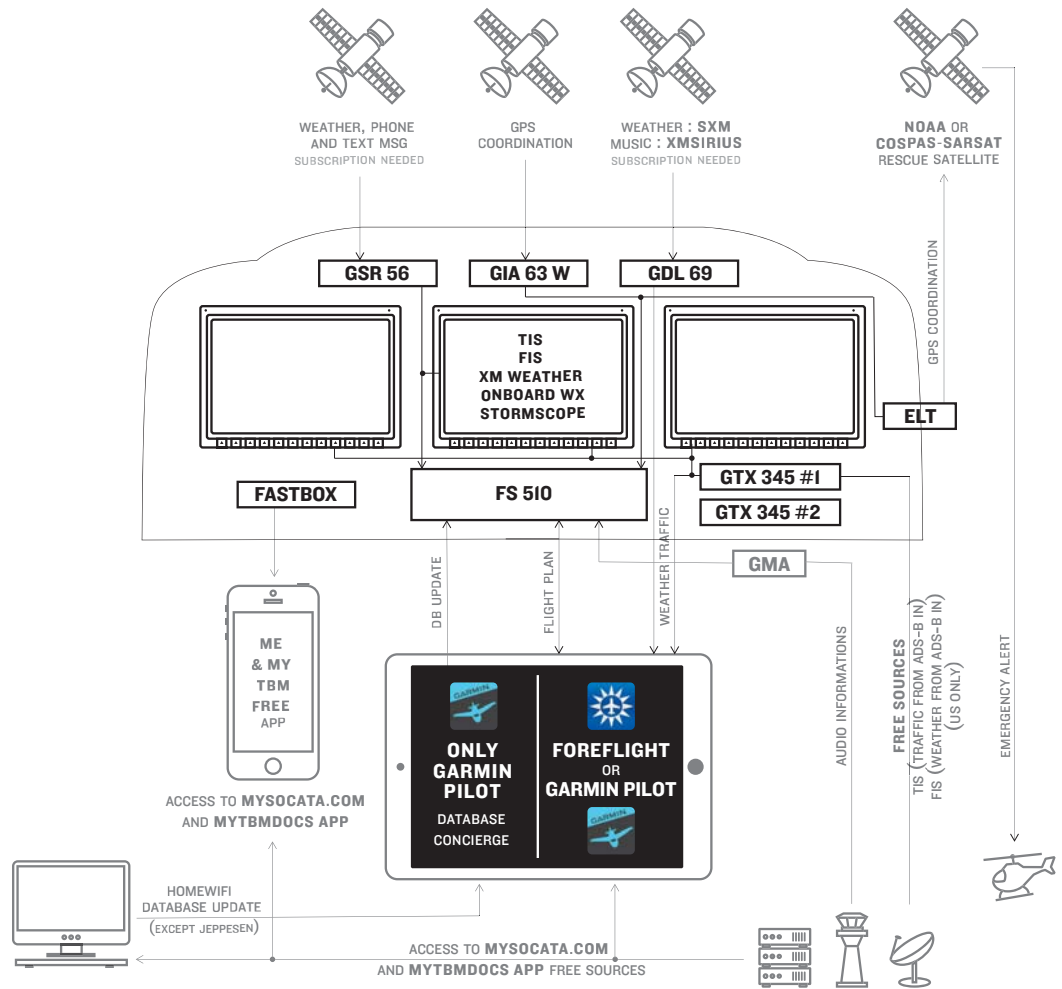
In addition for aircraft operators looking for a cost-effective back-up transponder, Daher offers the Garmin GTX 335 Extended Squitter Mode S transponder which offers the ideal one-box solution. It meet compliance standards for a certified ADS-B "Out" solution like the GTX 345 without its ADS-B "in" capability.

**GSR 56:** The Iridium-based GSR 56 satphone enables communications via text and messaging from the TBM 940. 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.

In addition, through the GDL 69 datalink system, the TBM 940 can be connected to the XM WX weather and radio services in countries where this service is available. It delivers continuous weather updates throughout the flight.







1.07

# ADVANCED FUNCTIONS WITH THE G3000

Aboard the TBM 940, navigation is at the pilot's fingertips. The avionics system's GTC 580 glass touchscreen controller, sized at 5.7 inches, provides highly intuitive control with a host of functions. Landscape-oriented for better integration into the cockpit panel, the controller brings a new level of interface with pilots and their electronics. It incorporates streamlined menu structures to remove visual clutter and eliminate mechanical knobs, buttons and selector switches.

In addition the G3000's current software version includes the following functions:

## SURFACE WATCH

Surface Watch™ provides aural and visual alerts to help the pilot maintain enhanced situational awareness in the airport environment – including the avoidance of potential risks from wrong runway use.

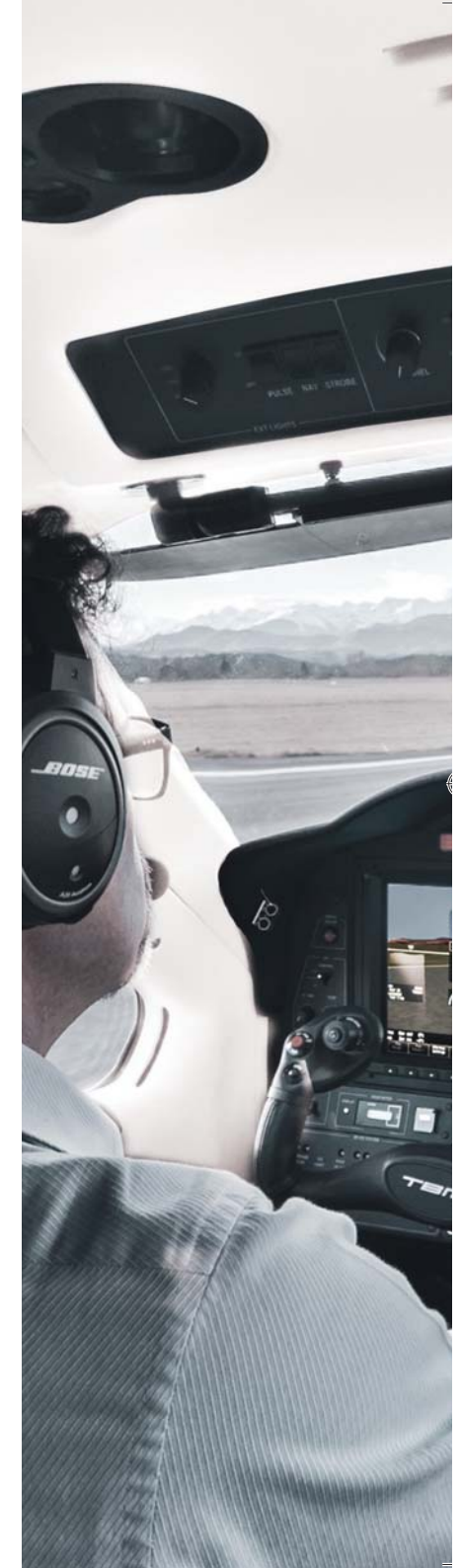
## BARO-VNAV

The aircraft's Baro-VNAV system allows precision approaches to be flown with vertical guidance (LNAV+V) at airports where Space-Based Augmentation System (SBAS) or Wide Area Augmentation System (WAAS)

are not available. The vertical guidance is provided by barometric altitude information from the aircraft. The specified vertical path typically is computed between two waypoints, or an angle from a single waypoint.

## VISUAL APPROACH

This new feature provides assistance for visual approaches to non-controlled airports based on terrain and the classic 3-degree vertical path. It uses altimeter information from the aircraft's pitot-static system and the air data computer to provide advisory vertical guidance while taking terrain and obstacle clearance into account. The procedure is designed to help pilots fly a stabilized approach. The visual approach can be activated when the aircraft is within five miles of the airport.





**SURFACE WATCH**

Active Flight Plan	DTK	Leg DIS	ALT	Leg ETE
Departure - LFBT-RW02.AGN9M.AGN				
RW02				
→ DER02	020°	0.4NM	FT	00:44
BT202	020°	3.5NM	2500FT	06:29
DISIS	024°	19.5NM	FT	36:10

**VISUAL APPROACH MODE**

Active Flight Plan	DTK	Leg DIS	ALT	Leg ETE
STRGHT			FT	
FINAL faf			FT	
→ RW20 map	200°	2.5NM		01:30
MANSE0	200°	5.0NM		03:01

**BARO V-NAV**

Chart View	DTK	Leg DIS	ALT	Leg ETE
BT408				
→ RW20 map				
BT412				
BT410				
BT408				
→ RW20 map				
BT408				
→ RW20 map				



# ***PROVEN AIRCRAFT DESIGN***

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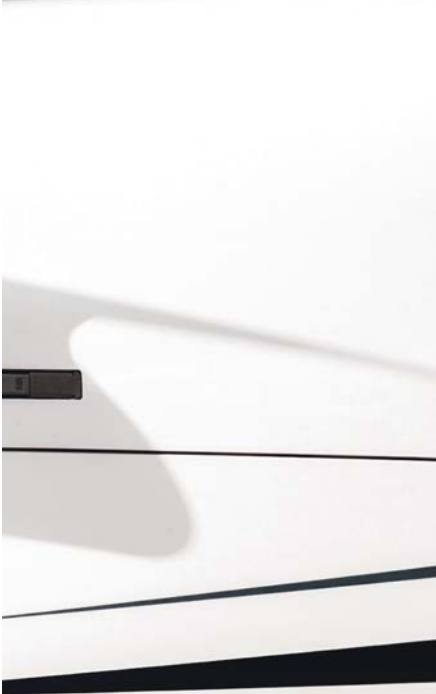
Daher's family of TBM very fast turboprop aircraft defines reliability in the skies. Incorporating a variety of aluminum and steel alloys, titanium, as well as advanced composite materials, the TBM airframe offers unmatched structural strength and durability at the lowest possible weight.

From its inception, the TBM family has 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. All TBM versions are fully certified, with support from a worldwide network of 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 its TBM 940 to be a revolutionary aircraft, and the proof

is in its features. The aircraft 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 give Daher's TBM 940 its signature look – reflecting the advanced aerodynamic research that went into making this very fast turboprop family 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 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.



1.09

# COMFORT FOR TRAVELERS

All TBM aircraft are designed to provide a smooth ride – comfortably flying over the weather and at high cruise altitudes. With a host of new features, the TBM 940 version 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 specialists in high-end and VIP aircraft cabin outfitting.

New styling on the TBM 940 begins with a refined cabin entrance that incorporates a harmony of black fittings and polished metal elements in the doorstep stairs and handle.

By creating and building aircraft since 1911, Daher understands that pilot and aircraft must form a single entity. For the TBM family, its ergonomic architecture integrates a pilot and the passengers into the vehicle. Top grain leather with detailed stitching is used on all seated surfaces, and the seats easily recline – creating a relaxing environment in generously-sized, sculpted deep cushions with padded leather armrests.





1.10

# ***YOUR LOUNGE IN THE SKY***

Comfort and performance: the TBM 940's beautifully gadrooned seats reflect this combination of attributes with the TBM very fast aircraft.

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

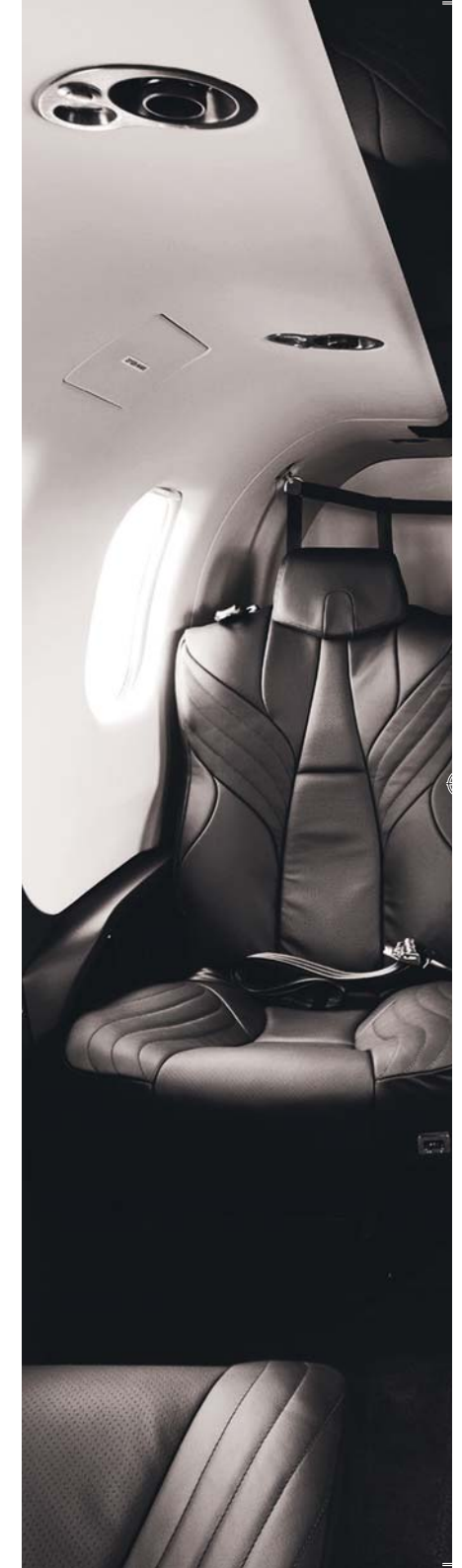
Every seat is now heated, with the heating function controlled. Once the mode is engaged by the pilot via a master control in the cockpit, each occupant can choose whether to utilize the heating – and select either light or moderate heat settings.

