

A red graphic line that starts as a horizontal line from the left edge, curves upwards and to the right, and then continues as a straight diagonal line towards the top right corner.

**TBM**  
**910** • **ESSENTIAL GUIDE**

# **1.00**

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**TBM**



970



# PORTRAIT OF PERFORMANCE

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With a maximum cruising speed of 330 kts. (380 mph. / 611 km. per hour), the 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 two hours, the TBM makes travel easy. Speed is of the essence with the TBM!

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 Garmin G1000 NXi, the latest version of the 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 fast boot up and software loading, while enabling the system to manage a huge volume of aviation data and maps, such as visual approach plates.

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 the 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.

1.02

# A COCKPIT FOR EASY TRANSITION

The Daher TBM 910 features Garmin's G1000NXi, the latest 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), and map overlays on the Horizontal Situation Indicator. This puts a wealth of data for 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.







# PILOT FRIENDLY FUNCTIONS

TBM 910 Model Year 2019 features the latest software version of the GIO00® NXi which 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.

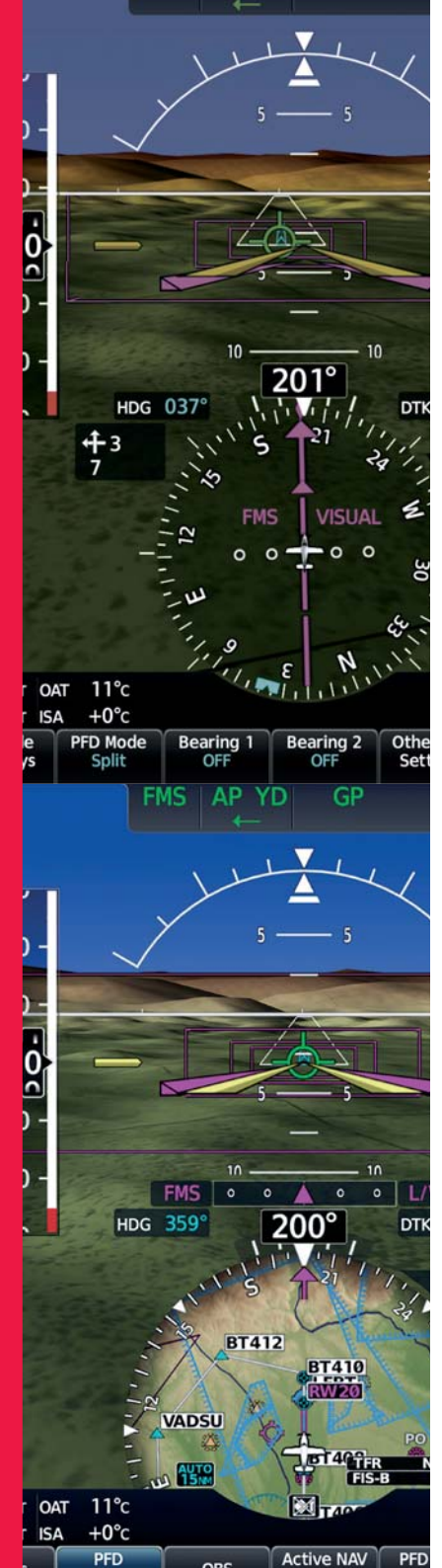
## BARO-VNAV

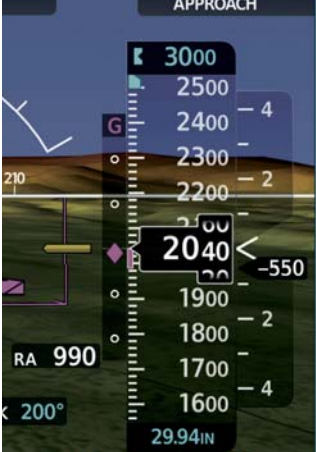
The aircraft's Baro-VNAV system allows precision approaches to be flown with vertical guidance (LNAV+V) at airports where Space-Based Augmentation System (SBAS) or Wide Area Augmentation System (WAAS) are not available. The

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.

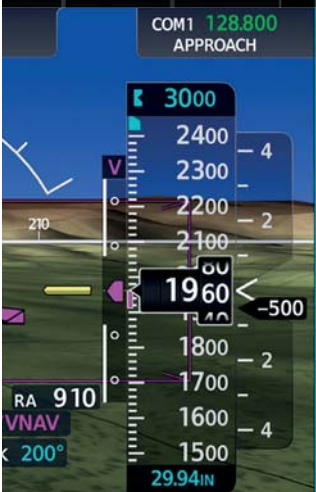




FINAL faf → RW20 map  
DIS 2.5NM BRG 200°

AIRBORNE TO LFBT  
APPROACHING RWY 20  
DIS 2.5NM

TMR 0:00:00  
UTC 08:07:49



BT408 faf → RW20 map  
DIS 2.3NM BRG 200°

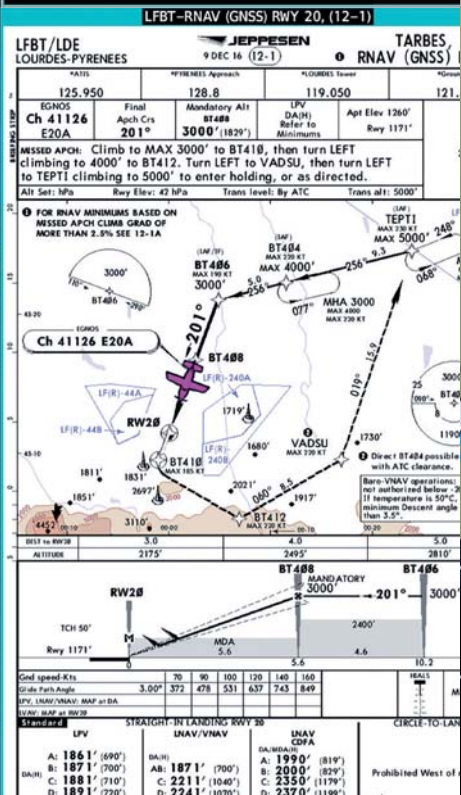
AIRBORNE TO LFBT  
APPROACHING RWY 20  
DIS 2.3NM

TMR 0:00:00  
UTC 00:13:42



Active Flight Plan

	DTK	Leg DIS	ALT
STRGHT			-----FT
FINAL faf	---	---NM	-----FT
RW20 map	200°	2.5NM	
MANSEQ	200°	5.0NM	
Destination - LFBT - RW20			



Active Flight Plan

DTK	Leg DIS	ALT

Departure - LFBT-RW02.AGN9M.AGN





1.04

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

**TBM<sup>®</sup>  
E-COPILOT**

The 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.

The latest addition to the TBM e-copilot<sup>®</sup> featured is the In-flight Ice Detection Advisory System. Activation of the ice protection systems is the responsibility of the pilot based on icing conditions identification.

If the pilot does not activate ice protection systems in a preventive way and fails to recognize ice accretion

through current visual, the Advisory Automatic In-flight Ice Detection System will operate as a backup.

An ice detector based on frequency variations located on the top of the fin triggers the ice protection systems when icing conditions are detected if the pilot fails to identify icing conditions or ice accretion.

It activates the following systems:

- Wings and tailplane pneumatic de-icing boots
- Propeller electric de-icing
- Windshield electric de-icing
- Inertial Particle Separator.



