Daher is proud to introduce the TBM 930, a version of its TBM 900 equipped with the latest developments in avionics and comfort. The TBM 930 retains the airframe commonality with its predecessor – 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. It is a perfect match with the TBM very fast turboprop aircraft's legendary superior performance.
Wherever it flies, Daher’s TBM 930 gets there fast, with speeds of 330 kts./380 mph. The TBM 930 is the latest version of the world’s fastest certified single-engine turboprop.
A TRULY INTEGRATED FLIGHT DECK WITH GARMIN’S G3000

The TBM 930 introduces Garmin’s G3000 digital avionics suite – the first-ever touchscreen-controlled, all-glass flight deck designed for light turbine aircraft.

The G3000 uses three 12-in., wide-format WXGA ultra-high-resolution displays for ease of viewing and operation. Each G3000 display can operate in both full screen and split-screen modes. Split-screen enables TBM pilots to place separate vertical pages side-by-side, giving them the exact information they need for 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 a whole new level – providing more focused control for pilots with less wasted motion and effort.

With an extended 16:10 width-to-height ratio, the G3000’s all-purpose GDU 1200W-series displays can function either as a primary flight display (PFD), multi-function display (MFD) – or in reverse- sionary mode as both.

When used as the pilot’s PFD, the high-resolution screens provide excellent situational awareness through 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.

As with the G1000 avionics suite – which is integrated on Daher’s TBM 850 and TBM 900 aircraft versions – the G3000’s graphical synoptics for airframe, electrical and fuel systems offer easier 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.
THE WORLD AT YOUR FINGERTIPS

Aboard the TBM 930, navigation is at the pilot's fingertips.

The Garmin G3000 avionics system’s new GTC 580 glass touchscreen controller provides highly intuitive control with a host of functions. Landscape-oriented for better integration into the cockpit panel, the controller allows TBM 930 pilots to access systems features with just a few taps. The GTC 580 incorporates streamlined menu structure to remove visual clutter and eliminate mechanical knobs, buttons and selector switches.

Featuring a desktop-style, icon-driven interface that is built on a new “shallow” menu structure, the GTC 580 allows a pilot to access more systems and sensors with fewer keystrokes or page sequences. Its user interface is totally software-based, making configuration easy. In addition, future enhancements, applications and system growth capabilities can be readily accommodated without physically altering the mechanical controls.

Responsive, icon-identified “touchkeys” on the GTC 580 controller make functions easy to locate and access with fewer hand/eye movements in the cockpit. In addition to full NAV/COMM radio management and simplified page navigation on the cockpit multi-function display, the GTC 580’s high-resolution screen can be used to control the remote audio/intercom system, as well as transponder codes and idents, electronic checklist entries, flight plan entry and editing – plus optional synoptic data and other selected mapping, traffic, weather, entertainment, and custom display options. What’s more, handy “BACK” and “HOME” keys on the GTC 580 allow the user to quickly retrace steps or return to the desktop from any page.

When a more manual approach is preferred, the GTC 580 controller retains a single set of mechanical concentric knobs, along with a volume control knob. At the pilot’s option, the dual knobs can be used in lieu of the touchscreen to enter frequencies for selected radios or to toggle between Comm 1 and 2. The current function of these knobs is always clearly identified in the touchscreen window above them – so there’s no confusion as to which knob is doing what.
The Daher TBM 930 and TBM 900 are now offered with 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. They concern mainly the flight envelope monitoring through various systems:

- The Electronic Stability and Protection (ESP) and the Under-speed Protection (USP) systems. These electronic monitoring and stability augmentation systems connected to the angle of attack computer assist the pilot in maintaining the aircraft in a stable flight condition when flight parameters are exceeded.
- Implementation of Emergency Descent Mode (EDM) on the GFC 700 autopilot, this backup system will automatically command the TBM to descend to 15,000 ft in case of depressurization at high altitude without pilot reaction.
- New voice alerts for stall, overspeed, landing gear extension and oxygen mask use. These alerts replace aural sounds for better warning identification.