All seats are equipped with adjustable backrests and folding armrests, while passengers also can 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 illumination consists of dome lights, baggage compartment lights, access stair lighting and individual reading lights at all seats. Keeping connected and entertained is enhanced by 14/24 Volt power outlets with a USB interface, allowing mobile devices linkup. Sirius XM satellite music or radio. Many optional storage cabinets are available to make every flight an enjoyable experience.

Every seat is heated, with the heating function controlled. Once the mode is engaged by the pilot via a master control in the cockpit, each occupant can choose whether to utilize the heating – and select either light or moderate heat settings.

A couple of refinements are introduced on TBM 940 Model Year 2020 such as new cupholders for pilots and passengers and more storage options. Definitely the TBM cabin is your lounge in the sky.









**CLUB SEATING**



**ELITE PRIVACY COMPARTMENT**



**COMMUTER**



**4-SEAT WITH  
SMALL NET**



**4-SEAT WITH  
LARGE NET**



**EXTENDED LARGE  
STORAGE**

# ***FLEXIBLE CABIN***

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The Daher TBM 940 gives SUV-type flexibility while providing sports car-style performance. In just a few minutes, the 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 pilot door comes standard and makes boarding easy.

In addition, the “Elite Privacy” option enables the TBM owner to integrate a quick-change lavatory compartment in the 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 simple touch of a button. Two electric motors drive a deployable multi-segment partition with a lockable door to ensure privacy, and the compartment includes a large courtesy mirror that illuminates automatically.

Built using lightweight, resistant composite materials and cabin soundproofing, the “Elite Privacy” compartment weighs only 90 lb. (45 kg.), and can be installed/removed by a mechanic in 30 minutes – converting the TBM cabin’s standard six-seat layout to a four-passenger configuration.



1.12

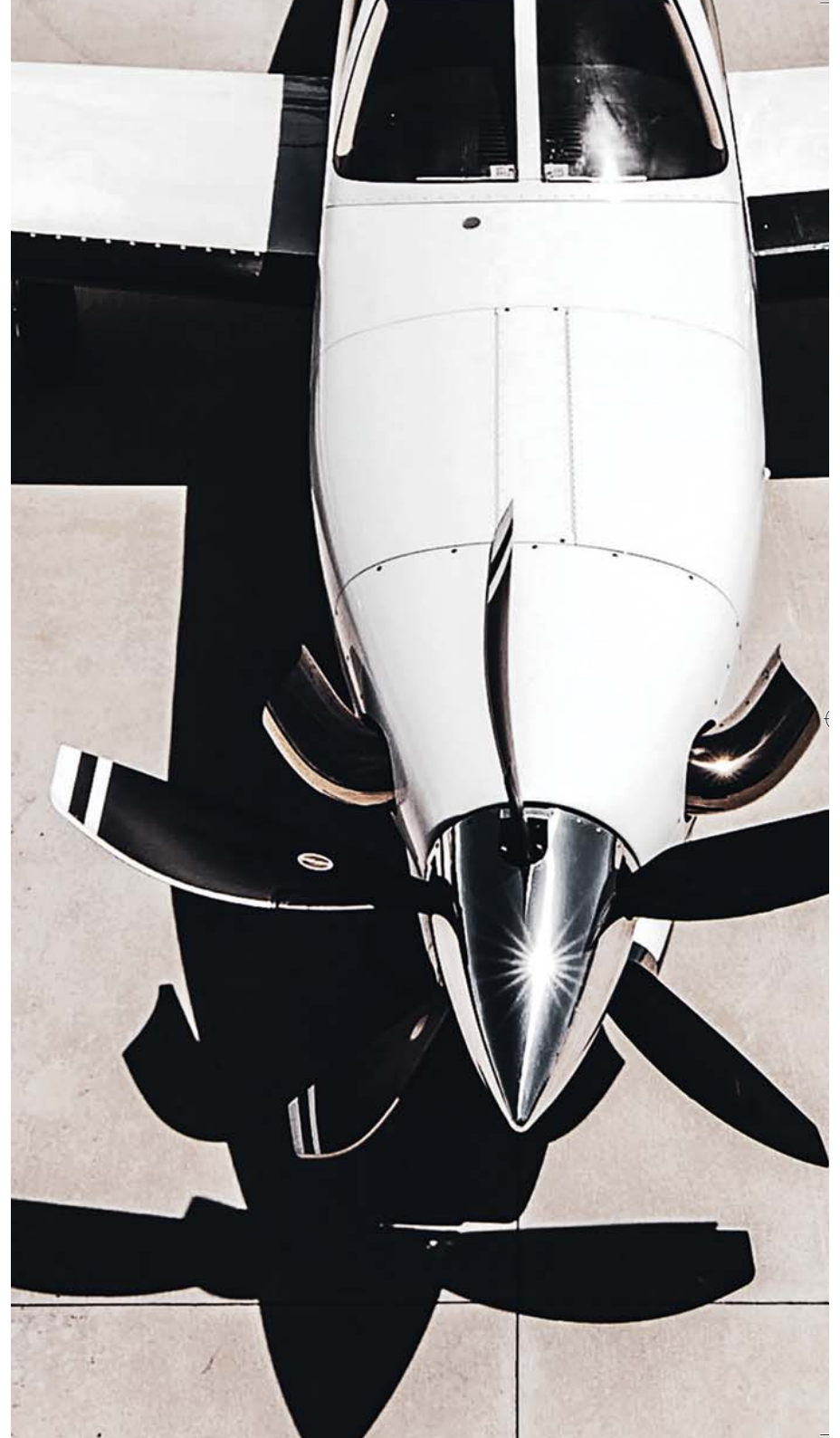
# PROPELLER

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The TBM 940'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 940 also is a quiet operator wherever it flies, with the propeller system helping continue the "airport-friendly" profile of Daher's TBM aircraft family. Its sound level during takeoff is just 76.4 decibels, 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 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

A single, ergonomically-designed lever controls the engine power, propeller and engine condition. In addition, its 300-amp starter generator enables the TBM 940 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 completely automatic. Overall, the TBM 940 is the most ergonomic and easiest TBM to fly!

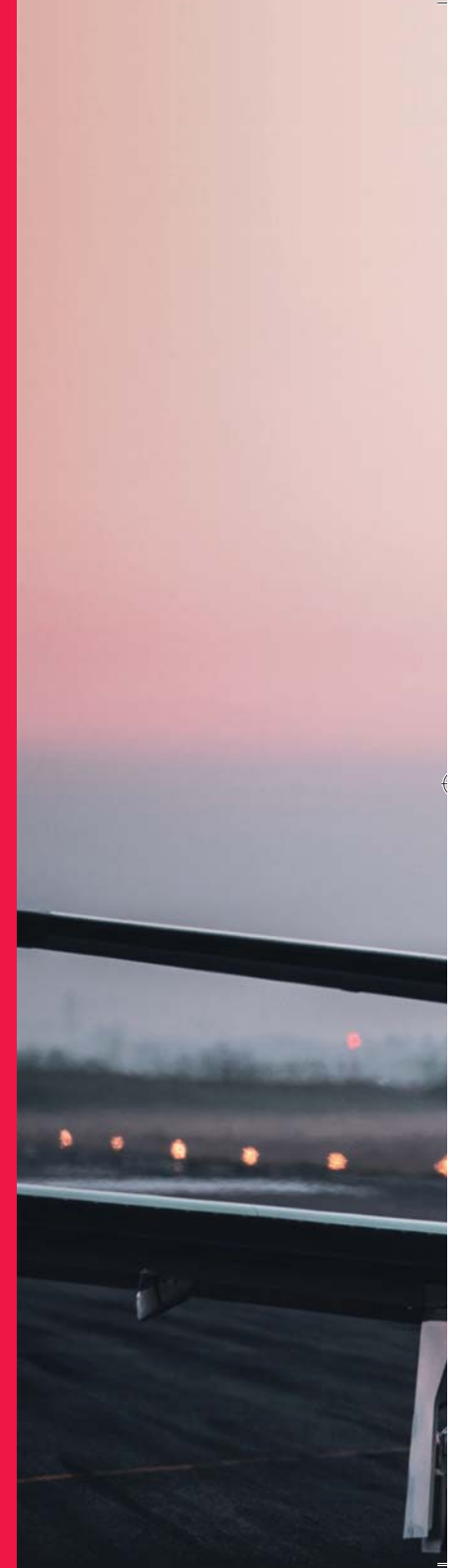
The TBM 940 is powered by a Pratt & Whitney Canada PT6A engine. This powerplant's simple design offers easy maintenance, efficiency and low operational costs – and it is covered by one of the industry's most extensive support networks.

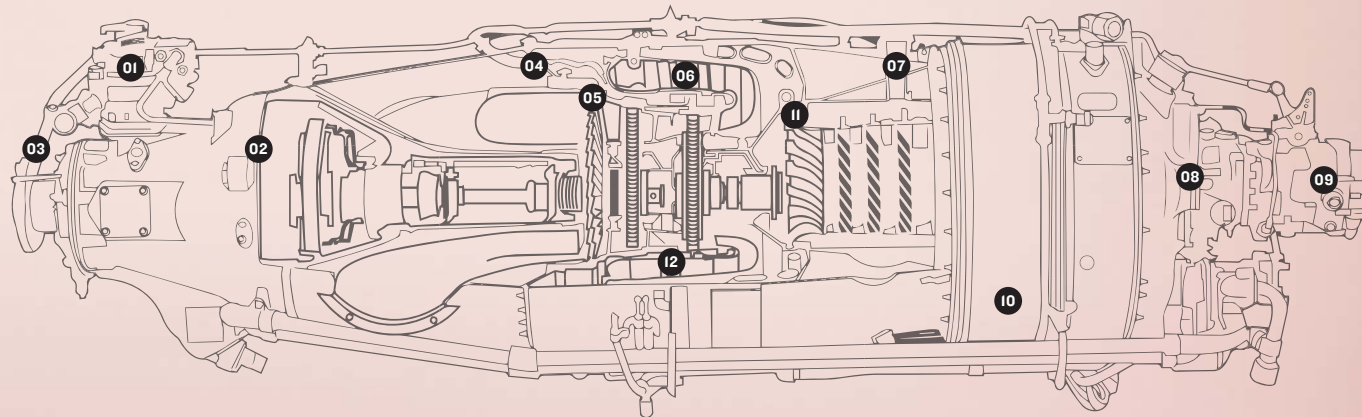
PT6A variants are used on more than 100 different aircraft types. Proven in years of regional airliner and commercial aircraft operations – and with over

43,000 engines in the field that have accumulated more than 390 million flight hours – the PT6A is recognized as among the most reliable aircraft powerplants ever built.

The PT6A-66D version used on the Daher TBM 940 has a thermodynamic rating of 1,825 horsepower – making it one of the most powerful engines in the PT6A family. 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 940 one of the simplest PT6A-powered aircraft to manage.