1.05

# INNOVATIVE SYSTEMS

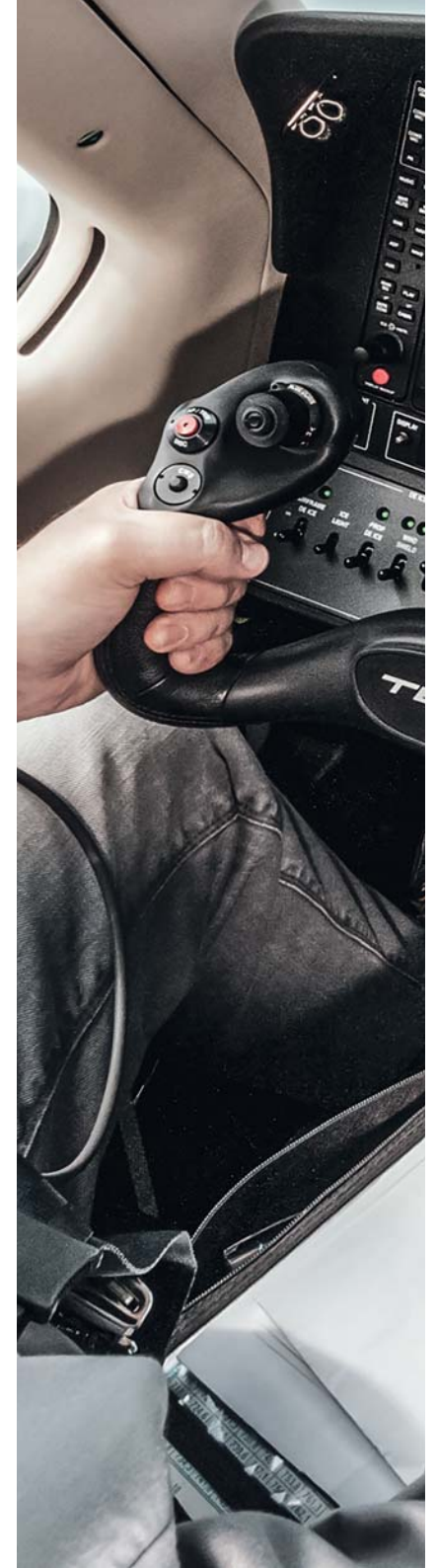
## TBM<sup>®</sup> E-COPILOT

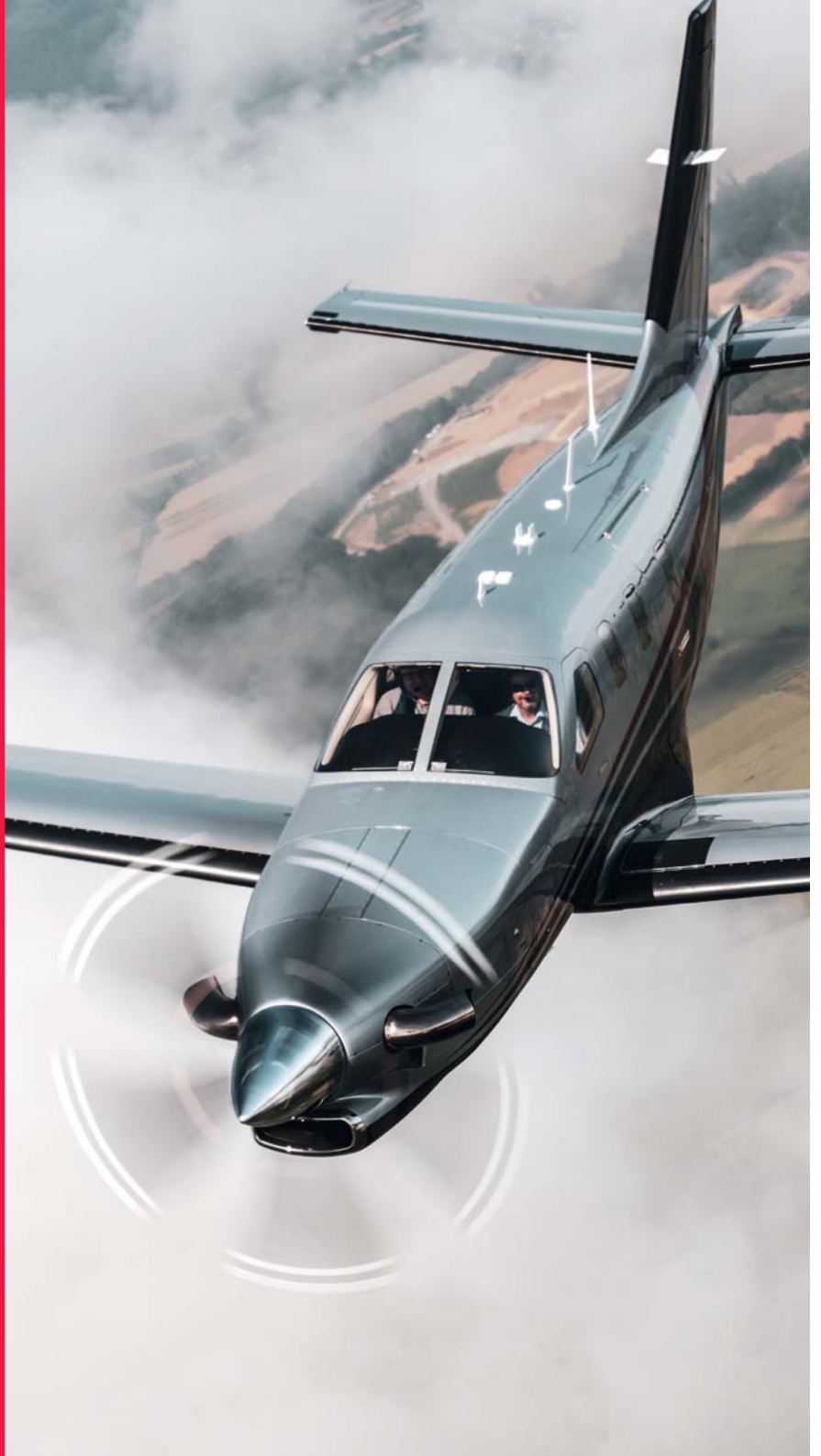
TBM e-copilot<sup>®</sup> includes also the following features:

- 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.





# CONNECTED COCKPIT

The TBM 910 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.

**GTX 345:** On the TBM 910, 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.

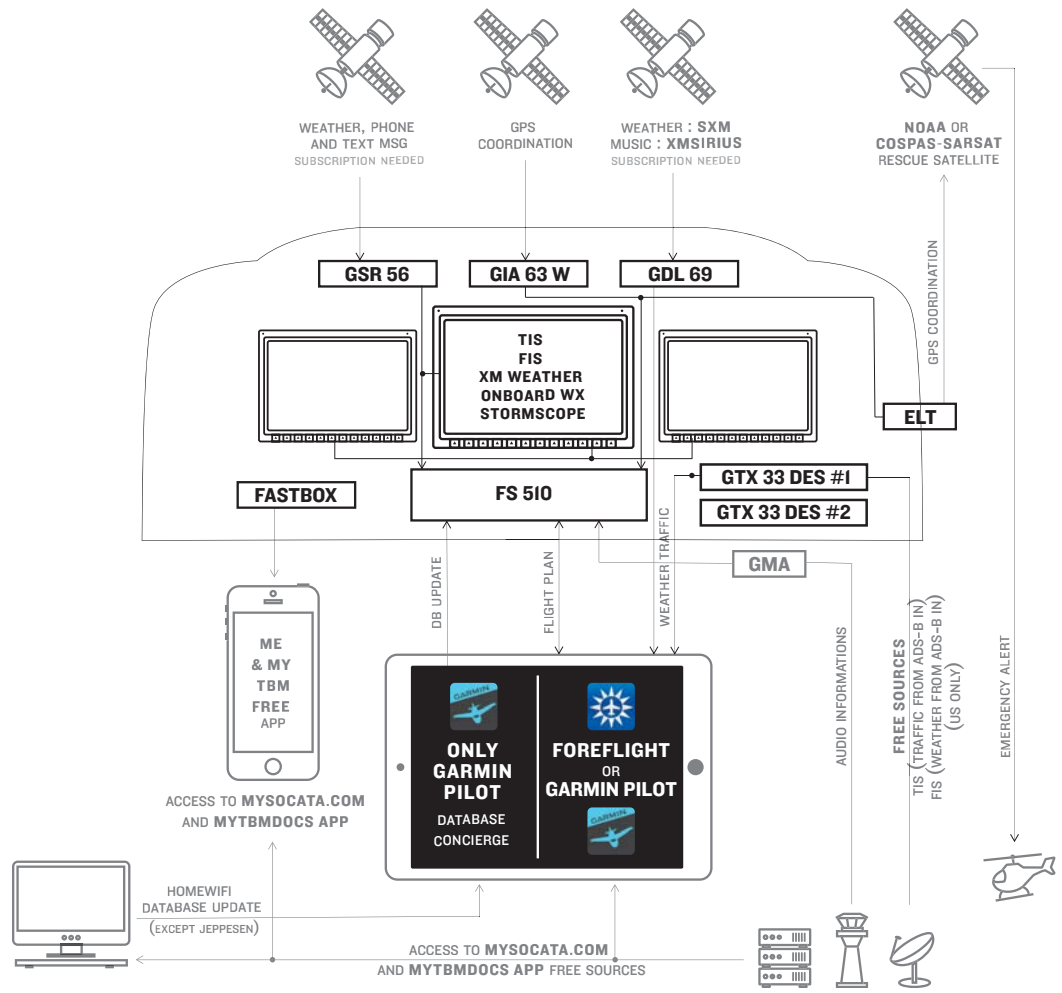
The ADS-B weather link is continuously broadcast on the 978 MHz Universal Access Transceiver (UAT) frequency, and is similar to the basic services offered by leading commercial satellite weather providers. It gives access to all types of available information, such as NEXRAD imagery, METARs, TAFs, winds and temperatures aloft, PIREPs, NOTAMs, and much more.

**GSR 56:** The Iridium-based GSR 56 satphone enables communications via text and messaging from the TBM 910. 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 930 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

# **TBM** **MANUFACTURING**

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The owner of a TBM benefits from a spirit of innovation that continues today, tracing its roots to the beginnings of Morane-Saulnier in 1911, and backed by over 150 years of industrial experience of the Daher Group.

With the stability provided by its family ownership, Daher asserts its leadership in three main businesses: aircraft manufacturing, aerospace equipment and systems, logistics and supply chain services.

Each area of proficiency is supported by advanced technological specialties. Having over a century of “know how” as an aircraft manufacturer naturally bolsters its expertise in the aerospace business. Advanced aerospace projects for other aircraft manufacturers allow Daher to incorporate new techniques and manufacturing methods into its TBM aircraft – something that would not normally be practical for a company of its size. This combination of expertise enables Daher to create more added value for its customers, constantly introducing innovative solutions for its projects, as well as anticipating the challenges associated with systems integration and volume manufacturing.

1.08

# ***RELIABLE***

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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 minimizing repair-cycle times. The TBM 910 is fully certified and available today worldwide – direct from the factory, or from Daher’s comprehensive distributor network, with support from a worldwide organization of TBM service centers.







# ***PROVEN AIRCRAFT DESIGN***

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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 it 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.



1.10

# TRAVELING IN STYLE

All TBM aircraft are designed to provide a smooth ride – comfortably flying over the weather and at high cruise altitudes. The TBM 910 combines 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.

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. Comfort, functionality and style, are the keywords of the TBM interior design team.

Comfort has been enhanced through the years. Insulation proofing allied to air conditioning latest technology including dual zone temperature control provide a nice atmosphere whatever the season. Now every seat has now a heating function control. 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.

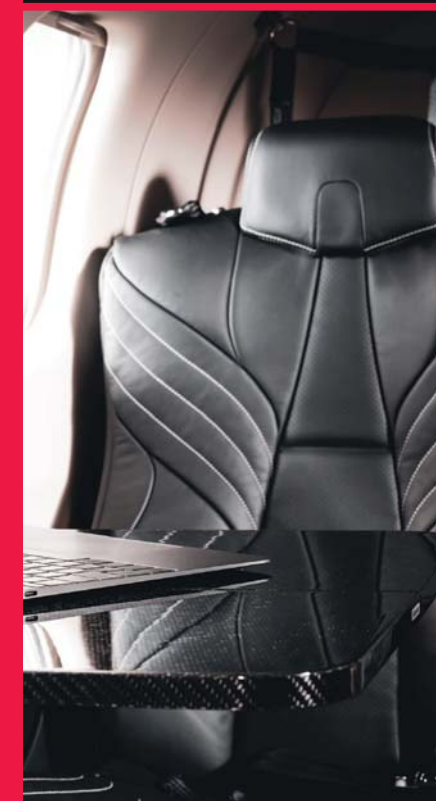
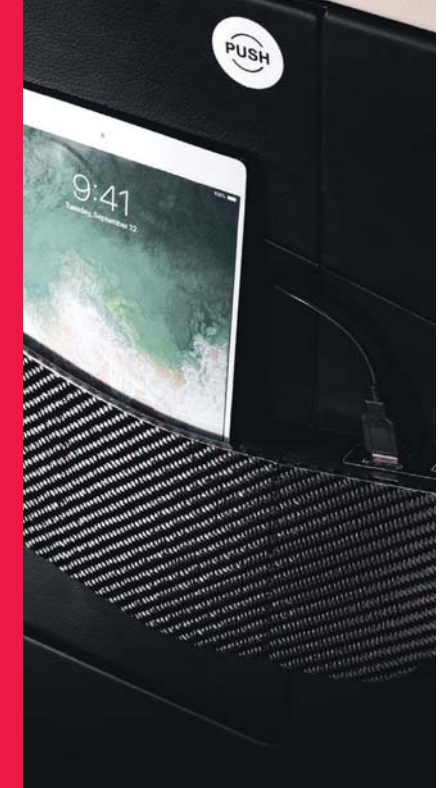
Cabin illumination consists of dome lights, baggage compartment lights, access stair lighting and

individual reading lights at all seats. They are now fully dimmable. At night the passenger door opening lights up automatically all the cabin lights simultaneously. Let the light be!