In addition, Daher is including the L-3 Lightweight Data Recorder from L-3 Aviation Products as standard equipment on the TBM 930 for voice and flight data recording. This 5 lb.-category system has become an industry reference for general aviation and executive aircraft, as well as for helicopters.
UNIQUE

Daher’s TBM 900 family is the first single-engine turboprop series to feature single-lever control. One ergonomically-designed lever controls the engine power, propeller and engine condition. In addition, its new electronic power center allows the TBM 930 and TBM 900 to start almost twice as fast as their predecessors, while an automatic starter cutoff reduces pilot workload during the start-up sequence.
FLEXIBILITY

The Daher TBM 930 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: such as business equipment, skis, golf clubs, etc. The large rear passenger and front pilot doors come standard and make boarding easy.
At long-range cruise speed with four people on board, the TBM 930/TBM 900 can reach a maximum range of 1,730 NM. They offer tremendous “legs” for its operators – consistently enabling trips of 1,200 NM at altitudes that are clear of weather, with 1.5 hours of reserve. This is true efficiency!
The Daher 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 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.

All TBM versions are fully certified and available today worldwide – direct from the factory, or from Daher’s comprehensive network of distributors, with support from a worldwide network of service centers.
PROVEN AIRCRAFT DESIGN

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 930 and TBM 900 versions to be a revolutionary aircraft, and the proof is in their features. They offer 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 the signature look to Daher’s TBM 930 and TBM 900 – reflecting the advanced aerodynamic research that went into making this very fast turboprop family the ultimate airplane. Not only do these surfaces add a stylish 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.
COMFORT & AESTHETICS

All TBM aircraft are designed to provide a smooth ride – comfortably flying passengers over the weather and at high cruise altitudes. With its new features, the TBM 930 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 930 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 aircraft. Top grain leather with detailed stitching is used on all seated surfaces, and seats easily recline – creating a relaxing environment in generously-sized, sculpted deep cushions with padded leather armrests.

All seats are equipped with adjustable backrests and folding armrests. 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 lighting consists of dome lights, baggage compartment lights, access stair lighting and individual reading lights at all seats. Keeping connected and entertained is enhanced by 14/24 Volt and USB charging sockets, iPod linkup and SiriusXM satellite music or radio. Many optional storage cabinets are available to make every flight an enjoyable experience.

To make your TBM unique to you, the TBM 930’s interior can be even more individualized thanks 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 satin brass).
PROPELLER

The TBM 930’s five-blade composite propeller has been designed by Hartzell Propeller specifically to enhance the aircraft’s takeoff distance, climb and cruise speed. The TBM 930 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, 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.
The Daher TBM 930 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 one of the most reliable aircraft powerplants ever built.

The PT6A-66D model used on the Daher TBM 930 has a thermodynamic rating of 1,825 – horsepower – making it the most powerful PT6A available today. Flat-rated at 850 shaft horsepower, it offers superb high – altitude performance. 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 930 one of the simplest PT6A-powered aircraft to manage.
FLYING FAST

The TBM 930 benefits from everything that Daher has learned from 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 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 amount of passengers, baggage or fuel load carried.

With the TBM 930, 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 930 with ease. Its new five-blade Hartzell propeller reduces noise and improves takeoff performance. The availability of thrust reverse on the TBM 930 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.
The Daher TBM 930 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 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 930 provides greater range and load carrying performance than light jets, particularly allowing for the likely limited availability of flight levels above FL310 (31,000 ft.) across most of the Continental United States and Western Europe.

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

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

**With cruise speeds up to 330 KTAS, the TBM 930 offers cruise speeds typical of light jets but with the efficiency of a single-engine turboprop.**
To determine your range possibilities with a TBM 930, use the transparency on the following maps. This transparency reflects maximum range in ISA conditions, no wind with 45 min fuel reserve. It is a tool for indication only, and shall not be used for flight preparation or navigation purposes.
CRUISE SPEED

Daher’s TBM 930 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 930’s service ceiling of 31,000 ft., cruise speeds of 326 KTAS can be achieved.

These are among the keys to the TBM 930’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 930 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. The TBM 930 offers both better fuel consumption and performance than typical turboprops, as well as substantially better fuel consumption with equivalent performance to typical light jets.
SHORT TAKEOFF
2,380 ft

FAST CLimb
18'45
to FL 310

MAX CRUISE
@ FL 280
330 kts

FAST LONG RANGE CRUISE
@ 1,585 NM - IFR Range
290 kts
EXCELLENT SHORT FIELD PERFORMANCE AND LOAD CARRYING CAPABILITIES ARE DESIGNED BY DAHER INTO THE TBM 930. 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.
PAYLOAD RANGE (NM) WITH NBAA RESERVE
(100 NM ALTERNATE + FUEL RESERVE)
Figures on the payload/range diagram are calculated for maximum cruise, recommended cruise and long-range cruise settings as defined in the Daher TBM 930’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 Daher TBM 930 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.