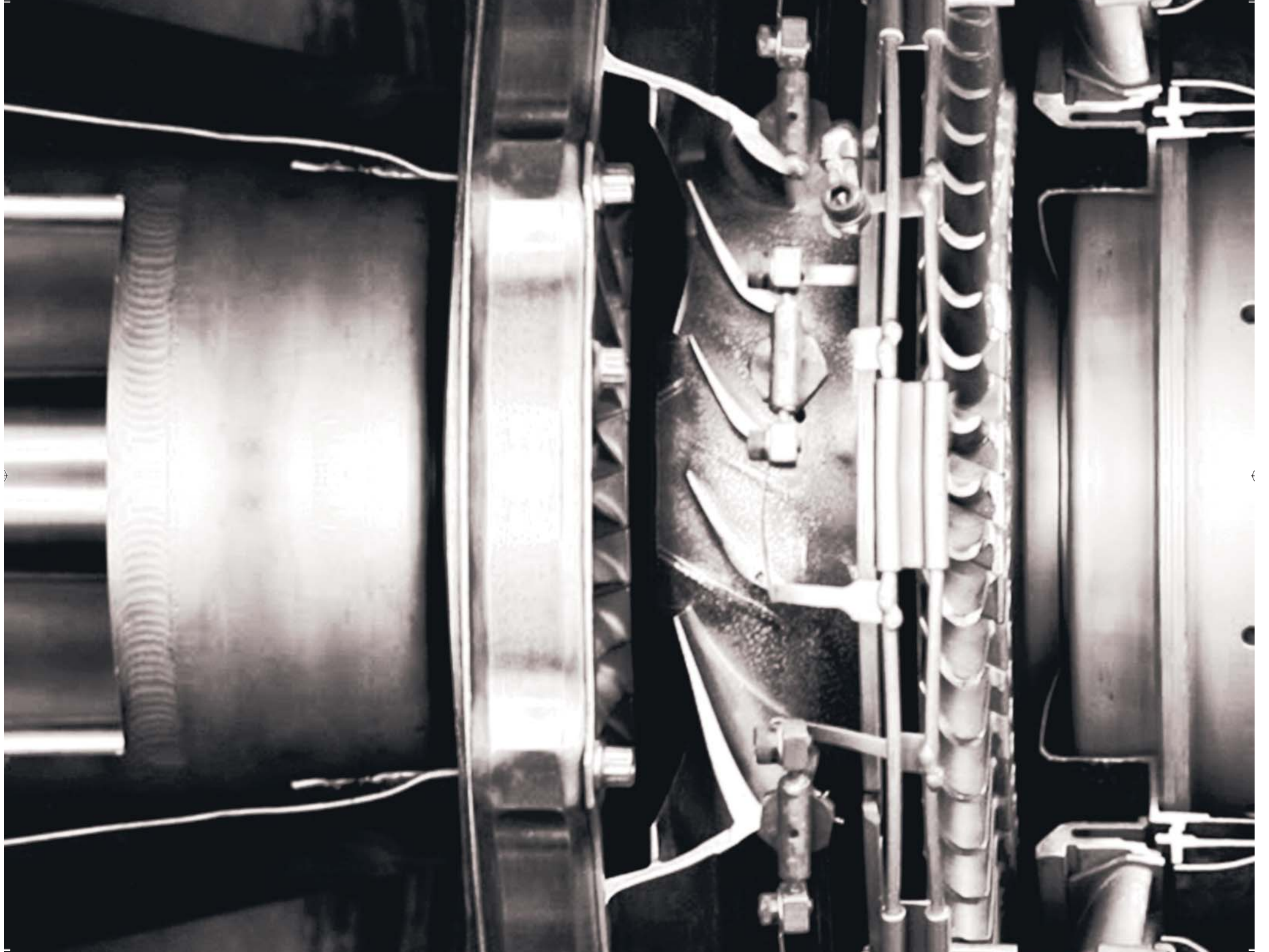




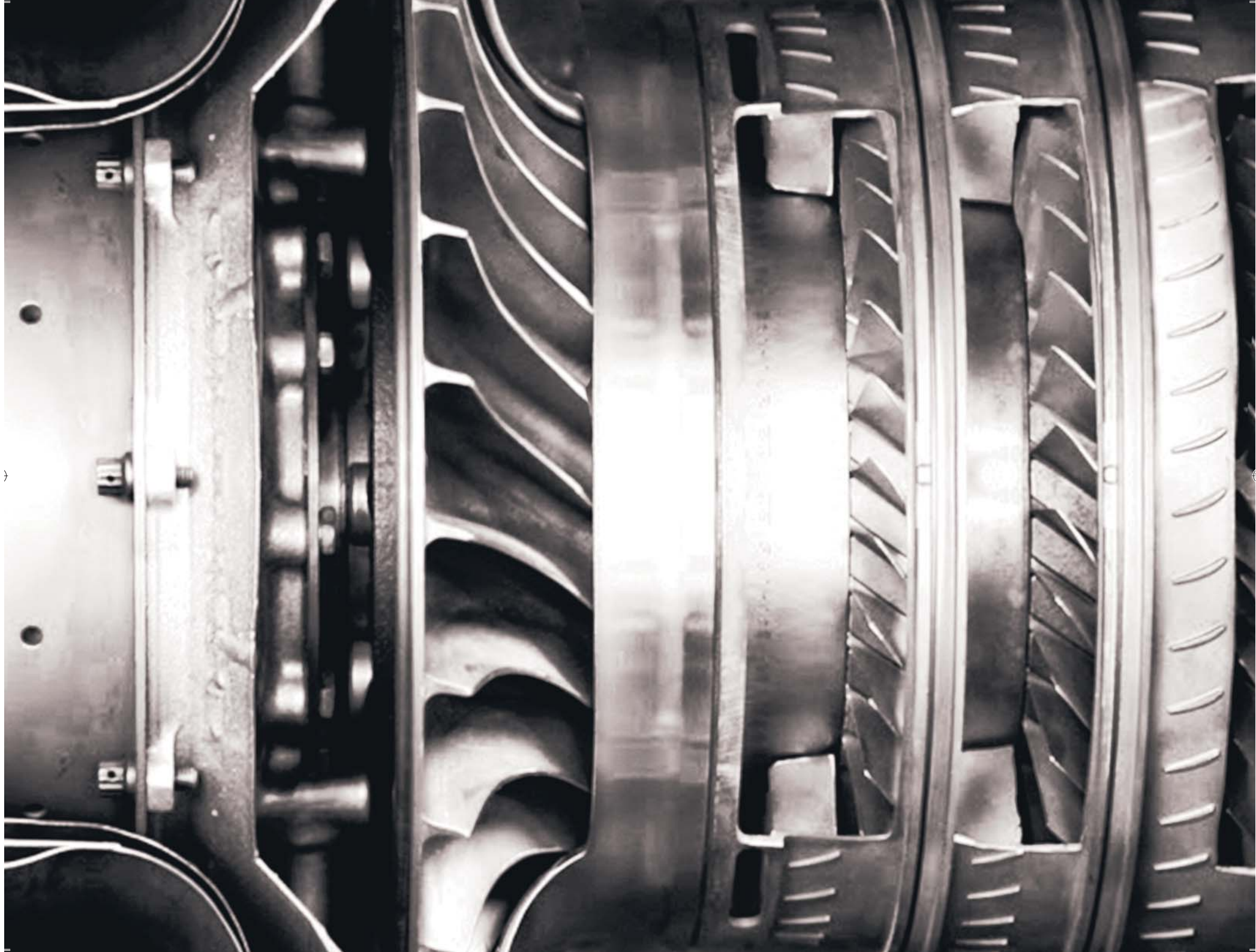
## *PT6A ENGINE CUTAWAY*

- 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











**PILO  
COR**

# DOT'S PIPER





# ***FLYING THE VERY FAST TURBOPROP***

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The TBM 940 benefits from everything that Daher has learned from previous versions of 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 distinct difference 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 number of passengers, baggage or fuel load carried.

With the TBM 940, pilots can arrive closer to their destinations, while still bringing everything needed for the trip.

Approaching at only 90 KIAS or less, short runways or short unpaved surfaces accommodate the TBM 940 with ease. Its new five-blade Hartzell propeller reduces noise and improves takeoff performance. The availability of thrust reverse on the TBM 940 substantially improves safety margins over aircraft without these capabilities when flying into shorter airfields, allowing landings on extremely short strips and runways – safely using a distance of less than 1,500 ft.

# TAKEOFF & CLIMB PERFORMANCE

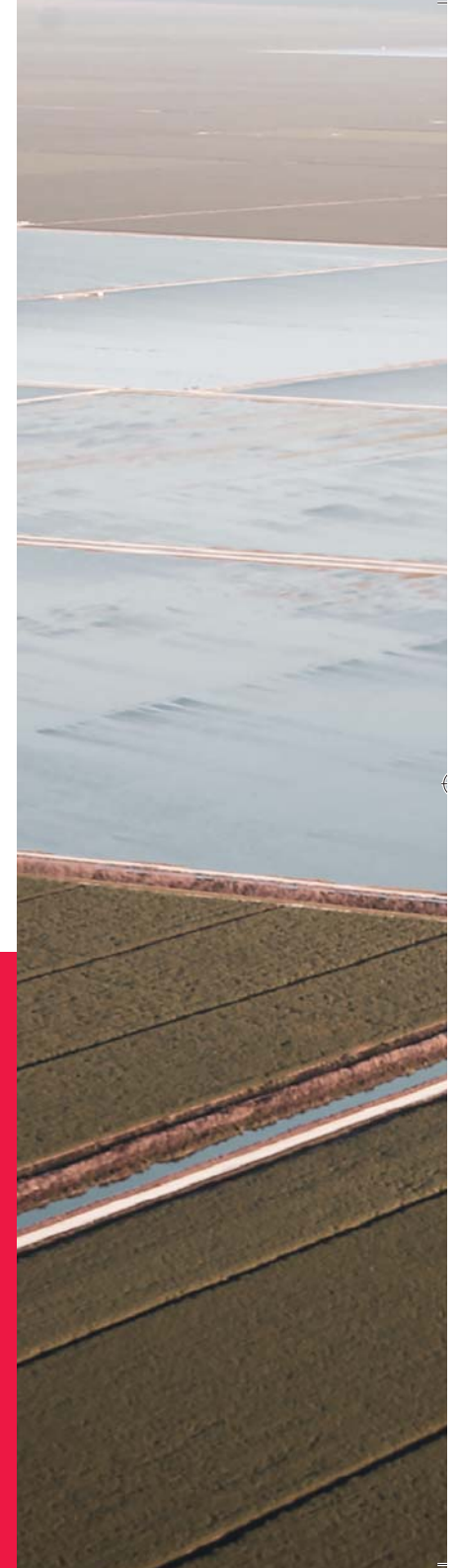
Excellent short field performance and load carrying capabilities are designed by Daher into the TBM 940. While FAR Part 23 airworthiness standards only require ground roll to be used in calculating necessary runway length, the TBM's published runway distances are based on the requirements to clear a 50 ft. obstacle – which provides an enhanced safety margin.

Impressive safety margins on short, hot and high runways are part of the TBM 900's performance attributes.

## CLIMB PERFORMANCE

The Daher TBM 940 can climb to its certified service ceiling of 31,000 ft. in just over 18 min. when departing from sea level at its maximum takeoff weight.

This exceeds the performance of 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 enhancing passenger comfort.









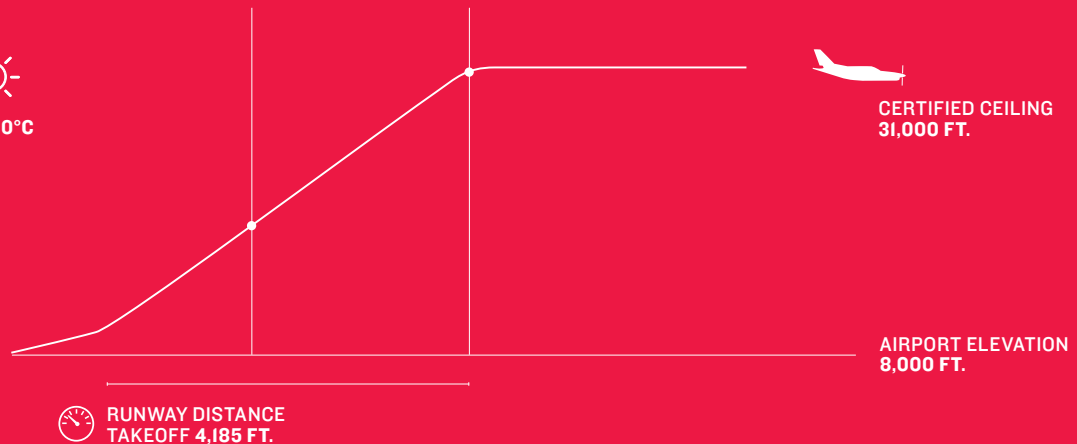
# HOT & HIGH PERFORMANCE

Even on a hot summer day (example: ISA +30°C, at Aspen, Colorado, elevation 8,000 ft.), the TBM 940 provides enough power to operate from the airport.

This is a distinct difference 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 in the number of passengers, baggage or fuel load carried.



ISA: 30°C



RUNWAY DISTANCE  
TAKEOFF 4,185 FT.



CERTIFIED CEILING  
31,000 FT.

AIRPORT ELEVATION  
8,000 FT.

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 940 takes off using short runway distance.