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

New styling on the TBM 910 model year 2019 begins with refined cabin features incorporates new design with a harmony of polished metal elements from the doorstep stairs to the belts and heating system switches. Leather window shades plunge the cabin into a relaxing darkness. The loudspeakers cover is now fully harmonized with the central upper panel finish selection of carbon, wood or leather Finishing touches include stitching – further adding to the unique TBM feel and the sensation of speed.

For customization, the TBM 910's interior can be even more individualized through to a diverse selection of options, with the palette of materials and decors ranging from classic (elegant dark walnut wood) to sporty (carbon fiber or brushed aluminum). (see page 68)







1.11

# ***ELEMENTS OF COMFORT***

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Comfort and performance: the TBM 910's beautifully gadrooned seats reflect this combination.

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.

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**CLUB SEATING**



**ELITE PRIVACY COMPARTMENT**



**COMMUTER**



**4-SEAT WITH  
SMALL NET**



**4-SEAT WITH  
LARGE NET**



**EXTENDED LARGE  
STORAGE**



1.12

## ***FLEXIBLE CABIN***

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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.

As an option, the TBM 910 Model Year 2020 introduces also an optional Extended Large Storage cabinet, which replace the left intermediate seat. It offers more storage space with two side drawers.

This new furniture is also offered in a can be equipped with 2 high-power USB charging ports and a 115v universal plug.

In addition several new elements have been fitted into the cabin: headset hooks on the clothes hanger in the luggage compartment, additional cup holders in the rear seat. New amenities aim at improving pilot's comfort with additional cup holder on the side and a tablet holder on the central console side.

1.13

# ***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.





1.14

# ***PROPELLER***

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 also is 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.







HARTZELL

HARTZELL

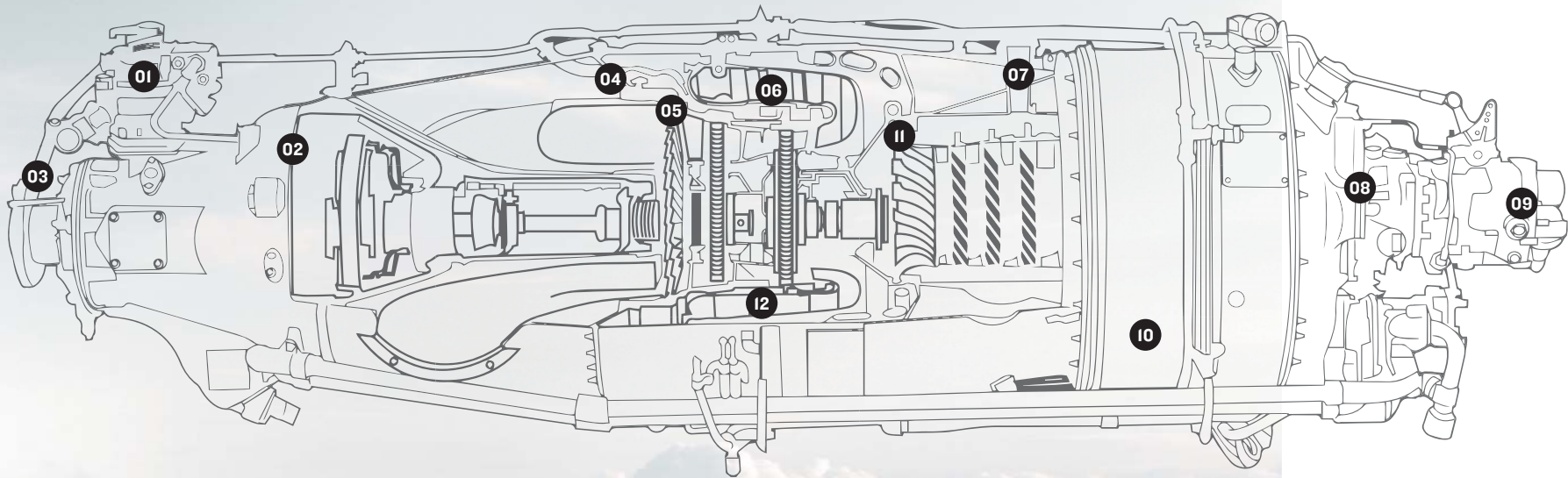
1.15

# ***POWER***

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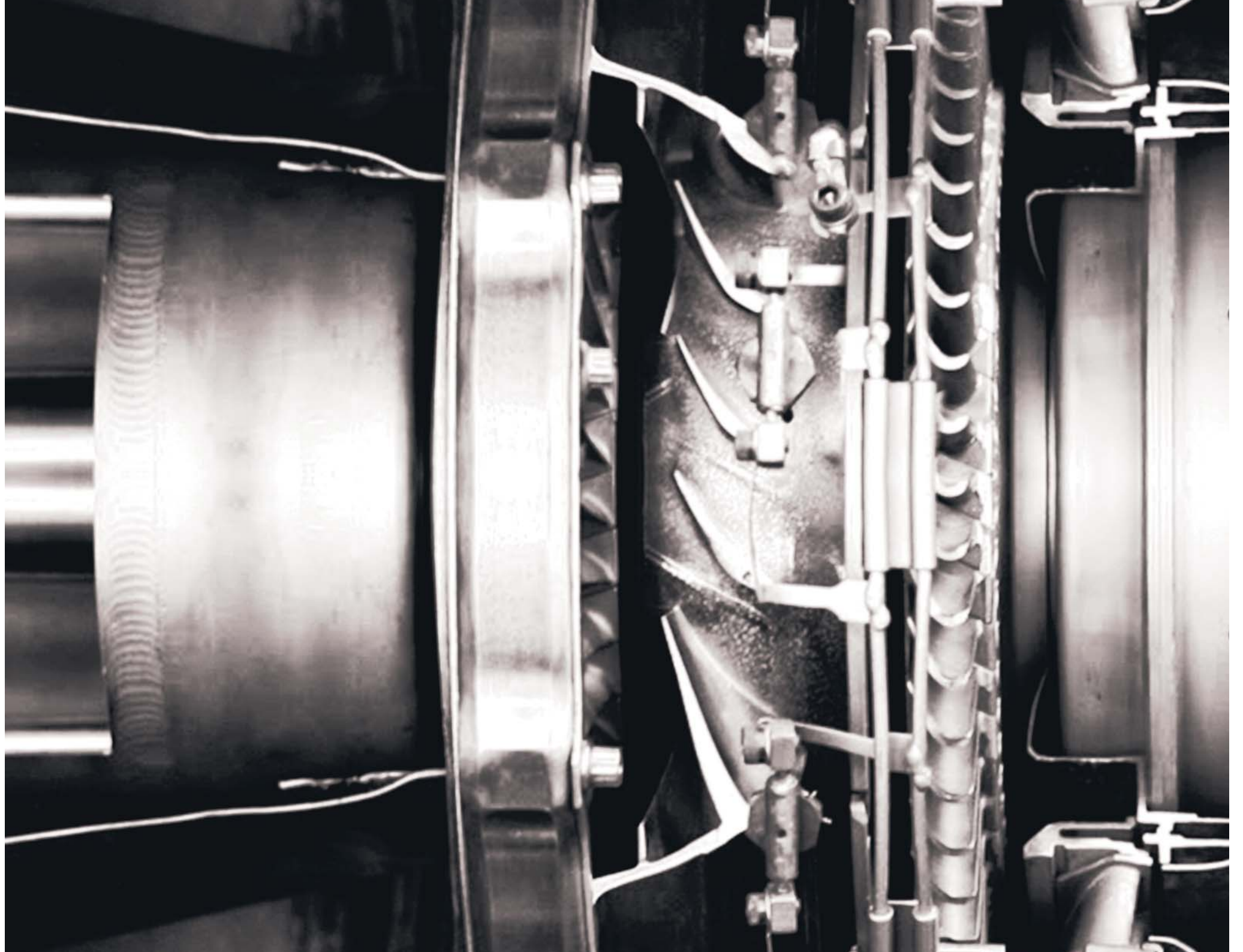
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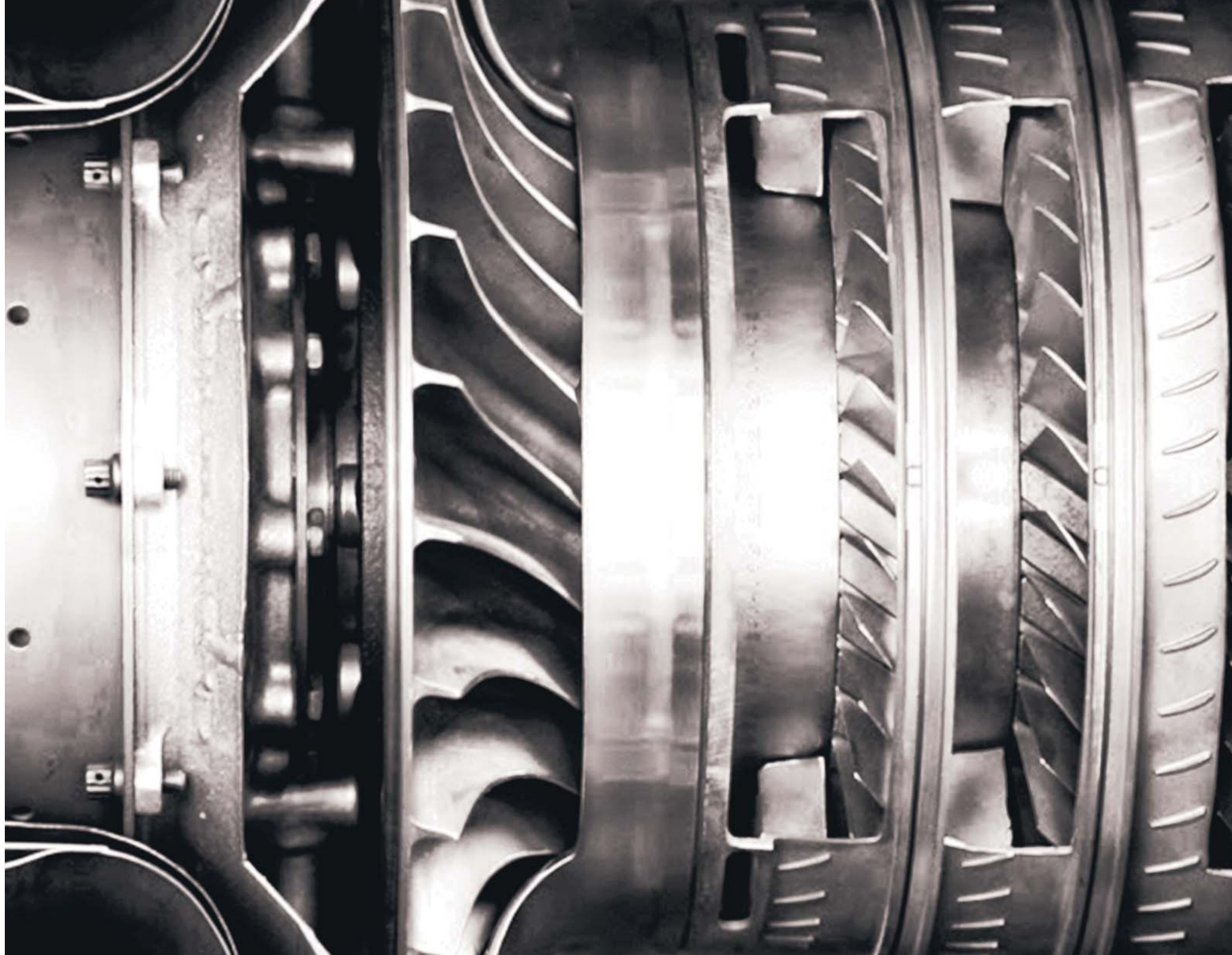




## ***PT6A ENGINE CUTAWAY***

- 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





# ***PILLO COR***



# DOT'S TIEER







# TAKEOFF AND 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.

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.