Its NBAA reserve max cruise IFR range with four adults on board 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 930 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.
FUEL EFFICIENCY

The TBM 930 offers better fuel consumption and performance than typical turboprops, and is significantly better when compared to typical light jets with equivalent performance.

LANDING PERFORMANCE

Thanks to its single-slotted flaps that span 71 percent of the wing, the TBM 930 can land at an approach speed of 90 kts. on an 1,500-ft. (560-meter) runway at sea level and with the maximum landing weight.

Opposite page:
The Daher TBM 900 of GL Aeroservices lands on the 2,133-ft. runway at Gustav III Airport on the Caribbean island of Saint Barthelemy.
Impressive safety margins on short, hot and high runways are part of the TBM 930’s performance attributes. Even on a hot summer day, ISA +30°C, at Aspen, Colorado (elevation 8,000 ft.), the TBM 930 provides enough power to operate from the airport.
**POWERPLANT - P&W Canada PT6A-66D turboprop**

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<thead>
<tr>
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<tbody>
<tr>
<td>Thermodynamic power</td>
<td>1,825 hp.</td>
<td></td>
</tr>
<tr>
<td>Nominal power</td>
<td>850 shp.</td>
<td></td>
</tr>
<tr>
<td>Usable fuel capacity</td>
<td>291 US gal.</td>
<td>1,100 liters</td>
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**EXTERNAL DIMENSIONS**

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<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Wingspan</td>
<td>42.10 ft.</td>
<td>12.833 m.</td>
</tr>
<tr>
<td>Height</td>
<td>14.29 ft.</td>
<td>4.355 m.</td>
</tr>
<tr>
<td>Length</td>
<td>35.22 ft.</td>
<td>10.736 m.</td>
</tr>
<tr>
<td>Wheel base</td>
<td>9.56 ft.</td>
<td>2.914 m.</td>
</tr>
<tr>
<td>Tailplane span</td>
<td>16.36 ft.</td>
<td>4.988 m.</td>
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**INTERNAL DIMENSIONS**

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<tr>
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<tbody>
<tr>
<td>Maximum cabin width</td>
<td>3 ft. 11.64 in.</td>
<td>1.21 m.</td>
</tr>
<tr>
<td>Maximum cabin length</td>
<td>13 ft. 3.45 in.</td>
<td>4.05 m.</td>
</tr>
<tr>
<td>Maximum cabin height</td>
<td>4 ft.</td>
<td>1.22 m.</td>
</tr>
<tr>
<td>Maximum volume in cabin</td>
<td>123 cu. ft.</td>
<td>3.5 cu.m.</td>
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**LOADING**

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<tr>
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<tbody>
<tr>
<td>Basic empty weight</td>
<td>4,629 lb.</td>
<td>2,097 kg.</td>
</tr>
<tr>
<td>Maximum ramp weight (MRW)</td>
<td>7,430 lb.</td>
<td>3,370 kg.</td>
</tr>
<tr>
<td>Maximum takeoff weight</td>
<td>7,394 lb.</td>
<td>3,354 kg.</td>
</tr>
<tr>
<td>Maximum zero fuel weight</td>
<td>6,032 lb.</td>
<td>2,736 kg.</td>
</tr>
<tr>
<td>Maximum payload</td>
<td>1,403 lb.</td>
<td>636 kg.</td>
</tr>
<tr>
<td>Maximum payload with full fuel</td>
<td>891 lb.</td>
<td>404 kg.</td>
</tr>
<tr>
<td>Maximum luggage in storage areas</td>
<td>507 lb.</td>
<td>230 kg.</td>
</tr>
<tr>
<td>(4 seats)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum luggage in storage areas</td>
<td>330 lb.</td>
<td>135 kg.</td>
</tr>
<tr>
<td>(6 seats)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum luggage volume (large net)</td>
<td>30 ⅓ cu. ft.</td>
<td>0.989 cu.m.</td>
</tr>
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**PERFORMANCE**

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

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<thead>
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<tbody>
<tr>
<td>Takeoff</td>
<td>2,380 ft.</td>
<td>726 m.</td>
</tr>
<tr>
<td>Landing</td>
<td>2,430 ft.</td>
<td>741 m.</td>
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**MAXIMUM RANGE WITH MAXIMUM FUEL**

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<tbody>
<tr>
<td>252 KTAS cruise speed</td>
<td>1,730 nm</td>
<td>3,304 km</td>
</tr>
<tr>
<td>290 KTAS cruise speed</td>
<td>1,585 nm</td>
<td>2,935 km</td>
</tr>
<tr>
<td>326 KTAS cruise speed</td>
<td>1,440 nm</td>
<td>2,666 km</td>
</tr>
</tbody>
</table>
BUILD YOUR TBM
BUILD 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 factory-standard paint schemes from the past or present, and choose the registration style, which can be painted or applied by decals.