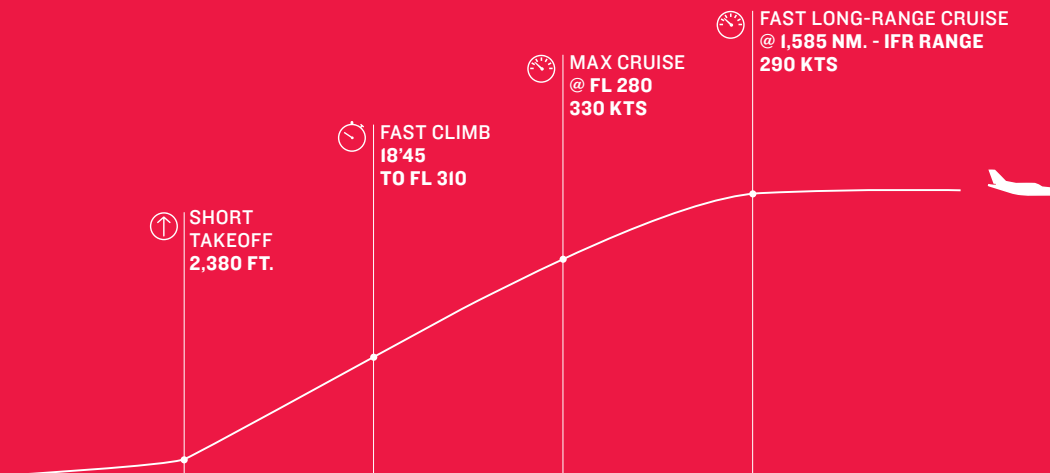
2.04

# CRUISE PROFILES

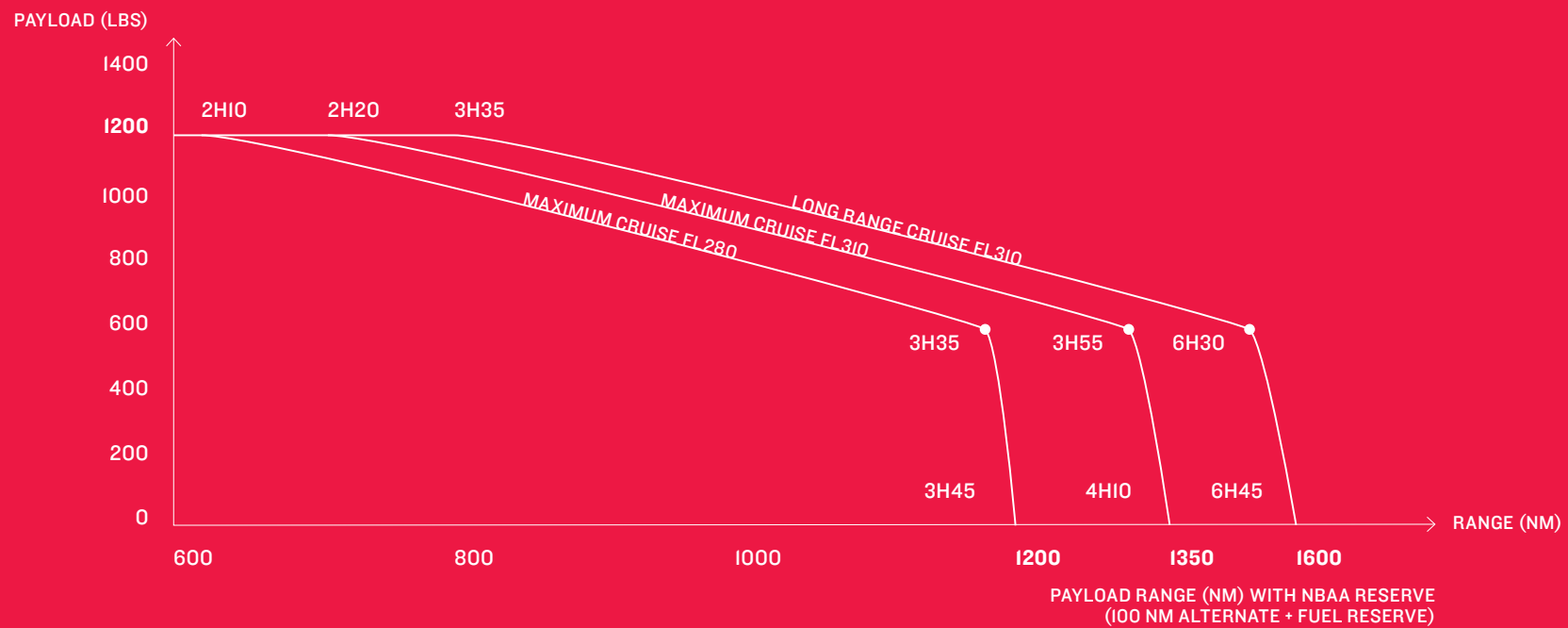
Daher's TBM 940 offers the cruise speed typical of a light jet but with the economy of a single-engine turboprop. Maximum cruise speed at 28,000 ft. in ISA conditions is 330 KTAS; at the TBM 940's service ceiling of 31,000 ft., cruise speeds of 326 KTAS can be achieved.

These are among the keys to the TBM 940's utility. Rather than having to fly at lower altitudes for speed or travel efficiency, the aircraft offers exceptional performance and operating economy at its maximum cruise altitude.

Another important TBM 940 feature is its excellent performance at "high-teens" altitudes, offering cruise speeds exceeding 290 KTAS. This flexibility provides the pilot a range of options to maximize ground speed in cases of strong headwind at higher altitudes, or for shorter trips. At its best settings, the TBM 940 burns 37 US.gal per hour offers both better fuel consumption and performance than typical turboprops, as well as substantially better fuel consumption with performance equivalent to typical light jets.







# ***AN OUTSTANDING PAYLOAD-RANGE CAPABILITY***

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Figures on the payload/range diagram are calculated for maximum cruise, recommended cruise and long-range cruise settings as defined in the Daher TBM 940's Pilot Operating Handbook:

- 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 940 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;

- 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 of the TBM 940 allows four adults to travel more than 1,200 NM. at a maximum cruise speed of 330 KTAS and 31,000 ft. with NBAA reserves.

To illustrate the TBM 940's range possibilities, here are examples of maximum range in ISA conditions, no wind with 45 min. fuel reserve at different speed settings.

Note: The circles on the maps indicate range possibilities in ISA conditions, no wind with 45 min fuel reserve. It gives indication only and should not be used for flight preparation and navigation purposes.

## ***ALL THE RANGE YOU NEED***

The circles on the map indicate range possibilities in ISA conditions, no wind with 45 min fuel reserve.

It gives indication only and shall not be used for flight preparation and navigation purposes.