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.



ISA: 15°C



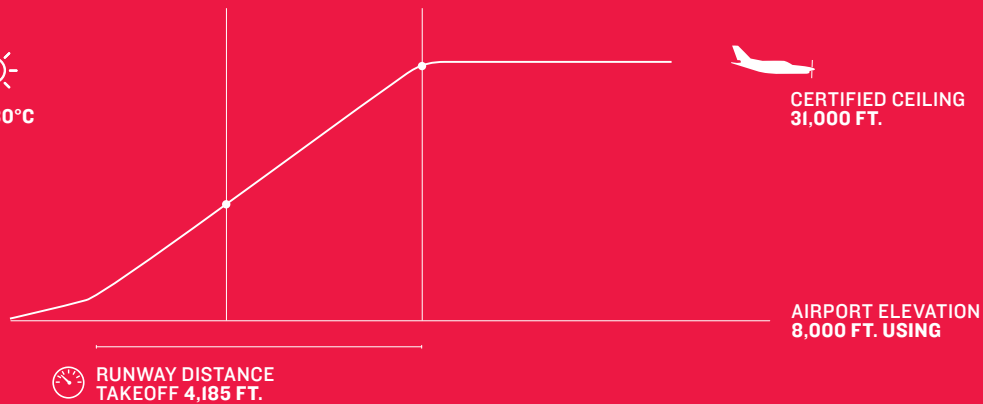
2.02

# HOT & HIGH PERFORMANCE

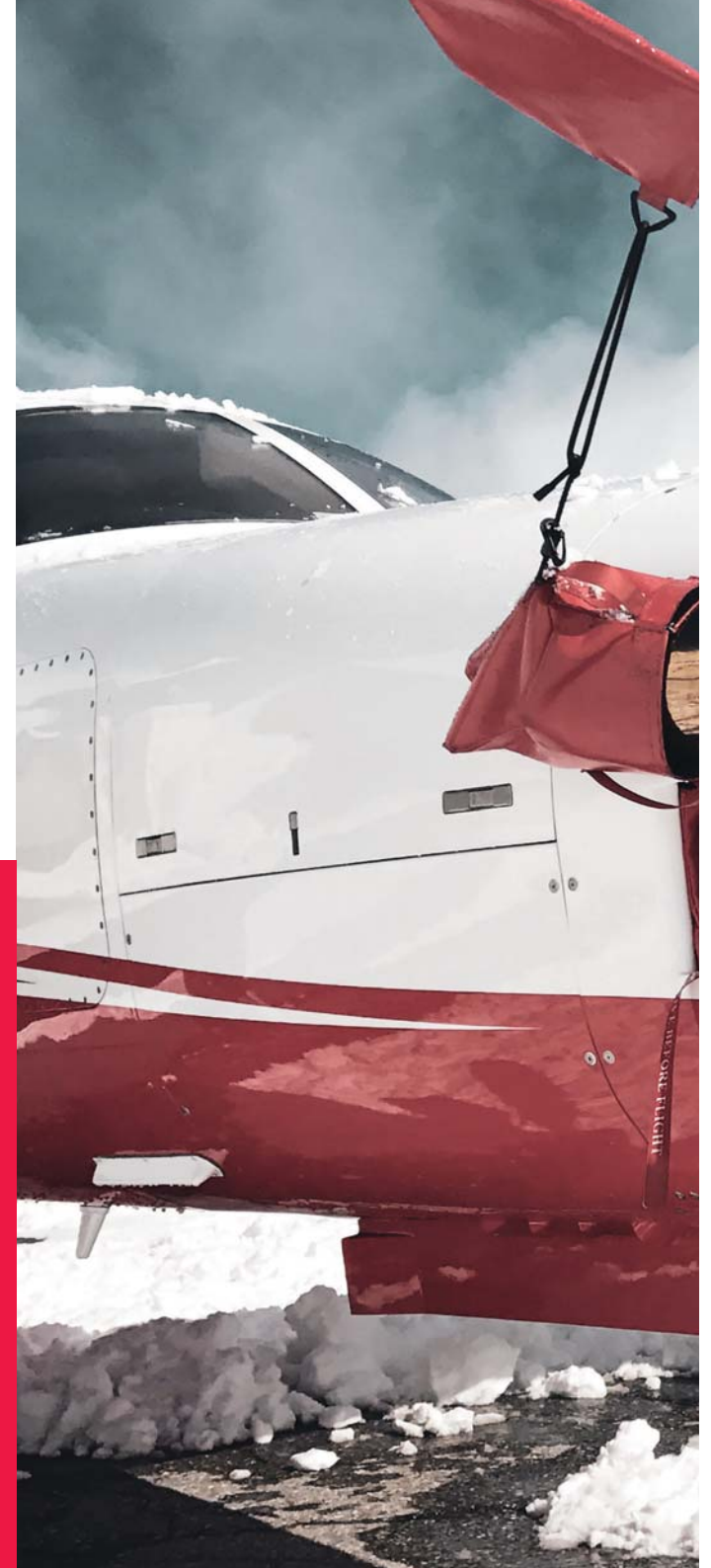
Even on a hot summer day (example: ISA +30°C, at Aspen, Colorado, elevation 8,000 ft.), the TBM 910 has enough power to operate from the airport.

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.

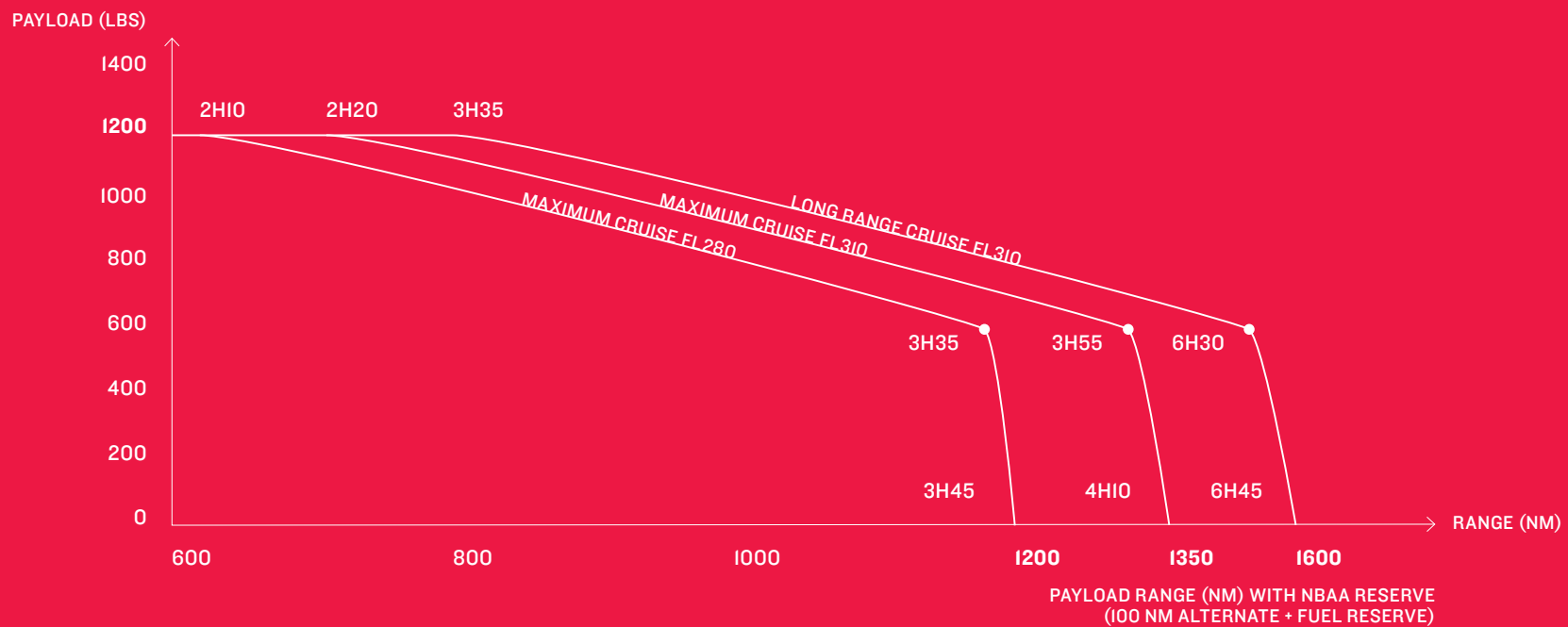
ISA: 30°C



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.







# OUTSTANDING PAYLOAD-RANGE PERFORMANCE

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.

Figures on the payload/range diagram are calculated for maximum cruise, recommended cruise and long-range cruise settings as defined in the Daher TBM

910'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 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.

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.

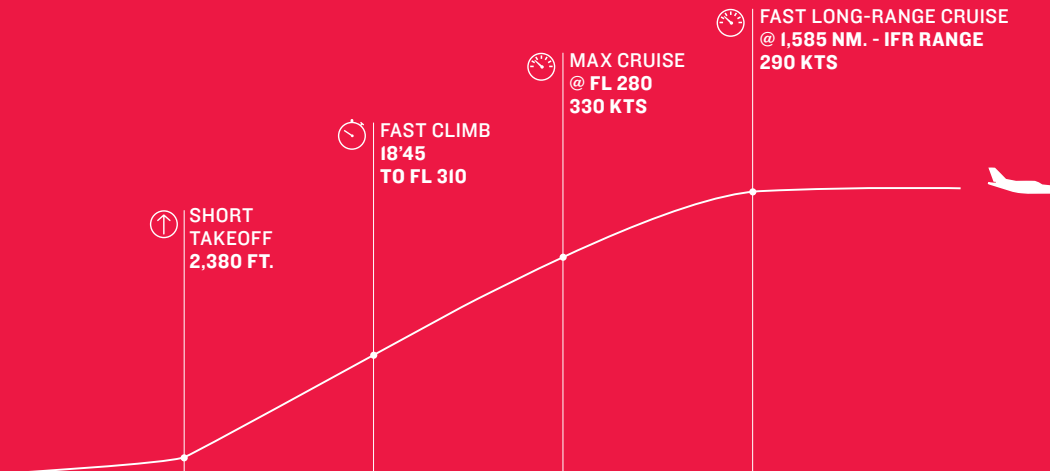
2.04

# FAST & EFFICIENT

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.