SECOND STEP – Pick out the colors among 105 samples.

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

To help with color selection, a free “TBM Interior” iPad application is available at the Apple Store.
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 of these elements are painted separately.

The painting process includes the several phases:
• Sanding is used to prepare the surfaces for a better paint adherence, while additional priming ensures corrosion protection.
• The application of a matte base.
• The finish paint according to the customer’s color selection with several layers of colors; and
• 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.
TBM 930 2016 STANDARD PAINT SCHEME

14 72 2511B ESTAGNOUS SILVER

14 72 2505B ALBEILLE BLACK

14 72 3071B RED 3071

14 72 2510B MILOUGA SILVER
2016 TBM 930 STANDARD PAINT SCHEME - COLOR EXAMPLES
**INTERIOR SELECTION**

Identified inside this fold are the areas that can be customized to create the TBM interior. Stitching, belts and the seat base cover are harmonized with the selection. Combinations can be made between the different areas to reach the perfect interior design.

**STANDARD LEATHER SHADES**

<table>
<thead>
<tr>
<th>BLACK ONYX</th>
<th>MOUSE GREY</th>
</tr>
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<tbody>
<tr>
<td>DESERT DUST</td>
<td>POLYNESIAN PEARL</td>
</tr>
<tr>
<td>MOCHA</td>
<td>RIVERSTONE</td>
</tr>
<tr>
<td>MOOREA SAND</td>
<td>SAFFRON</td>
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</tbody>
</table>

Photo Maxime Fourcade
Comfort and performance: the TBM 930’s beautifully gadrooned seats reflect this combination.

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

Several storage cabinet configurations are offered on both sides of the interior. There is a simple lower storage cabinet, which also can be equipped with a hard support on top for pilot’s case. Also available is a top storage cabinet.
MAKING THE TBM MORE PERSONAL

As the TBM 930 is the ultimate personal aircraft, Daher enables customers the ability to make their airplane even more personalized.

Interior: As an option, 32 additional leather colors are available to enhance the cabin ambiance.

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

Daher’s TBM aircraft are designed, built and tested to operate safely and reliably throughout the world. When service, inspection and maintenance are required, 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.

THE INDUSTRY’S BEST WARRANTIES

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

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<tbody>
<tr>
<td><strong>Airframe</strong> (excluding systems, major components and consumables*)</td>
<td>7 years or 3,500 hours of aircraft operation</td>
</tr>
<tr>
<td>PT6A Powerplant</td>
<td>5 years or 2,500 hours of aircraft operation</td>
</tr>
<tr>
<td><strong>Avionics</strong></td>
<td>5 years</td>
</tr>
<tr>
<td></td>
<td>All Garmin equipment, L3 WX500 Stormscope, radar altimeter and KN63 DME.</td>
</tr>
<tr>
<td><strong>Systems</strong></td>
<td>5 years or 1,000 hours</td>
</tr>
<tr>
<td></td>
<td>Flap actuators, fuel unit, gauging system, oxygen system, bleed air system, cabin pressure control system, air conditioning system, landing gear and actuators, mechanical fuel pump, hydraulic unit, vacuum system, windshield, flight controls actuators, electrical power unit, starter generator, standby altimeter and airspeed indicators, torque and oil pressure transducers, overspeed governor.</td>
</tr>
<tr>
<td><strong>Hartzell propeller</strong></td>
<td>5 years or 1,000 hours</td>
</tr>
</tbody>
</table>

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

With every new TBM 930 and TBM 900, Daher provides customers with its TBM Care Program (TCP) as part of the 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.
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.