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MANAGUA

SAN JOSE

PANAMA

CARACAS PORT OF SPAIN

Ciudad Bolívar

GEORGETOWN

PARAMARIBO CAYENNE

Medellin

BOGOTÁ

Calí

QUITO

Guayaquil

Iquitos

Manaus

Santarem

Belém

São Luís

Fortaleza

Natal

Recife

Chiclayo

Trujillo Chimbote

Porto Velho

LIMA

Cusco

Arequipa

LA PAZ

Sucre

BRASILIA

Belo Horizonte

Salvador

Antofagasta

ASCENSIÓN

Curitiba

São Paulo

Rio de Janeiro

Porto Alegre

Córdoba

Salto

SANTIAGO

Mendoza

Rosario

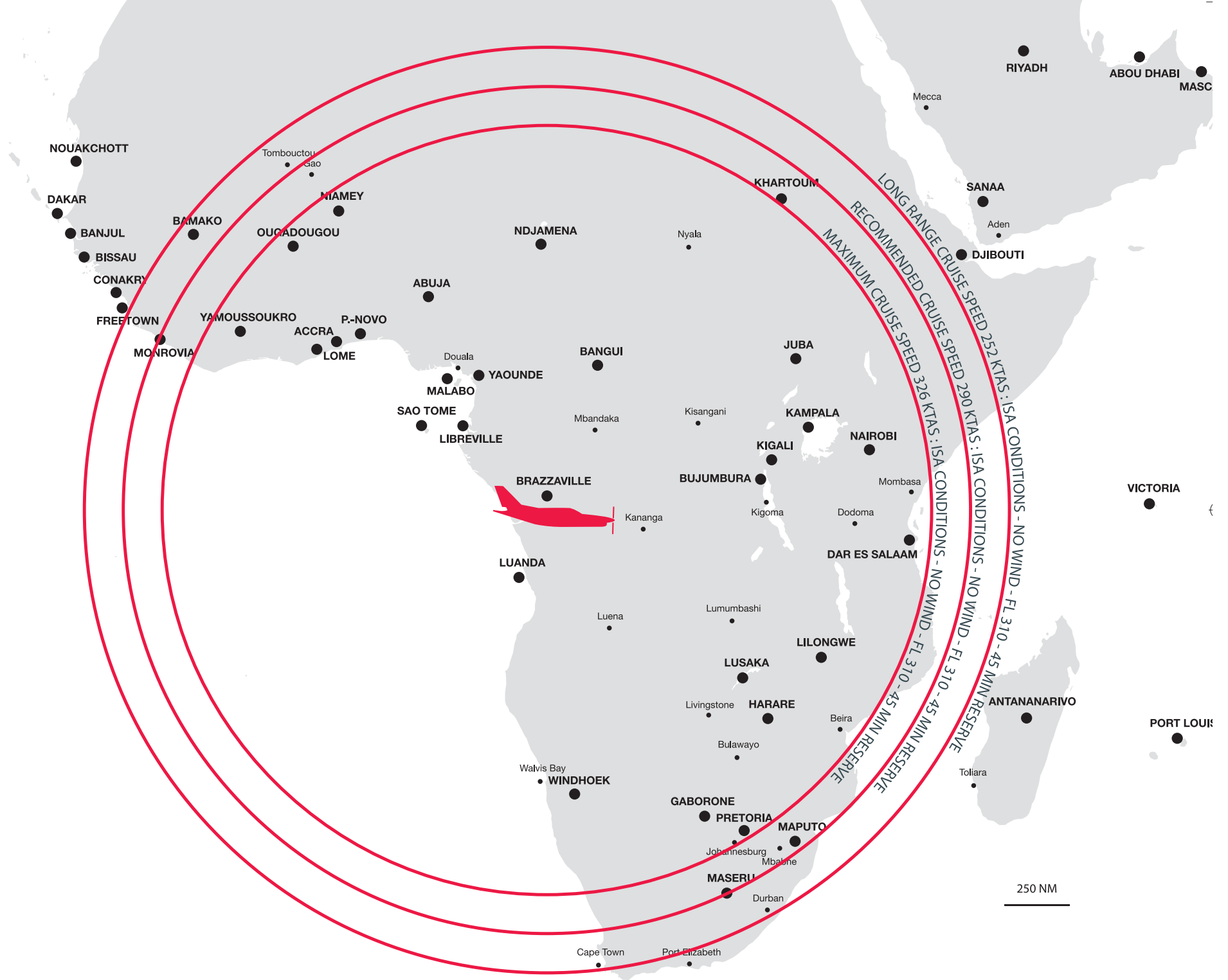
BUENOS AIRES

MONTEVIDEO

Barranquero

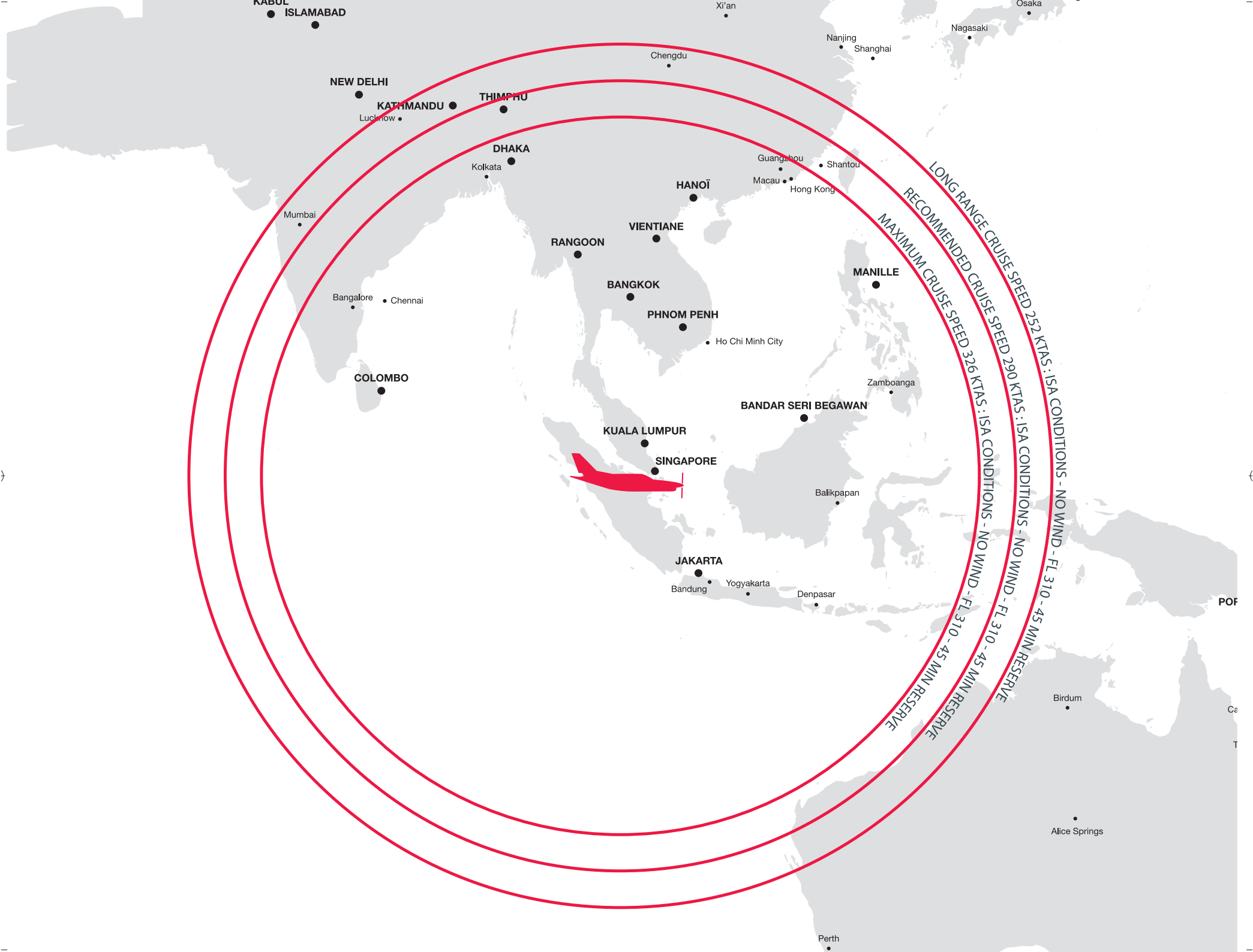
250 NM

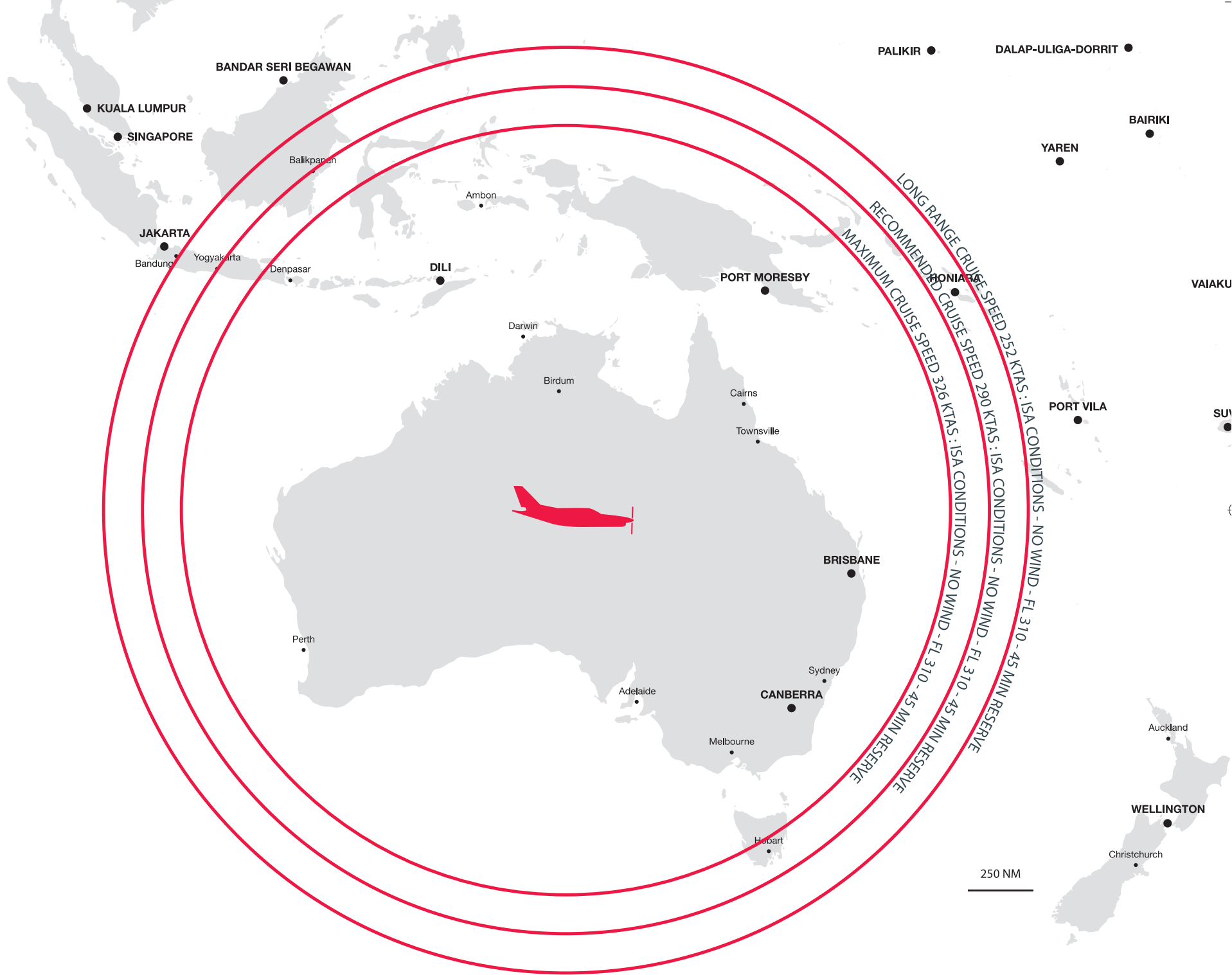












PALIKIR ●

DALAP-ULIGA-DORRIT ●

BANDAR SERI BEGAWAN ●

KUALA LUMPUR ●

SINGAPORE ●

Balikpapan

Ambon ●

JAKARTA ●

Bandung ●

Yogyakarta

Denpasar ●

DILI ●

PORT MORESBY ●

SONIA ●

YAREN ●

BAIRIKI ●

VAIAKU ●

Darwin ●

Birdum ●

Cairns ●

Townsville ●

PORT VILA ●

SU ●

BRISBANE ●

Perth ●

Sydney ●

CANBERRA ●

Adelaide ●

Melbourne ●

Hobart ●

Auckland ●

WELLINGTON ●

Christchurch ●

250 NM

LONG RANGE CRUISE SPEED 252 KTAS : ISA CONDITIONS - NO WIND - FL 310 - 45 MIN RESERVE  
 RECOMMENDED CRUISE SPEED 290 KTAS : ISA CONDITIONS - NO WIND - FL 310 - 45 MIN RESERVE  
 MAXIMUM CRUISE SPEED 326 KTAS : ISA CONDITIONS - NO WIND - FL 310 - 45 MIN RESERVE



POF

Ca

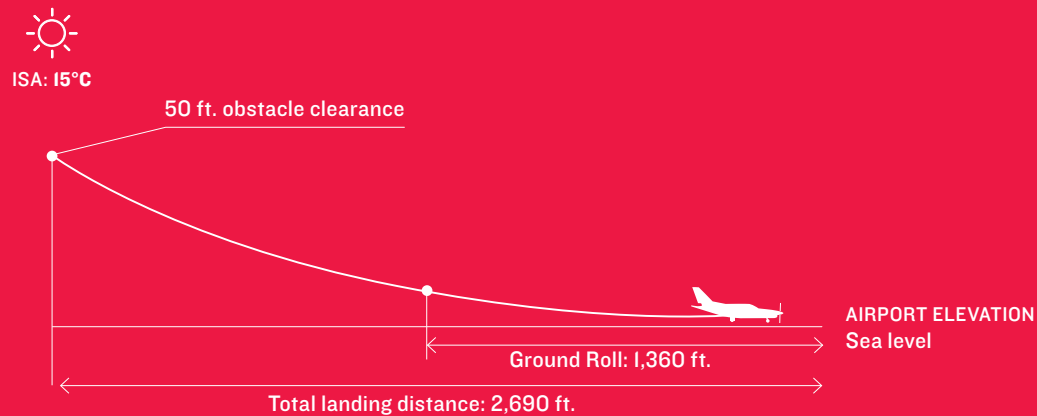
T

2.06

# LANDING PERFORMANCE

Thanks to its single-slotted flaps that span 71 percent of the wing, the TBM 940 can land at an approach speed of 85 KIAS, without wind, on an 1,840-ft. (560-meter) runway at sea level and at the maximum landing weight. Short runways or unpaved surfaces accommodate the TBM 940 with ease. Its five-blade Hartzell propeller reduces noise and improves takeoff performance.

The availability of thrust reverse on the TBM 940 substantially improves safety margins over aircraft without these capabilities when flying into shorter airfields, allowing landings on extremely short strips and runways – safely using a distance of less than 1,500 ft.





# ***SPECIFICATIONS & PERFORMANCE***

## ***POWERPLANT – P&W CANADA PT6A-66D TURBOPROP***

Thermodynamic power	1,825 hp.	
Nominal power	850 shp.	
Usable fuel capacity	291 U.S. 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.
Wheelbase	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.	150 kg.
Maximum luggage volume (large net)	30 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.

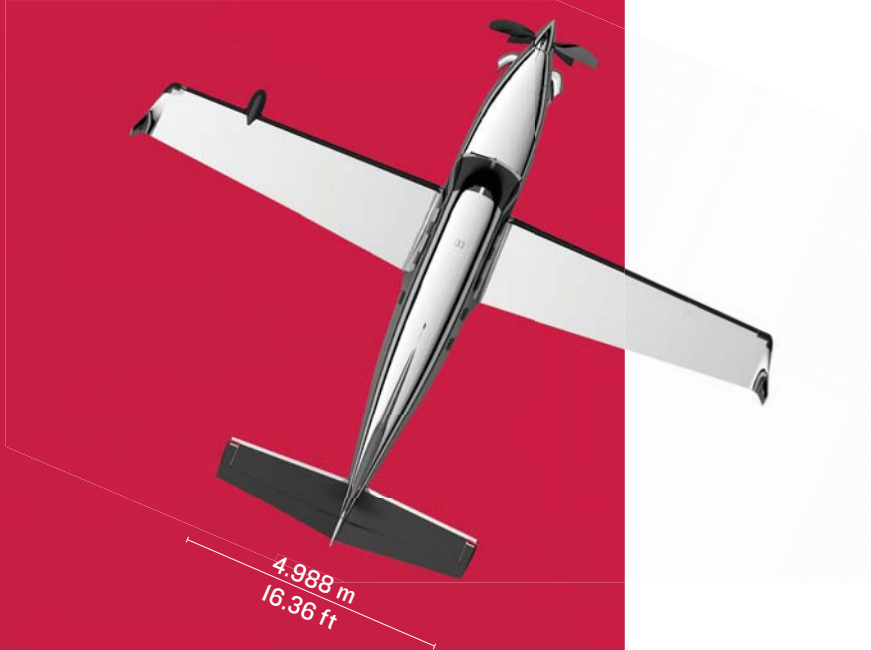
## ***RUNWAY DISTANCES***

(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





A close-up photograph of a person's hands using a power drill to work on a large, dark metal component. The scene is dimly lit, with a strong light source from the right, creating highlights on the person's arms and the metal. The background is dark and indistinct, suggesting a workshop or factory setting. The overall mood is industrial and focused.

**BUILD**

**TE**



**YOUR**

**BTM**

3.01

# PERSONALIZE YOUR TBM

Daher offers its customers the opportunity to make their TBM very personalized – both inside and out.

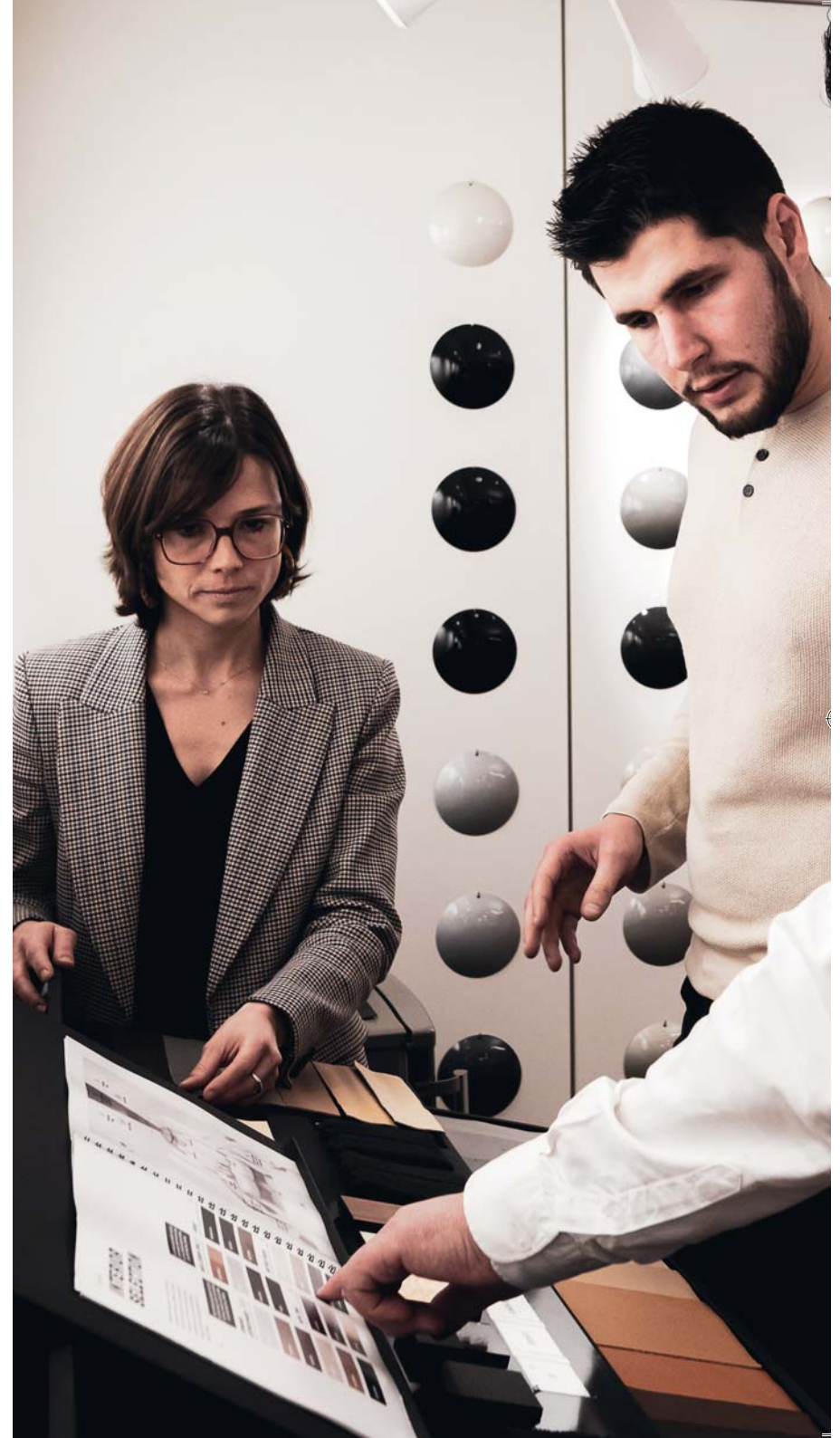
Now it's your turn to build your TBM!