50%

N910EG

TBM  
510



A TBM 900 similar to the TBM 910, lands on the 2,133-ft. runway at Gustav III Airport on the Caribbean island of Saint Barthélemy.



# LANDING PERFORMANCE

With the Daher TBM 910, pilots can fly closer to their destinations while still carrying everything needed for the trip.

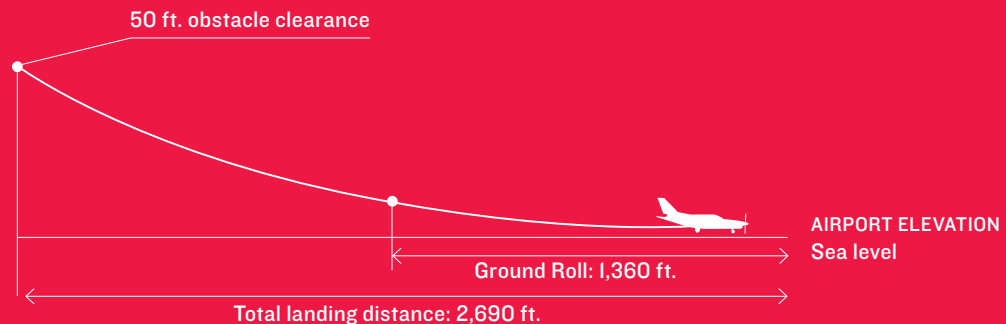
Approaching at only 90 KIAS or less, short runways or short unpaved surfaces accommodate the TBM 910 with ease. Its new five-blade Hartzell propeller reduces noise and improves takeoff performance. The availability of thrust reverse on the TBM 910 substantially improves safety margins compared to aircraft 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.

Thanks to its single-slotted flaps that span 71 percent of the wing, the TBM 910 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 910 with ease. Its five-blade Hartzell propeller reduces noise and improves takeoff performance.

The availability of thrust reverse on the TBM 910 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.



ISA: 15°C



## ***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.

---





MANAGUA

SAN JOSE

PANAMA

Medellin

Cal

QUITO

Guayaquil

Iquitos

Chiclayo

Trujillo

Chimbote

LIMA

Cusco

Arequipa

LA PAZ

Sucre

Antofagasta

SANTIAGO

Mendoza

Córdoba

Rosario

BUENOS AIRES

MONTEVIDEO

Barranquilla

CARACAS

PORT OF SPAIN

Ciudad Bolívar

GEORGETOWN

PARAMARIBO

CAYENNE

Manaus

Santarem

Belém

São Luís

Fortaleza

Natal

Recife

Porto Velho

Salvador

BRASILIA

Belo Horizonte

São Paulo

Rio de Janeiro

ASCENSIÓN

Curitiba

Porto Alegre

Salto

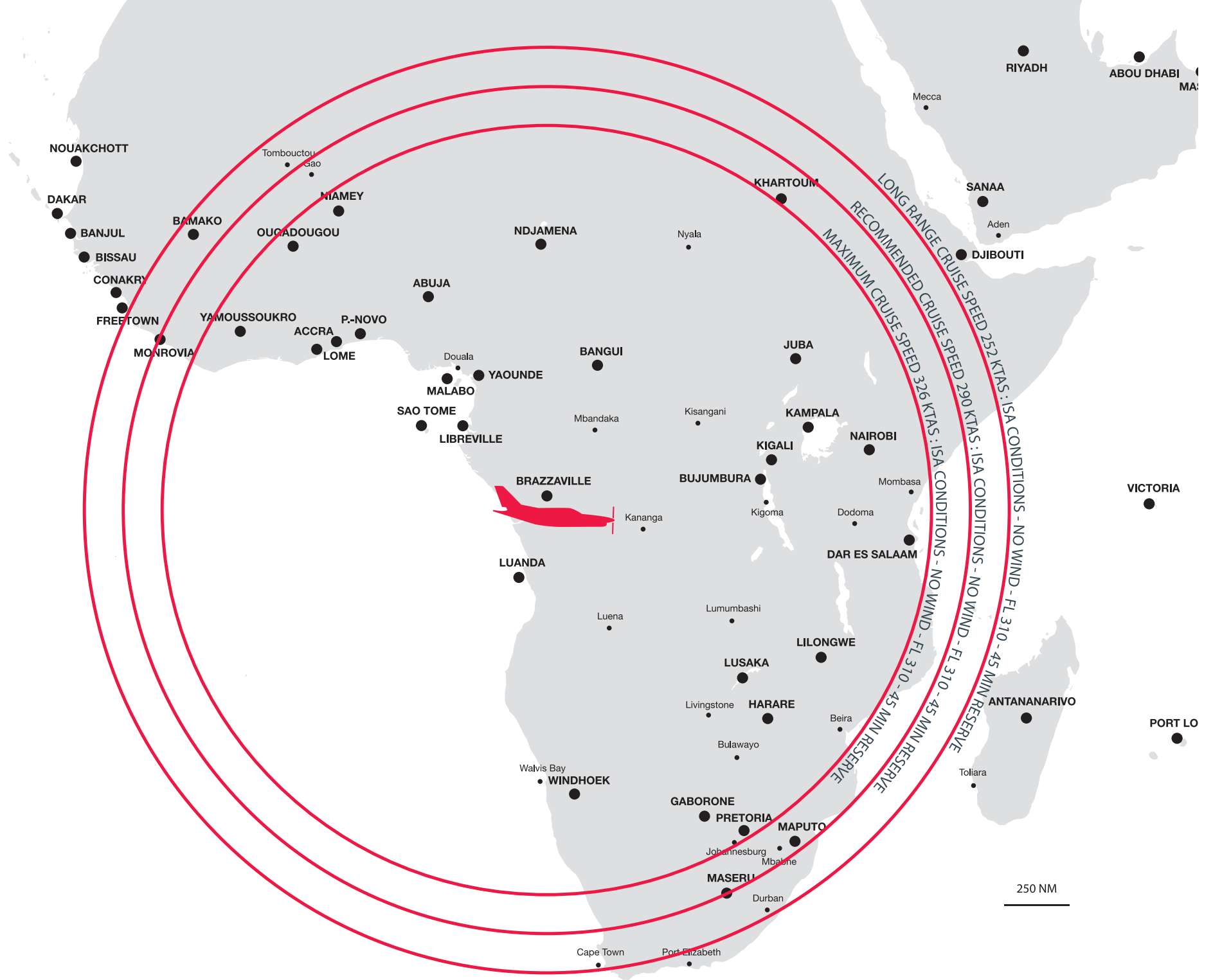
LONG RANGE CRUISE SPEED 252 KTAS : ISA CONDITIONS - NO WIND - FL 310 - 45 MIN RESERVE

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



250 NM







REYKJAVIK

Arkhangelsk

Bergen

OSLO

STOCKHOLM

HELSINKI

SAINT PETERSBURG

TALLINN

RIGA

MOSCOW

Nizhny Novgorod

Perm

Omsk

Glasgow

DUBLIN

LONDON

AMSTERDAM

BRUSSELS

PARIS

LUX.

VIENNA

PRAGUE

BRATISLAVA

BUDAPEST

Nantes

BERN

LJUBLJANA

ZAGREB

Bordeaux

Bilbao

AND.

Marseille

SARAJEVO

BELGRADE

BUCHAREST

Porto

MADRID

ROME

SOFIA

SKOPJE

LISBON

Seville

ALGIERS

TUNIS

VALLETTA

TRIPOLI

Napoli

TIRANA

ATHENS

Istanbul

ANKARA

YEREVAN

TBILISSI

BAKU

TEHRAN

SHANGHAI

DUSHANBE

TASHKENT

BISHKEK

Almaty

RABAT

ALGERIA

TUNISIA

LIBYA

EGYPT

JERUSALEM

CAIRO

AMMAN

DAMASCUS

BAGHDAD

KUWAIT

SHIRAZ

AL MANAMAH

RIYADH

DOHA

ABU DHABI

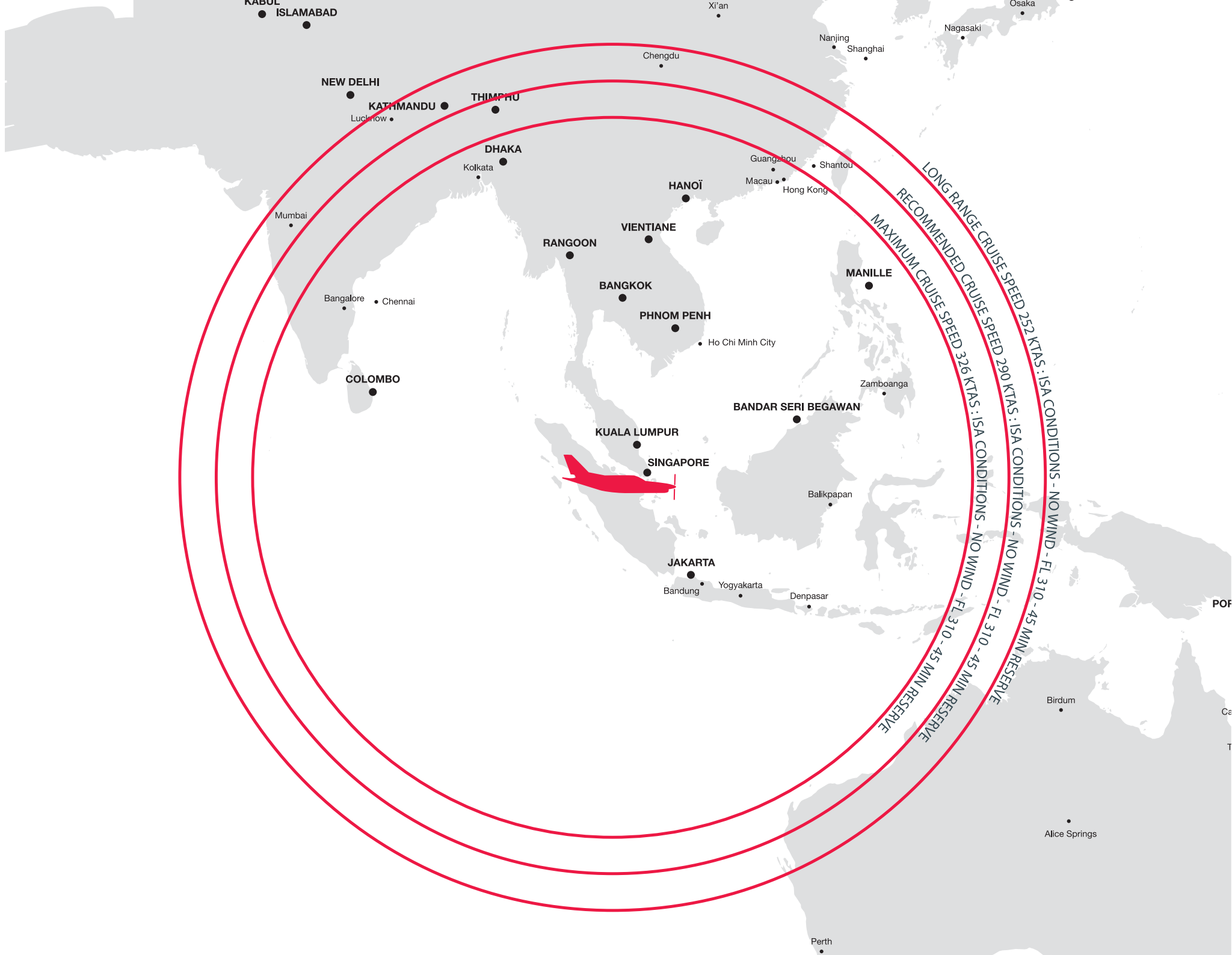
MASCATE

KABUL

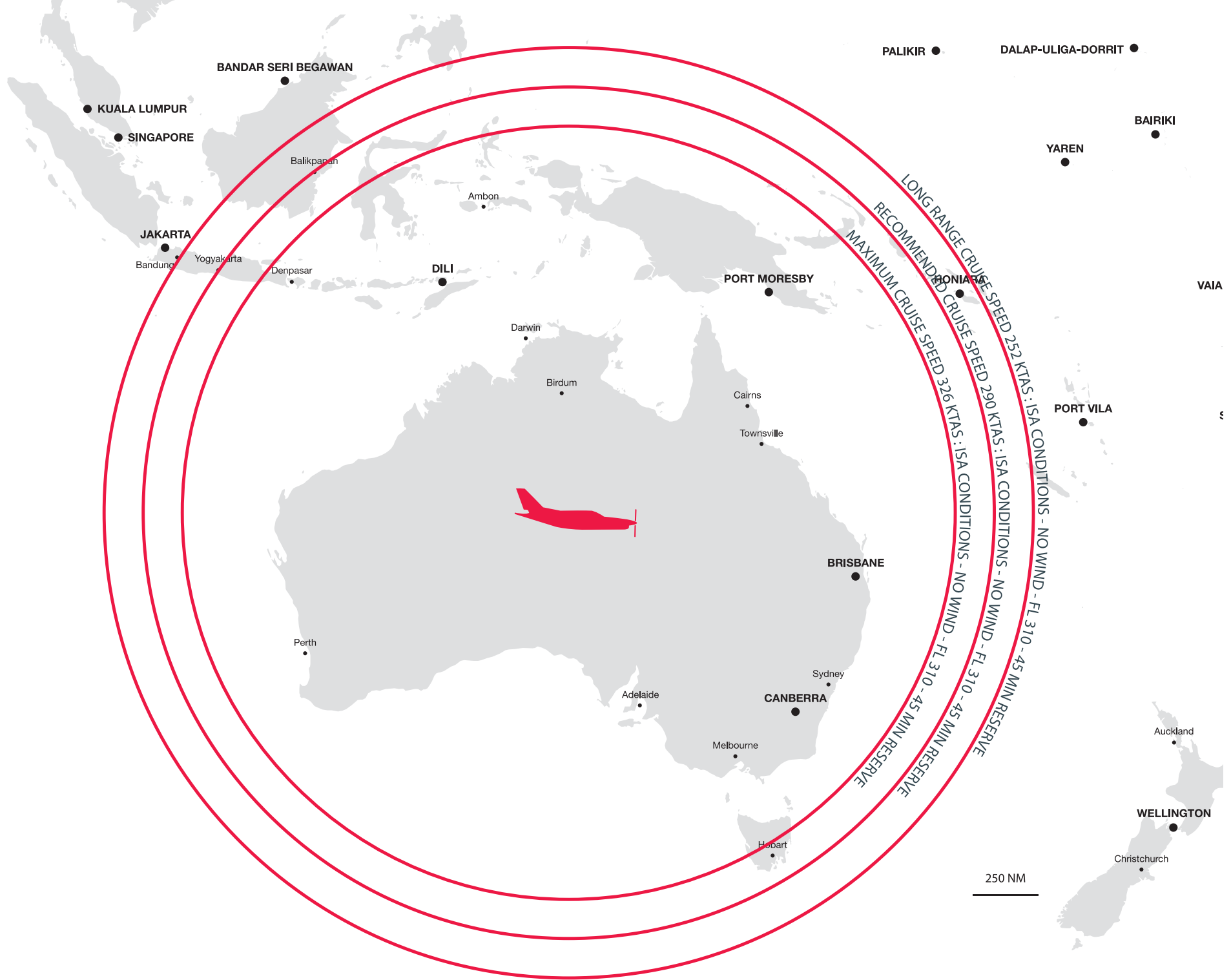
ISLAMABAD

NEW DELHI

KATHMAN







# ***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***

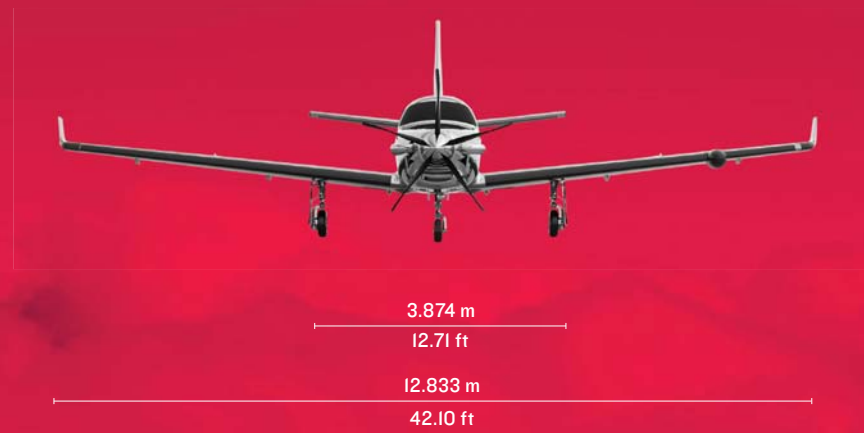
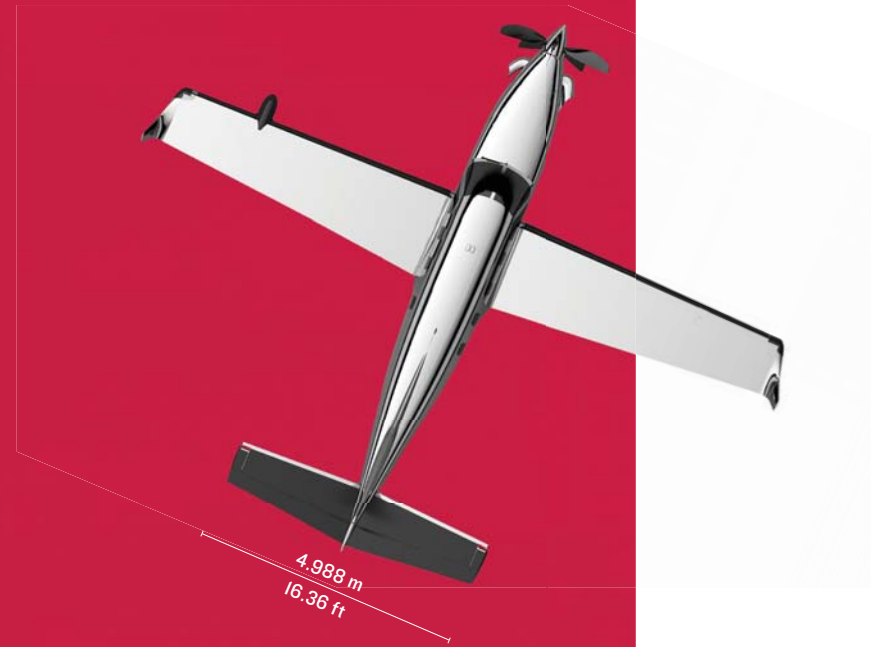
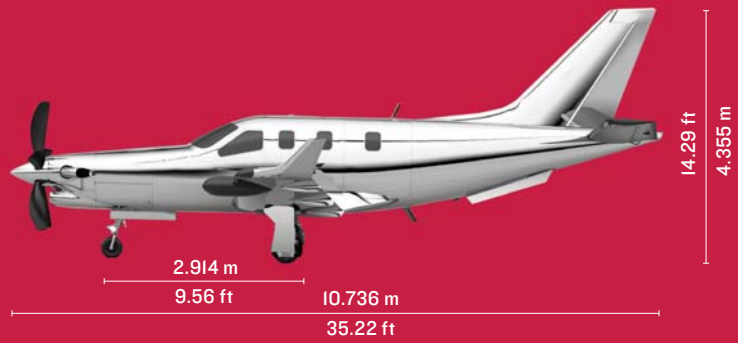
(ISA conditions, MTOW, no wind.)		
Maximum cruise speed at long-range settings	252 KTAS	467 km/h
Maximum cruise speed at 28,000 ft.	330 KTAS	611 km/h
Time-to climb to 31,000 ft.		18 min. 45 sec.
Certified ceiling	31,000 ft.	9,449 m.

## ***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 surface. The background is dark and indistinct, suggesting an industrial or workshop environment. The overall mood is one of focused, manual labor.