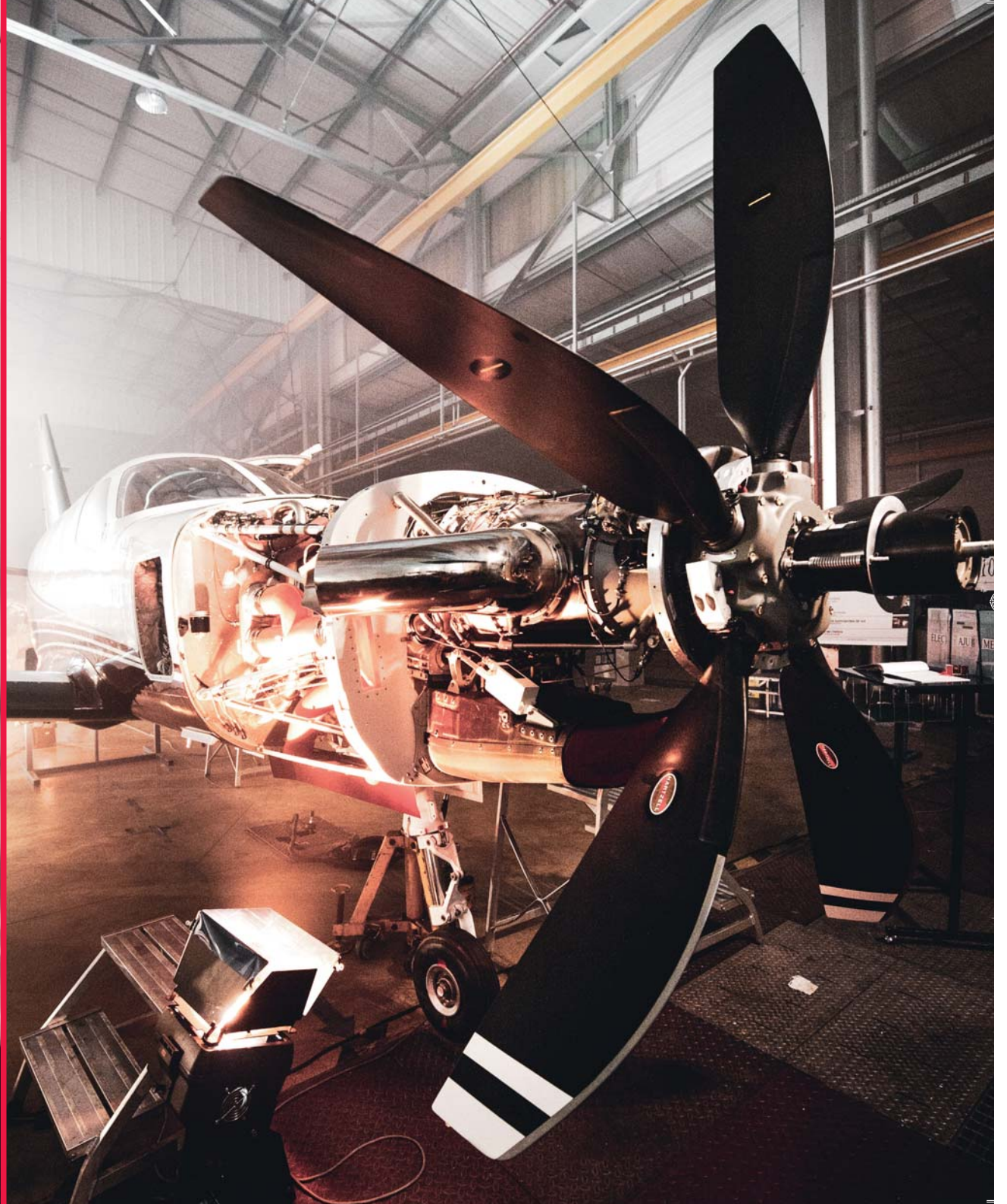
**FIRST STEP** – Select among Daher's factory-standard paint schemes (past or present), and choose the registration style, which can be painted or applied by decals. To help with color selection, a free "TBM Paint Configurator" iPad application is available at the Apple Store and on the TBM website in the following section: [www.tbm.aero/personalize-your-tbm/](http://www.tbm.aero/personalize-your-tbm/)

**SECOND STEP** – Choose 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 cabin zones to reach the perfect harmony.

To help with color selection, a free "TBM Interior" iPad application is available at the Apple Store and on the TBM website in the following section: <http://www.tbm.aero/personalize-your-tbm/>





3.02

# PAINT PROCESS

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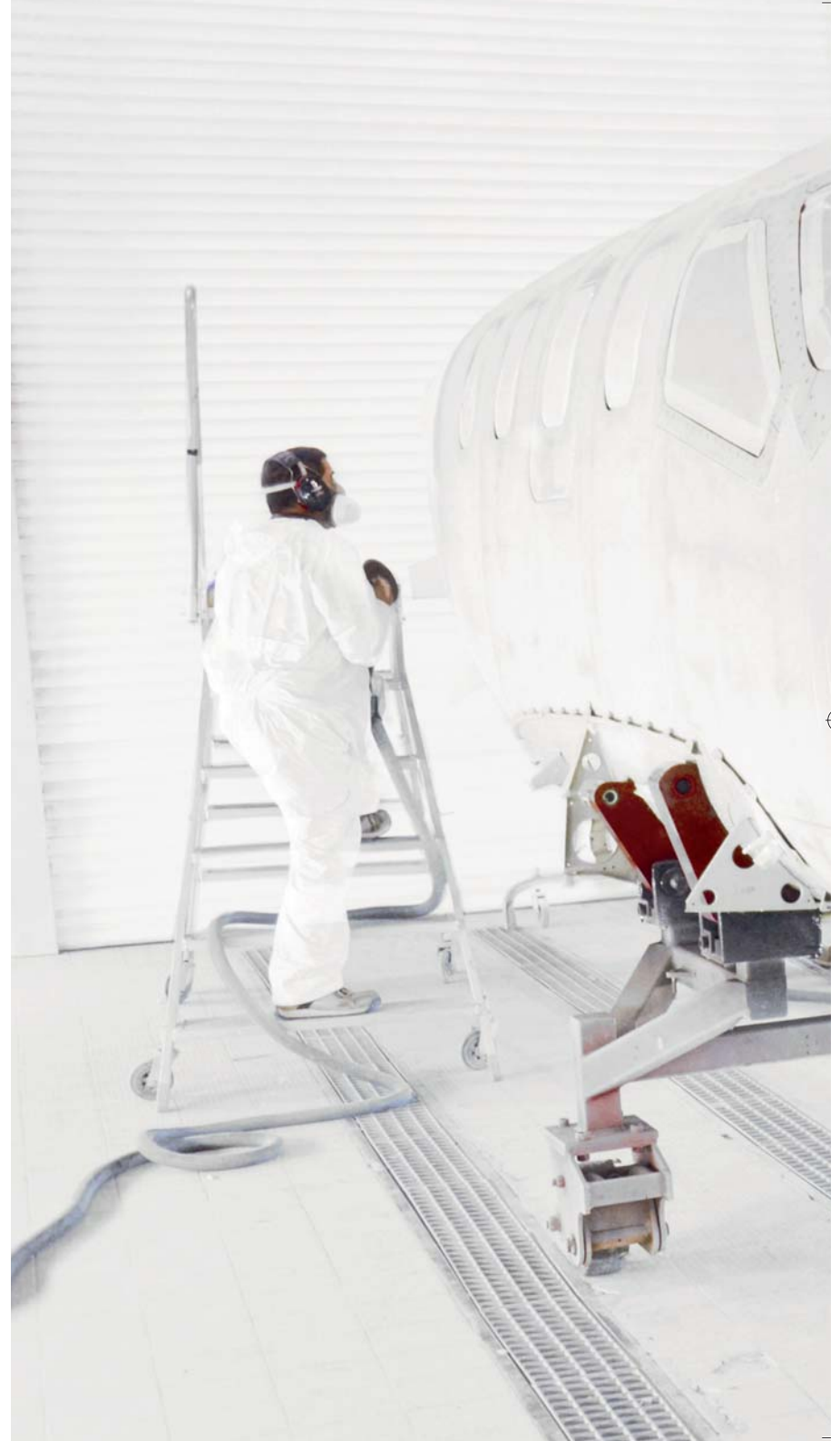
All airframe elements (wings, fuselage, tailplane and control surfaces) receive a water-diluted primer coating for protection.

The assembled fuselage, along with 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 elements are painted separately.

The painting process includes the several phases:

- Sanding, which is used to prepare the surfaces for an improved paint adherence, while additional priming ensures corrosion protection;
- The application of a matte base;
- The paint finish 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.



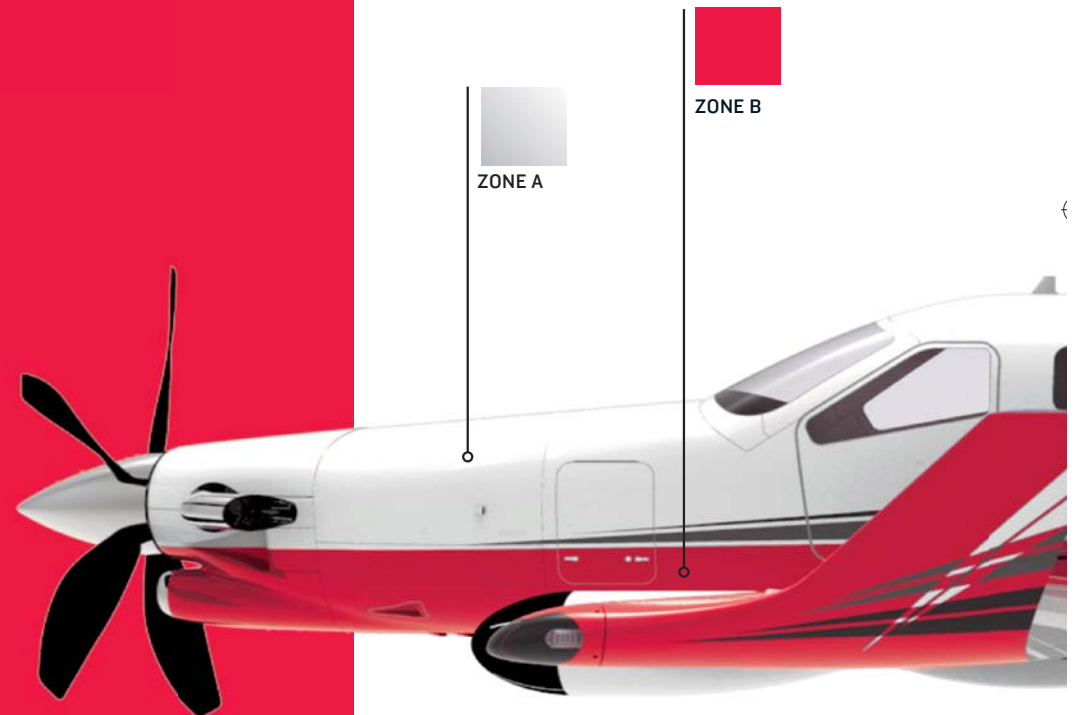


3.03

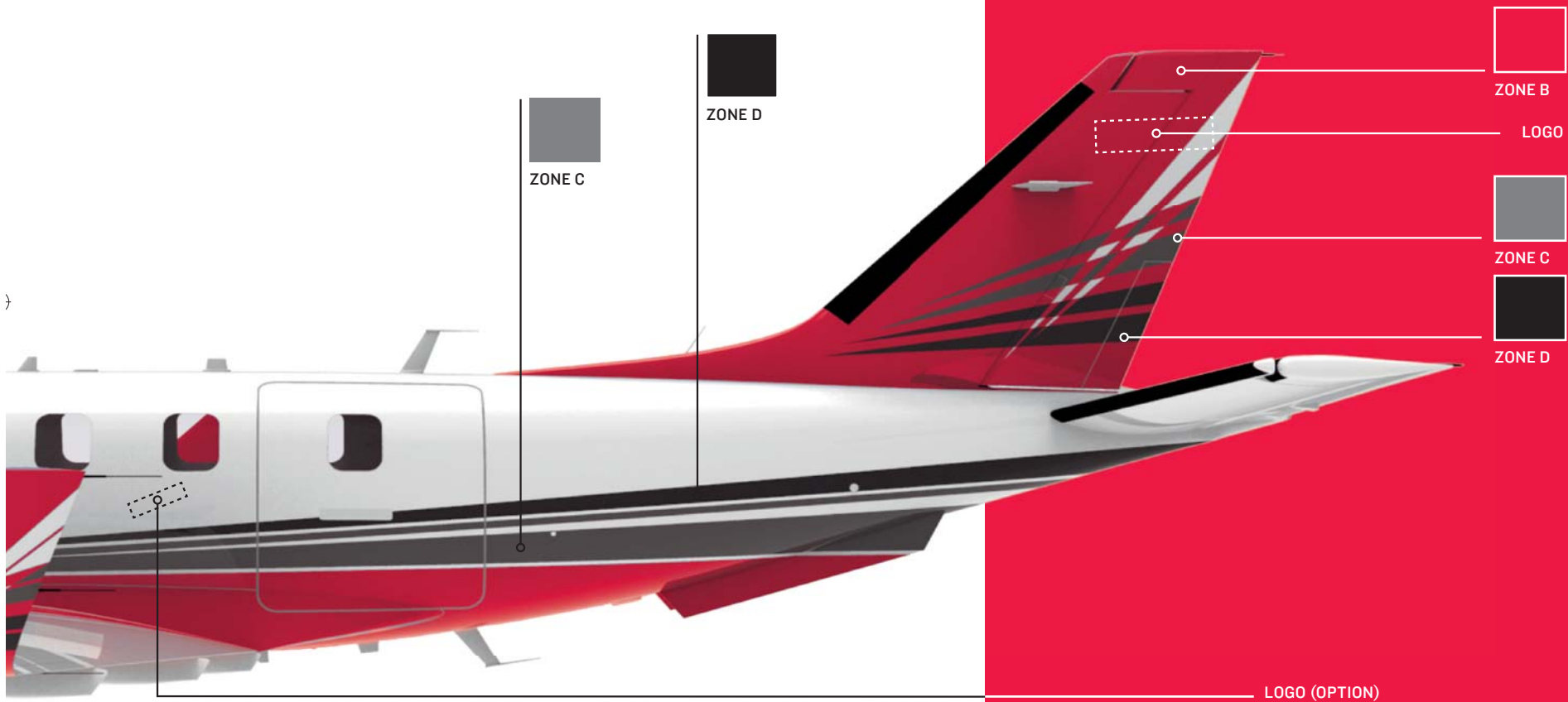
# TBM 940 PAINT SCHEME SELECTION

A new standard paint scheme has been designed with the introduction of the TBM 940. TBM 940 logos can be positioned on the winglets (inboard and outboard) or on the tail. Nevertheless all Daher TBM previous standard factory paint scheme are available. Different styles are offered for a painted or sticker registration.