**BUILD**

**TE**



**YOUR**

**BMW**

3.01

# ***CUSTOMIZE YOUR OWN TBM***

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

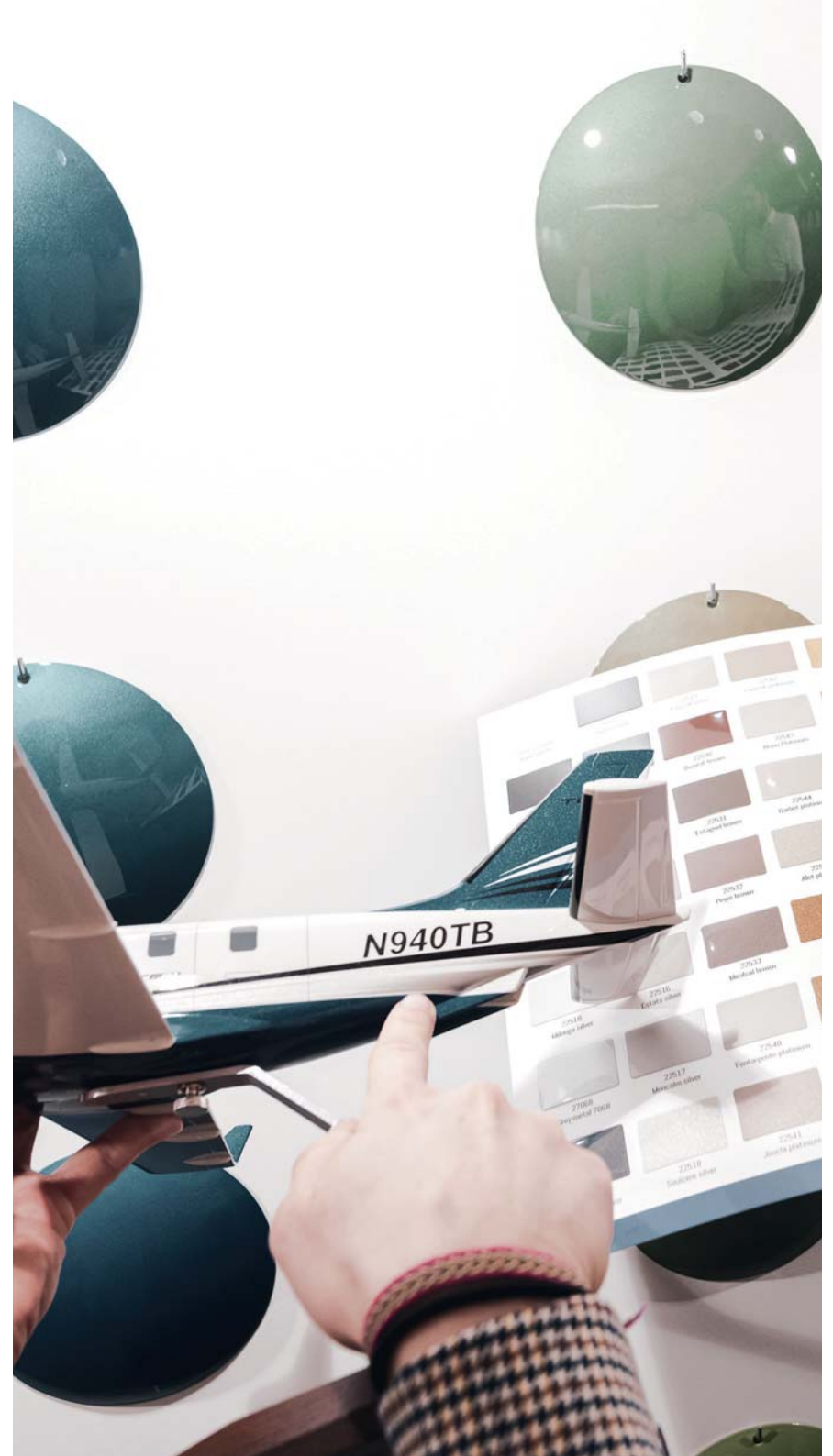
Now it's your turn to build your TBM!

**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 and four carpet colors, adding 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.





3.02

# PAINT PROCESS

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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.







3.03

# ***PAIN*T YOUR *TBM* 910**

Select your Paint Scheme to fly the most unique TBM.

With a choice among several standard paint schemes, and 105 factory colors, you can turn your aircraft highly visible in the sky and outstanding on taxiways.

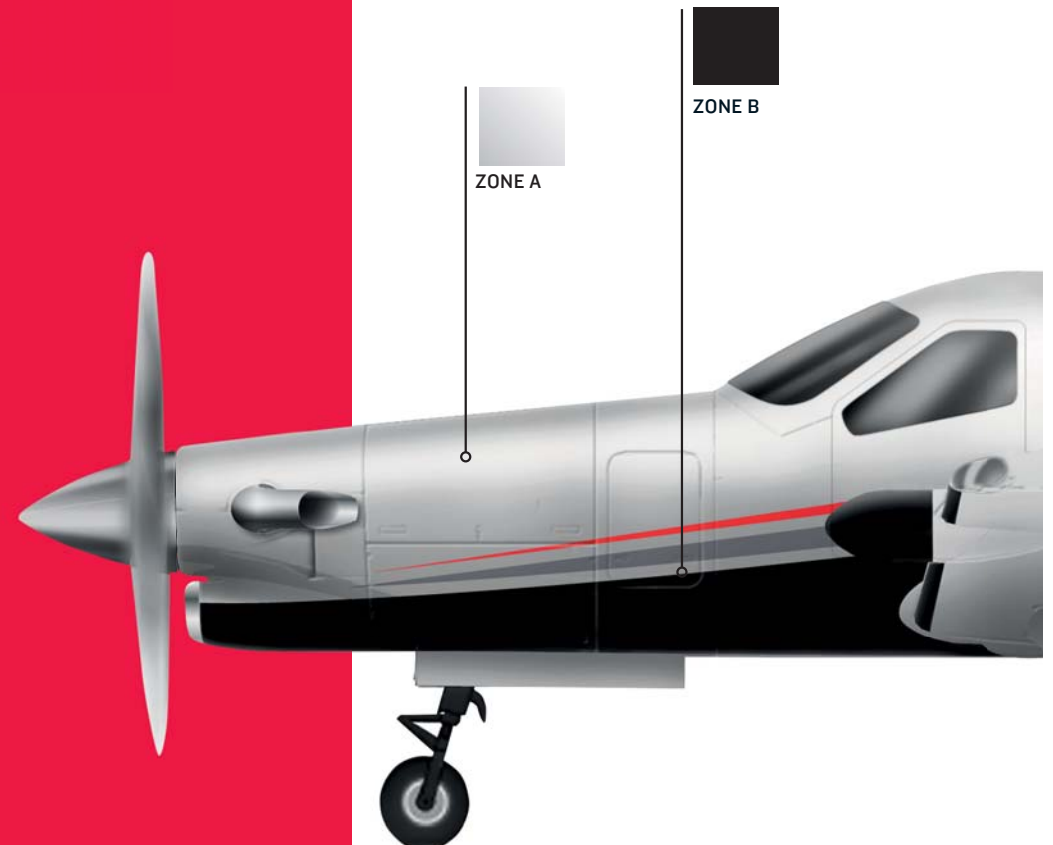
You can figure out how your future airplane would look on our website:

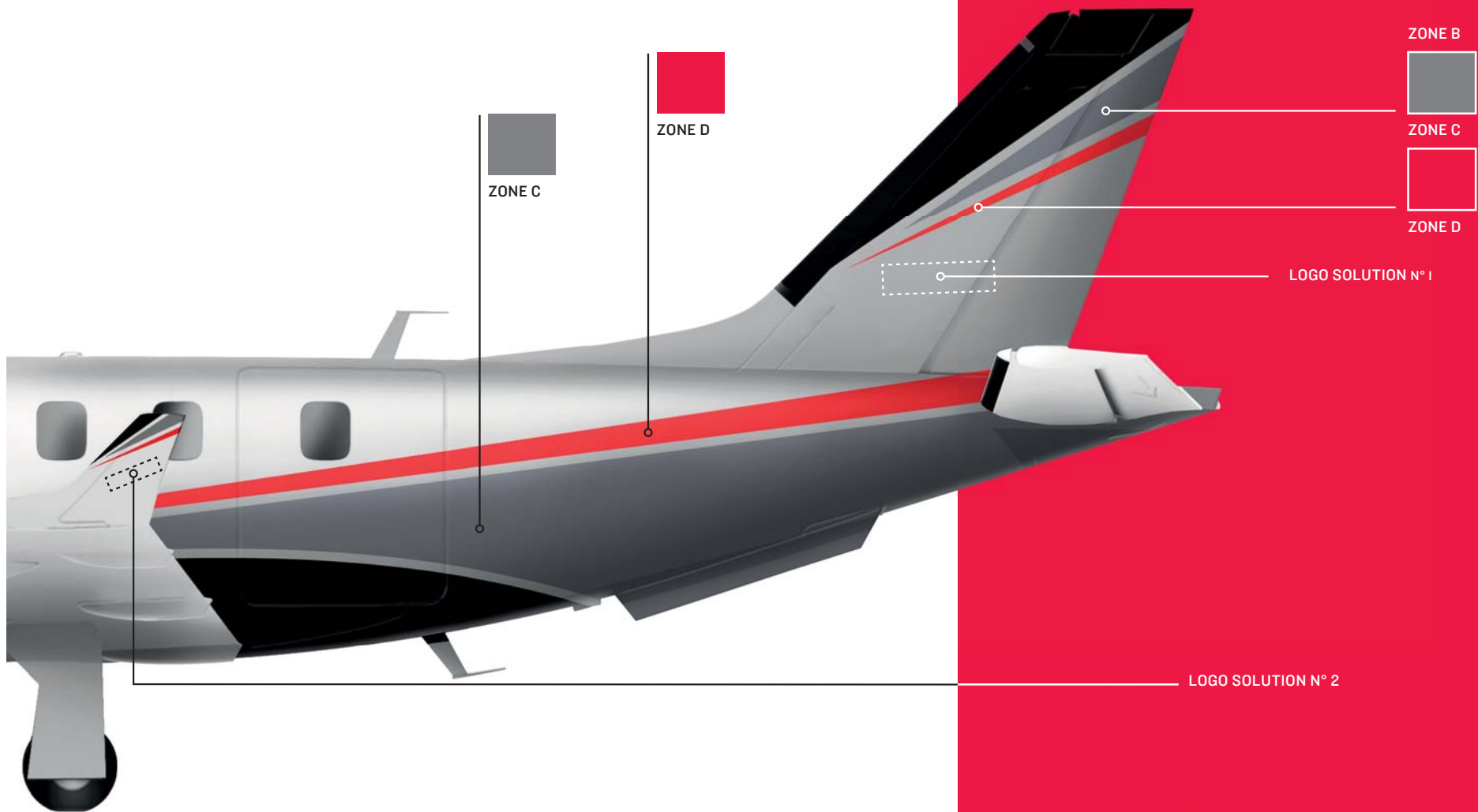
<https://www.tbm.aero/external-configurator-910/>

or download our TBM Paint Configurator Ipad app on the Apple AppStore:

<https://apps.apple.com/us/app/tbm-paint-configurator/id1170422903>

Contact your sales representative for custom design possibilities.





ZONE C

ZONE D

ZONE B

ZONE C

ZONE D

LOGO SOLUTION N° 1

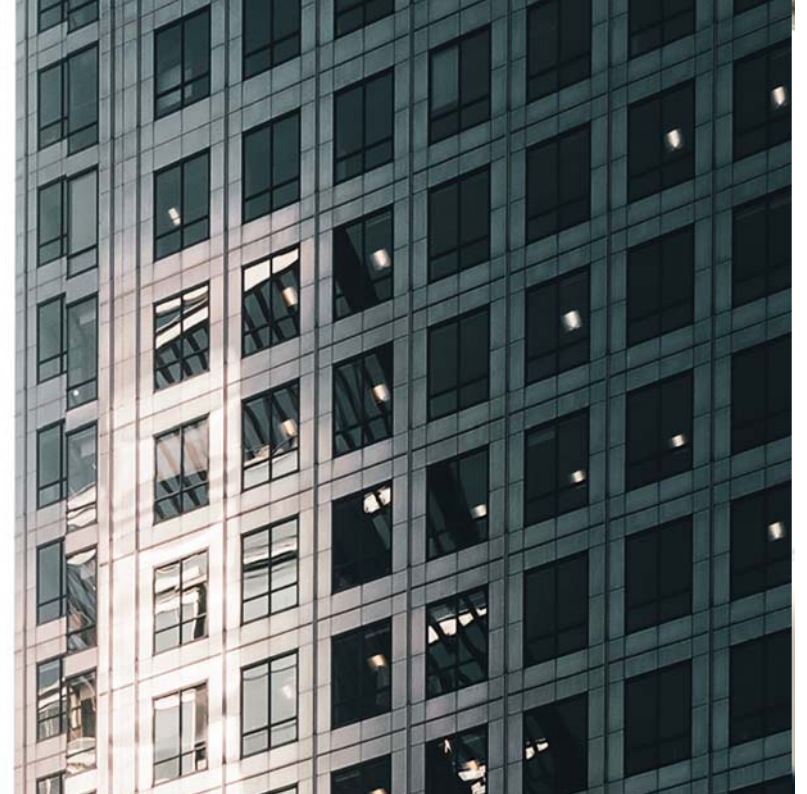
LOGO SOLUTION N° 2

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

CHARCOAL BLACK

TAUPE GRAY

LIGHT BROWN

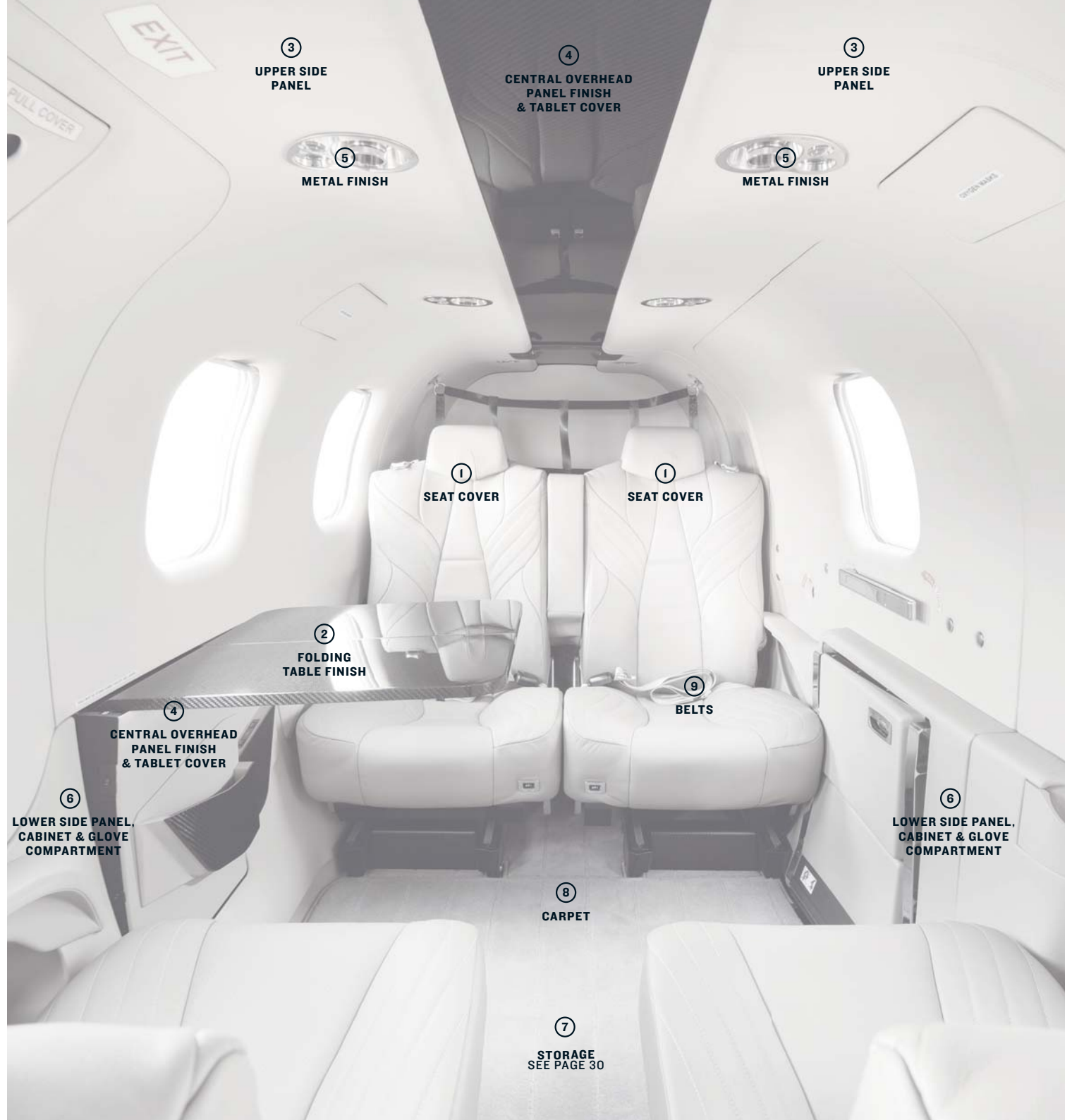
**SEAT BELT COLOR**

SOFT MOON

OATMEAL

CHROME GRAY

BLACK JET



3.06

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

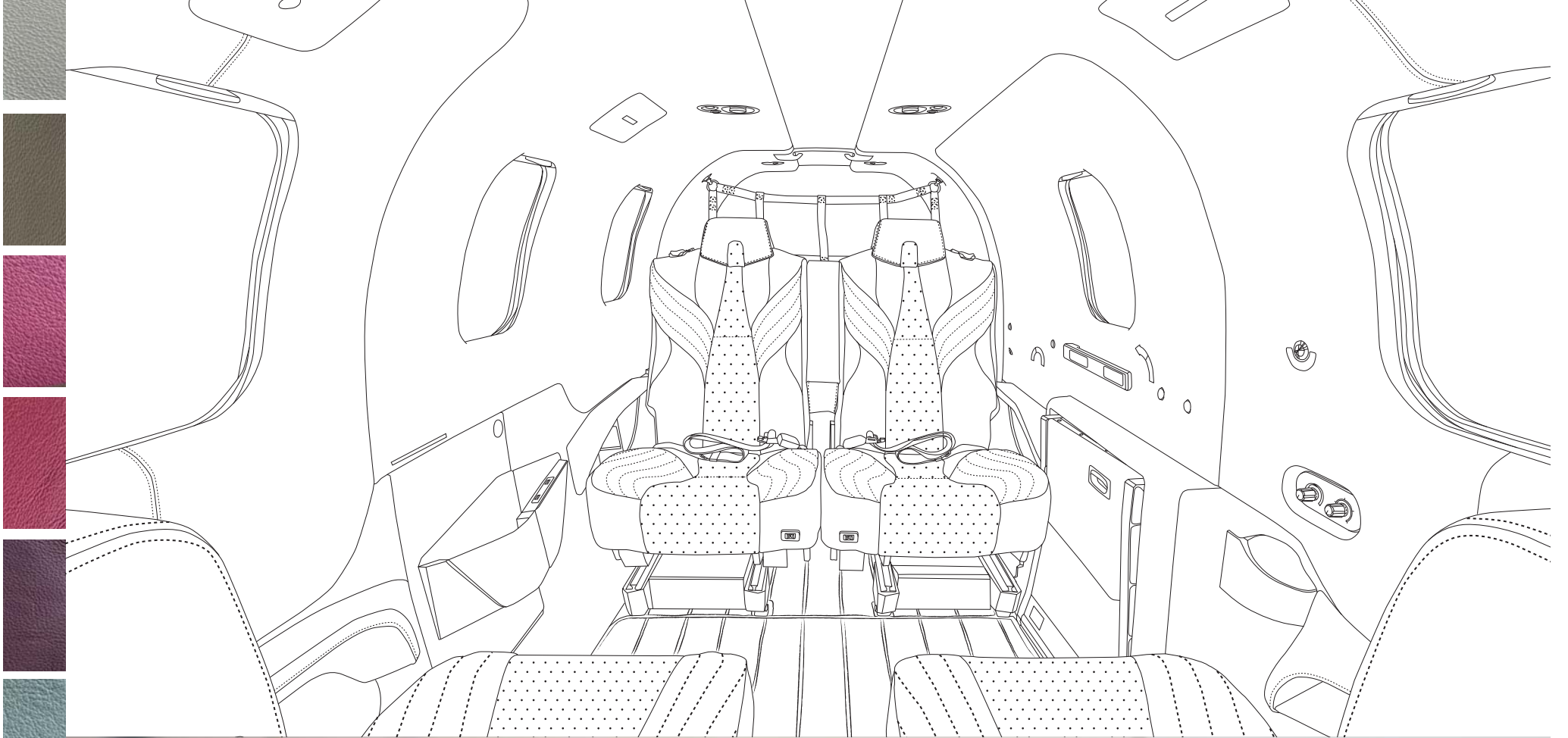
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As the TBM 940 is the ultimate personal aircraft, Daher enables customers to make their airplane even more personalized.

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

# ***FITTINGS & STORAGE CABINETS***

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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**

***TE***  
***OPERA***

The image features a dramatic, low-angle shot of a cloudy sky. The clouds are a mix of soft white and grey, creating a sense of depth and atmosphere. On the right side of the frame, the sleek, metallic surface of an airplane's wing and tail section is visible, partially cut off by the edge of the image. The overall composition is dynamic and evocative, suggesting a sense of flight and adventure.





PROPELLERS

4.01

# WARRANTIES: THE INDUSTRY'S BEST



<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



**TBM**

CARE

# 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.





4.03

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

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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)





Figure 1. Sampling locations for the study.

# 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.





14:16

4G

Back

My TBM Challenges

### TROPHIES

AVIATOR

VOYAGER



6000 pts 8105 pts 10000 pts

10000 pts 13069 15000 pts

### MY 2019 TROPHIES



Year



Year -1



Month



Month -1

# 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 an approved training organization (ATO) in France, certified by the European Aviation Safety Agency (EASA): SIM Aero, at Tarbes-Lourdes-Pyrenees airport (LFBT).

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 also is 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 10 hours in flight, covering all aspects from low-speed handling to Instrument Flight Rules/IFR flight);
- At the completion of flight training, a check-ride will be performed to confirm the pilot’s 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 go to <https://www.sim.aero/TBM-Class-Rating-Course-Including%20PBN-Initial>





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