To help with color selection, a free "TBM Interior" iPad application is available at the Apple Store and on the TBM website in the following section: <http://www.tbm.aero/personalize-your-tbm/>







ZONE B



LOGO



ZONE C



ZONE D

LOGO (OPTION)

3.04

# ***EXCLUSIVE HARMONIES FOR YOUR TBM***

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8 exclusive pre-selected harmonies for the TBM interior are included in the enhanced operational package with a choice of high-quality components.





### ***BLACKFRIARS***

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



### ***LONDON***

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

### ***LABRADOR***

Seat cover: **TAUPE GRAY**

Folding table cover: **SAPELLI MAT**

Upper side panel: **WHITE SAND**

Central overhead panel: **SAPELLI MAT**

Metal finish: **BRUSHED STAINLESS**

Lower side panel: **LIGHT SAND**

Ultra-leather fairings: **TAUPE GRAY**

Carpet: **TAUPE GRAY**

Stitching: **TAUPE GRAY**

Seatbelt: **CHROME GRAY**



### ***GOOSE BAY***

Seat cover: **TAUPE GRAY**

Folding table cover: **SAPELLI MAT**

Upper side panel: **WHITE SAND**

Central overhead panel: **SAPELLI MAT**

Metal finish: **BRUSHED STAINLESS**

Lower side panel: **TAUPE GRAY**

Ultra-leather fairings: **TAUPE GRAY**

Carpet: **TAUPE GRAY**

Stitching: **TAUPE GRAY**

Seatbelt: **CHROME GRAY**





### ***ATACAMA***

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



### ***SAN PEDRO***

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

### ***OSLO***

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



### ***FJORD***

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





# PREMIUM INTERIOR SELECTION

Creating a custom TBM interior is simple and easy. The opposite page presents all the samples of the standard configuration: 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 perfect the harmony combinations with the different cabin zones, the "TBM Interior" application can be used (available on iPad, and with TBM website in the following section: <http://www.tbm.aero/personalize-your-tbm/>).

SEAT FAIRINGS COLOR MATCH THE SEAT LEATHER SHADE, EXCEPT FOR THE REAR SEAT HULL WHICH IS ALWAYS CARBON COVER FOR PRACTICAL PURPOSE

## STANDARD LEATHER SHADES ①③⑥⑦

WHITE SAND

BEIGE GRAY

TAUPE GRAY

LIGHT SAND

LIGHT BROWN

BLACK EBONY

IN ADDITION, THE DELUXE WOOD OR CARBON TRIM INTERIOR PACKAGE (VALUE \$8,600 ) ALLOWS YOU TO ADD WOOD OR CARBON FINISH ON THE CENTRAL UPPER PANEL, TABLE COVER.

## WOOD & CARBON TRIM ②④

GLOSSY WALNUT

KOTO MAT

SAPELLI MAT

CARBON

## METAL TRIM ⑤

FLAT BLACK

BRUSHED STAINLESS

GOLD

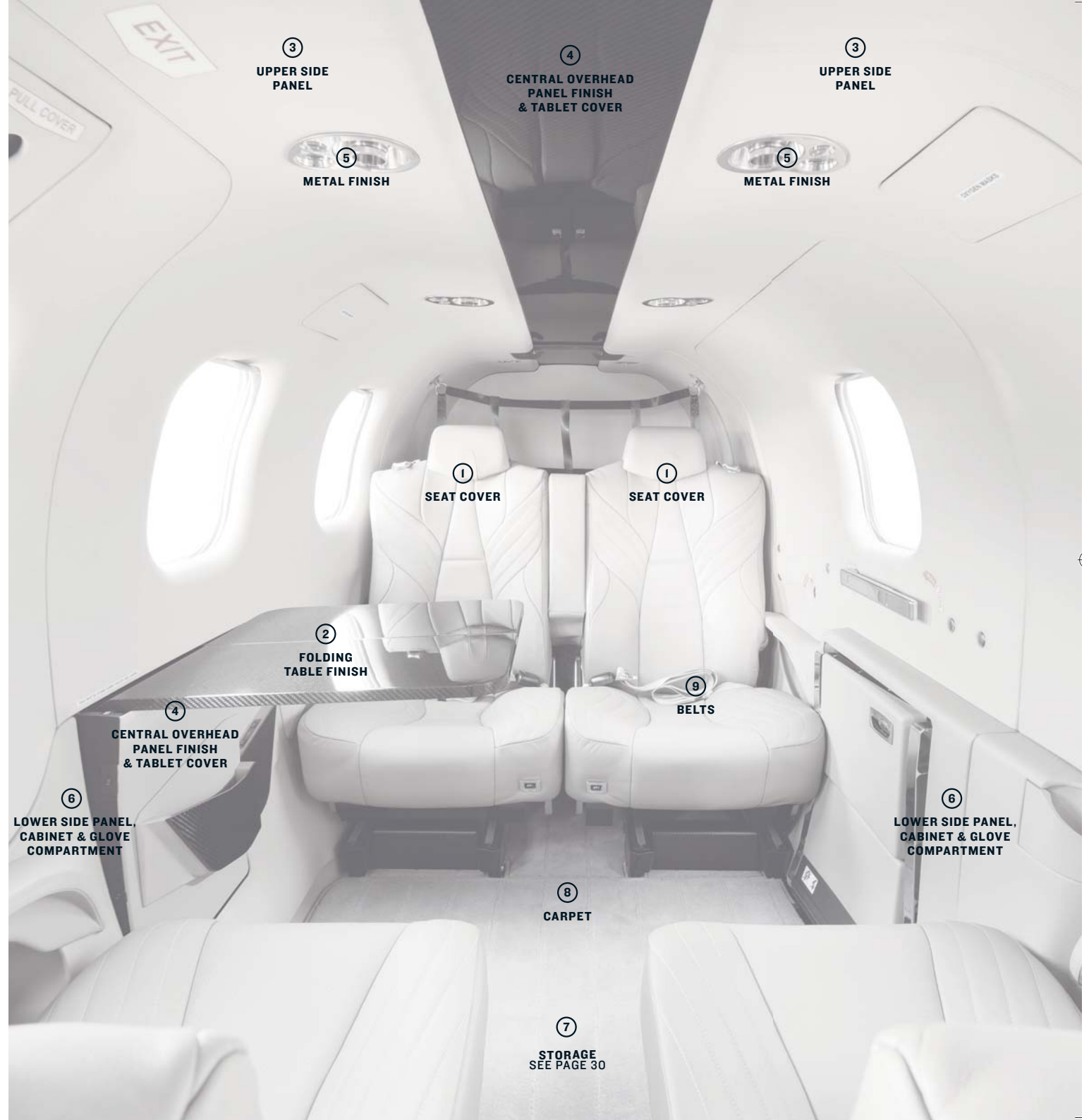
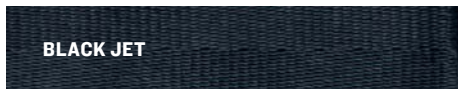
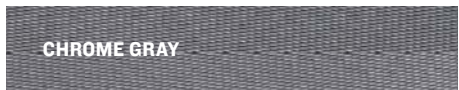


**CARPET**

⑧



**SEAT BELT COLOR**



3.06

# ***DO IT YOURSELF INTERIOR CUSTOMIZATION***

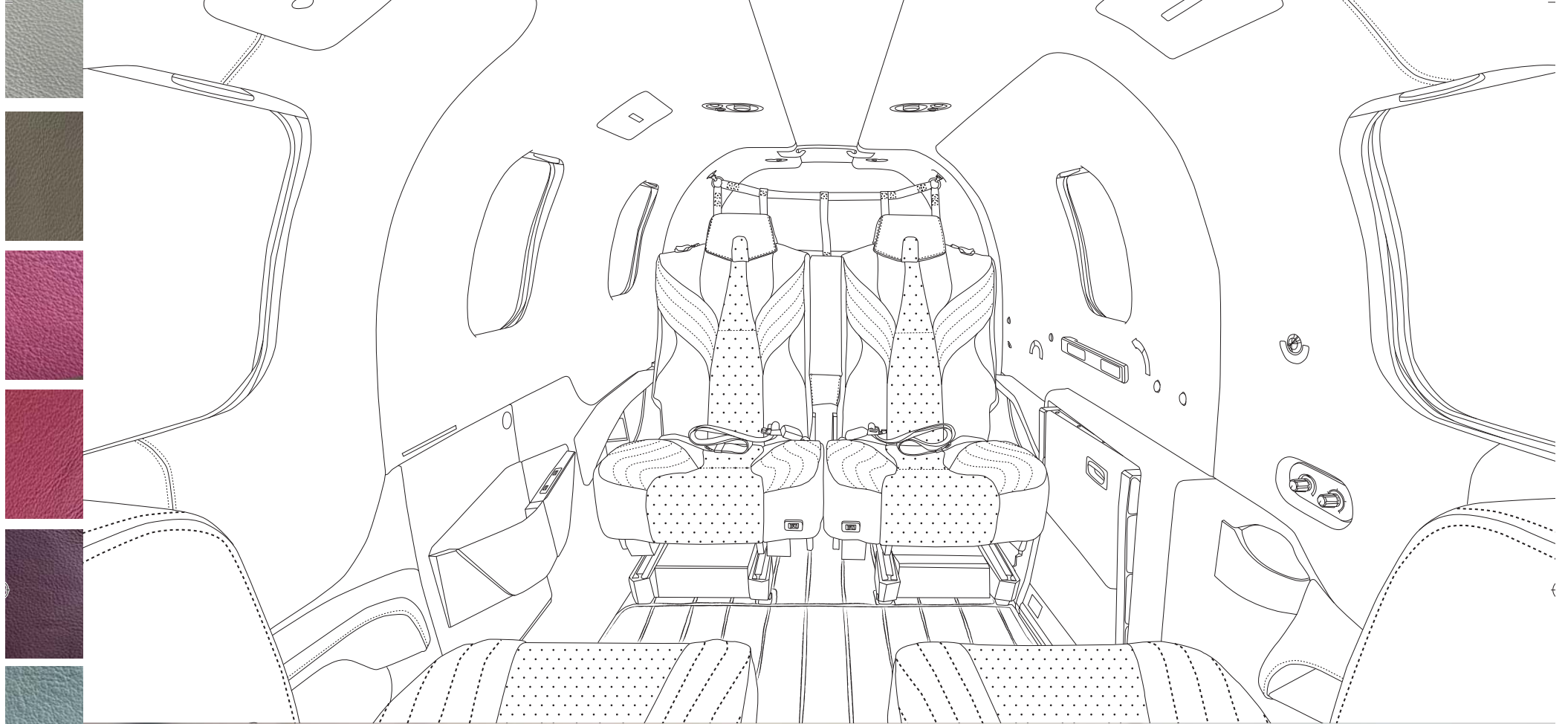
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As the TBM 940 is the ultimate personal aircraft, Daher enables customers to make their airplane even more personalized.

Interior: As an option, 40 additional leather colors are available to enhance the cabin ambiance, as well as stitching.

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 can make an aircraft truly unique.





3.07

# ***STORAGE CABINETS***

Several storage cabinet configurations are offered on both sides behind the pilot seats. There is a simple storage compact cabinet, which also can be equipped with a hard support on top for pilot's case. Also available is a storage cabinet to fit on top. All these cabinets match your interior leather color selection.

## **QUICK-CHANGE CABINETS**

The Elite privacy option integrates a quick-change lavatory compartment in the TBM aft fuselage. Color match the cabin ambience you have selected.

## **EXTENDED LARGE STORAGE CABINET**

We're introducing on TBM model year 2020 a new quick-change cabinet: the extended large storage cabinet. It replaces the intermediate left-hand seat to offer more space to you carry-on items and as an option a capability to electrical comfort items.





**COMPACT STORAGE**



**COMPACT STORAGE WITH  
PILOT'S CASE SUPPORT**



**COMPACT STORAGE WITH  
TOP CABINET**



**ELITE PRIVACY  
COMPARTMENT**



**EXTENDED LARGE  
STORAGE CABINET**



**EXTENDED LARGE STORAGE  
CABINET WITH POWER PLUGS**



***TB***  
***OPERA***



# TBM TOTAL CARE

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 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, after reviewing maintenance documentation, questions or concerns arise, the aircraft’s maintenance provider or the Daher Airplane Business Unit’s Customer Support Team 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.

## TBM TOTAL CARE PROGRAM

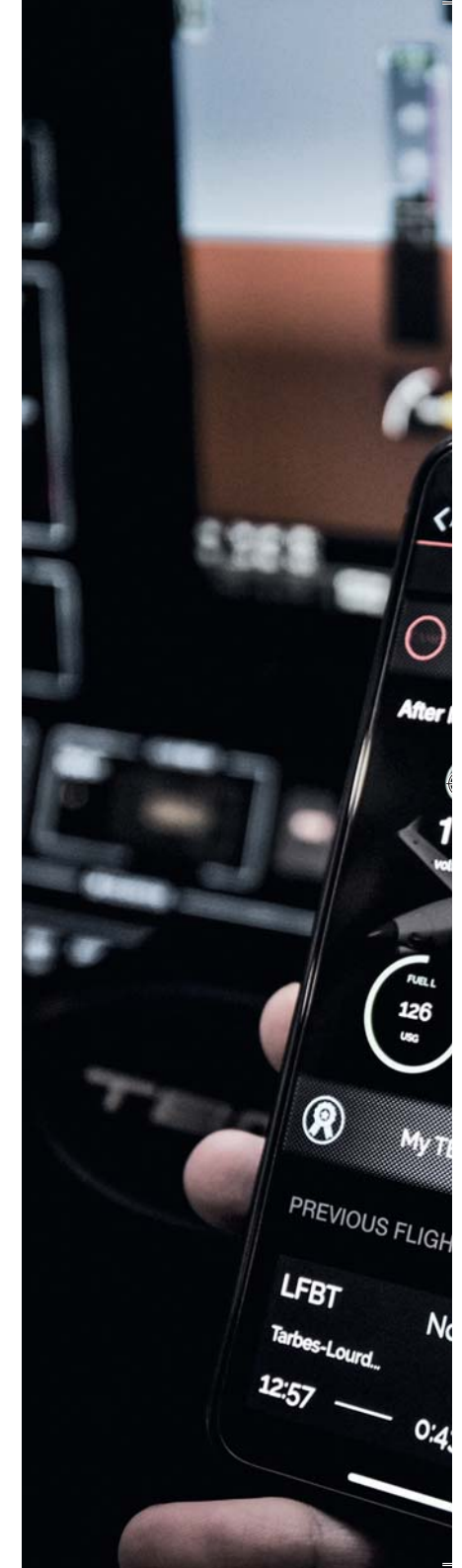
With every new TBM 940, Daher provides customers with its TBM Total Care Program (TCP) as part of the “Elite” purchase package. This exclusive program gives the initial retail owner of a TBM complimentary scheduled maintenance – including annual inspections – for the first five years or 1,000 hours of operation with the aircraft.

The 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

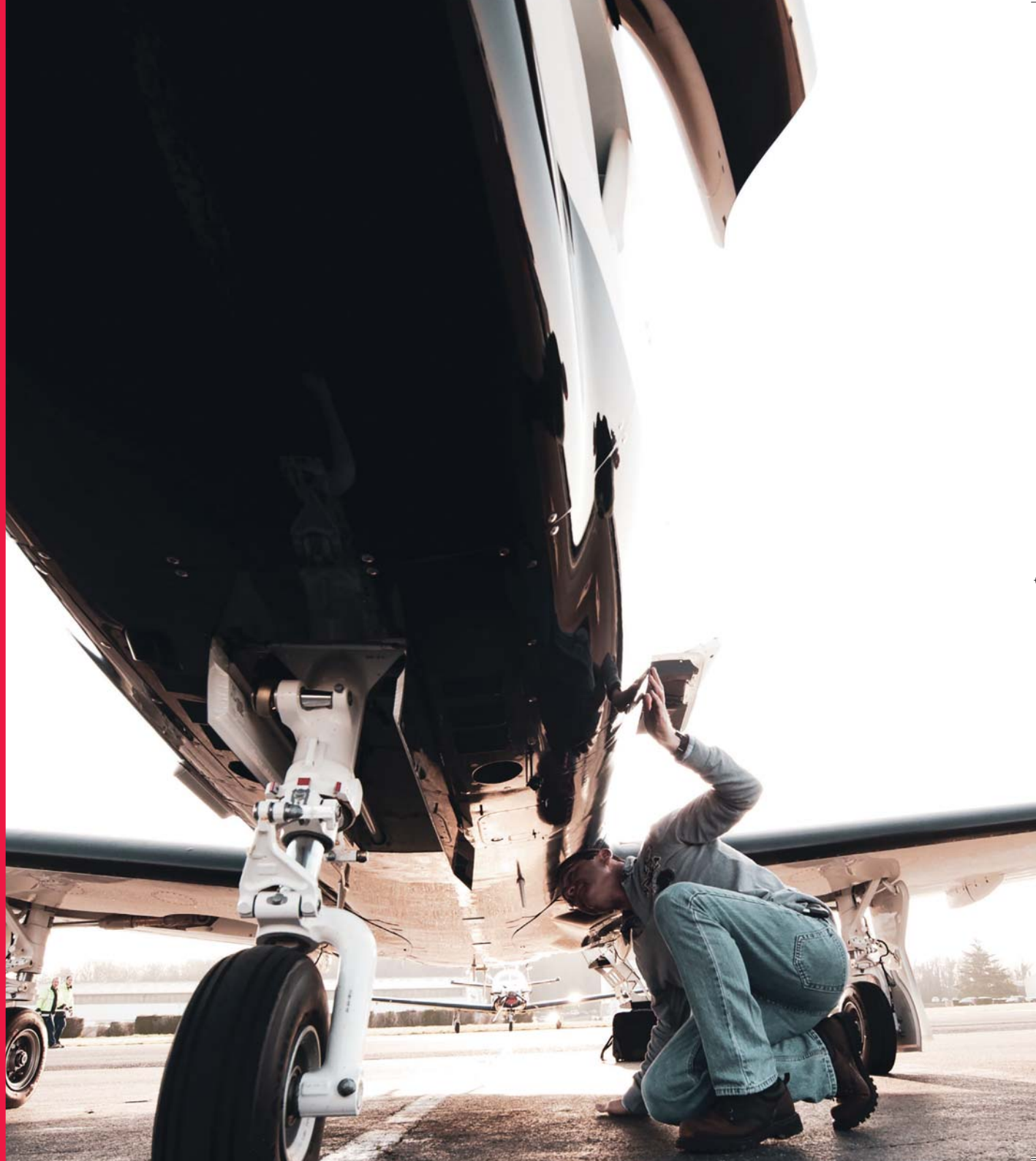
retail owner for the first five years of ownership. Pratt & Whitney Canada’s Eagle Plan Plus Extended Warranty also can be purchased from Daher – resulting in a warranty extension to seven years or 2,500 hours of operation for the TBM’s PT6A powerplant.

## MAINTENANCE FOLLOW-UP 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 all aircraft maintenance requirements. CAMP implements the 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.









# 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 Program (TCP).

<b>AIRFRAME</b> (excluding systems, major components and consumables*)	7 years or 3,500 hours of aircraft operation
<b>PT6A POWERPLANT</b>	5 years or 2,500 hours of aircraft operation
<b>AVIONICS</b> All Garmin equipment, L3 WX500 Stormscope, RA4500 radar altimeter and KN63 DME	5 years
<b>SYSTEMS</b> 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
<b>HARTZELL PROPELLER</b>	6 years or 4,000 hours

4.03

# ***A GLOBAL NETWORK PROVIDES CARE FOR THE TBM***

To provide efficient support at remote locations, the Daher Airplane Business Unit's 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, 53 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/support-network](http://www.tbm.aero/support-network)





# A HOST OF SERVICES WITH YOUR TBM

Daher's TBM aircraft are designed, built and tested to operate safely and reliably throughout the world. When service, inspection and maintenance are required, conveniently-placed service panels and doors 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. In addition, a host of services are provided with each new TBM.

Garmin Pilot™: A one-year subscription with the popular Electronic Flight Bag application, which includes FliteChart, Safe Taxi, Obstacles, Terrain, Airport Directory,

Jeppesen: 1-year subscription for the selected bundle (Americas or International), including Jeppesen NavData and Chart View, with Garmin Obstacles, SafeTaxi, Terrain, and Airport Directory  
 Sirius XM WX weather & radio: A three-month trial subscription give access in North America to XM WX Satellite Weather, which boosts pilots' situational awareness through interactive graphical weather updates on compatible displays. Available instantly and broadcast continuously, the XM WX data stream provides the following information:

- High-resolution NEXRAD radar
- Lightning
- Satellite imagery
- METARs

- Winds aloft
- Freezing level



## ME & MY TBM: THE POWER OF DATA IN YOUR POCKET

Me & My TBM is a revolutionary new smartphone application for TBM aircraft owners and operators. This cloud-based app leverages data that is automatically collected during every phase of flight, enabling pilots to enhance the TBM's operating efficiency, ensure they are operating the aircraft to the highest safety standards, and optimize maintenance management.

The TBM "Me & My TBM" app: This application for Android & iOS was introduced in 2018, providing unique and valuable feedback on TBM flights, key parameters of the engine and other systems, and a full range of statistics accessible from wherever the aircraft goes. Based on an automated transmission of flight data on a secured cloud-based storage, it avoids the fastidious task of downloading data on a PC, while also directly updating aircraft counters on the CAMP tracking system. This eliminates the need to send flight logs, Trend.dat and Report.dat files to CAMP. Advanced customer support when needed is now possible. It gives TBM Care teams the capability to access and analyze all flight parameters in less than one hour.



4.05

# TBM OPERATING COSTS ANALYSIS

## A. DIRECT COSTS OF DAHER TBM 940 OWNERSHIP

DIRECT OPERATING COSTS	QUANTITY PER HOUR	UNIT COST	TOTAL PER HOUR
JET A	60	4,73	\$283.80
OIL	0.07	\$20.00	\$1.33
			\$285.13

## B. MAINTENANCE COSTS: (200 HOURS PER YEAR)

MAINTENANCE COSTS Includes scheduled maintenance (every 200 flight hours and annuals) and components maintenance	0.73	\$95.00	\$69.35
MAINTENANCE PARTS. Includes scheduled parts for airframe/ engine/avionics for scheduled and unscheduled maintenance and components maintenance (landing gears, actuators, pumps), consumables			\$73.59
PROPELLER OVERHAUL. Includes scheduled maintenance at 4,000 hours or 6 years	4,000 hours or 6 years	\$33,320.00	\$8.33
ENGINE RESTORATION. Estimated overhaul at 3,500 hours and Hot Section Inspection		\$339,990.00	\$97.14
TOTAL MAINTENANCE COSTS.			\$248.41

## A+B

Total operating costs without TCP			\$533.54
Total operating costs with TCP			\$390.80



## ***WHAT IS INCLUDED IN THE LABOR CALCULATION?***

- All labor and consumable parts required for:
- Scheduled maintenance to include the flat rate labor cost for all inspections that occur during a 10-year time period.
- Discrepancies found during scheduled maintenance inspections/events on the airframe or avionics (on-condition).
- Routine engine maintenance not covered by our estimated engine restoration costs.
- Labor for the removal/replacement of components requiring overhaul/inspection/servicing.
- Unscheduled maintenance discrepancies.

Source 2019 Conklin & DeDecker.

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4.06

# TBM EASY TRAINING

Flying the TBM very fast single-engine turboprop requires the appropriate endorsements, such as high performance and high-altitude, or ratings added to a private pilot's license. However, 500 flight hours of aviation experience and an instrument rating are recommended, along with a satisfactory transition course. Three flight training organizations are factory-approved by Daher to provide training for a well-qualified TBM pilot. In North America, SimCom in Orlando, Florida operates TBM flight training devices (FTDs) equipped with visualization. Europe has two authorized training organizations: Airways and SimAero, both of which can provide the FAA endorsement and the Single Turboprop Class rating training required by the European Aviation Safety Authority (EASA), with training on the aircraft.

To standardize high-quality instruction within the TBM flight instructor community, Daher has introduced a full TBM training kit, available online with constant updating, to which access is given by the flight instructor – thereby ensuring that future TBM 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
- TBM cockpit poster
- Onboard checklist





## ***TBM TRAINING IN THE USA***

Factory-approved initial TBM flight training in the Americas is provided through TBM's partner, Simcom International. Simcom utilizes flight training devices that are based on real TBM cockpits, in the EFIS/GNS 530, G1000 and G3000 configurations. Simcom's training facility in Orlando, Florida and in Scottsdale, California are ideally positioned for TBM pilots with U.S. licenses.

In addition to simulator-based training, Simcom offers in-aircraft TBM training for all versions of the aircraft through its TSI division.

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

TBM initial training consists of the following:

- Ground school training, which includes TBM systems knowledge tests;
- Flight training device (FTD) training;
- 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 training tracks for a maximum of six days' training:

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.

Upon successful completion of the course, you will receive a flight review through the FAA Wings Program.

More information is available at: +1 (866) 361-9620

Website: <https://www.simulator.com/courses/tbm-series/>

## ***TBM 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), <https://www.sim.aero/TBM-Class-Rating-Course-Including%20PBN-Initial>

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 (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 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.





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