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 for free to aircraft owners and operators at: www.mySOCATA.com, or via the innovative “MyTBMDocs” iPad application, which allows the operator to carry automatically-updated TBM maintenance, parts and pilot information manuals in flight. If, after reviewing maintenance documentation, questions or concerns arise, the aircraft’s maintenance provider or Daher Airplane Business Unit Customer Support can be contacted at any time. While the manufacturer recommends that all maintenance be carried out via a TBM-approved service center, all inspection actions can be accomplished by any certified mechanic using TBM inspection checklists.
OPERATING COSTS
TRAINING
WORLD CLASS SUPPORT
# TBM OPERATING COSTS

## ANALYSIS

Comparison based on Business & Commercial Aviation magazine’s (B&CA) 2015 operation planning guide for a new Daher TBM 930 without TBM Care Program (TCP). Costs in U.S. dollars per flight hour.

### (A) DIRECT COSTS OF DAHER TBM 930 OWNERSHIP

<table>
<thead>
<tr>
<th>REFERENCE</th>
<th>QUANTITY per hour</th>
<th>200 HOURS per year</th>
<th>400 HOURS per year</th>
<th>PERSONAL calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>FUEL</td>
<td>$4.27 per gallon (*)</td>
<td>60 gallons per hour</td>
<td>$256.20</td>
<td>$256.20</td>
</tr>
<tr>
<td>OIL</td>
<td>Oil $17 per quart</td>
<td>1 quart every 15 hours</td>
<td>$1.13</td>
<td>$1.13</td>
</tr>
<tr>
<td><strong>Total cost under TCP (</strong>)**</td>
<td></td>
<td></td>
<td>$257.33</td>
<td>$257.33</td>
</tr>
</tbody>
</table>

(*) AirNav In 2016   (**) Please refer to terms & conditions of the TBM Care program

### (B) COSTS TO ADD WITHOUT TCP

<table>
<thead>
<tr>
<th>REFERENCE</th>
<th>QUANTITY per hour</th>
<th>ACTIVITY 200 HOURS per year</th>
<th>ACTIVITY 400 HOURS per year</th>
<th>PERSONAL calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled maintenance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor $100 per hour</td>
<td>0.75 hour of labor</td>
<td>$75.00</td>
<td>$75.00</td>
<td></td>
</tr>
<tr>
<td>Parts</td>
<td></td>
<td>$20.00</td>
<td>$20.00</td>
<td></td>
</tr>
<tr>
<td>Scheduled calendar items</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landing gear</td>
<td></td>
<td>$5.00</td>
<td>$5.00</td>
<td></td>
</tr>
<tr>
<td>Gear actuators $10,000 per unit</td>
<td></td>
<td>$15.00</td>
<td>$7.50</td>
<td></td>
</tr>
<tr>
<td>Propeller overhaul $10,000</td>
<td></td>
<td>$8.33</td>
<td>$4.16</td>
<td></td>
</tr>
<tr>
<td>Hot section Inspection $20,000</td>
<td></td>
<td>$11.43</td>
<td>$11.43</td>
<td></td>
</tr>
<tr>
<td>Engine overhaul $300,000</td>
<td></td>
<td>$85.71</td>
<td>$85.71</td>
<td></td>
</tr>
<tr>
<td>Consumable parts (e.g tires &amp; brakes)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parts and labor</td>
<td></td>
<td>$7.17</td>
<td>$4.45</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>$227.64</td>
<td>$213.25</td>
<td></td>
</tr>
<tr>
<td><strong>Total per hour (A+B)</strong></td>
<td></td>
<td>$484.97</td>
<td>$470.66</td>
<td></td>
</tr>
</tbody>
</table>
All initial TBM flight training in the Americas is provided through training partner Simcom International. Simcom utilizes two Level 5 flight training devices that are based on real TBM cockpits. A new simulator featuring the G3000 avionics suite is scheduled to enter service in 2017. Simcom’s headquarters in Orlando, Florida centrally positions the training center for TBM operators throughout North, Latin and Central America. 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, and
- 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:

- Track one - Pilots with a minimum of 500 hours, but no turbine time;
- Track two - Pilots with 1,000 hours and turbine experience; or
- Track three - Pilots with existing type ratings.

More information is available at:
Tel: +1 866-361-9620
Website: http://www.simulator.com
All training requests outside the Americas are handled by Airways Formation – an authorized training organization based at Agen Airport (LFBA) in France. At Airways Formation, the training is provided “in aircraft,” using the owner’s aircraft or a rented TBM. Airways Formation is approved by the European Aviation Safety Agency airworthiness authority to issue the TBM SET (Single-engine Turboprop) Class rating.

**Ground training:**
- Theoretical training (3 to 4.5 days, depending on TBM type) concluded by a written exam (75 percent pass mark, 50 MCQ).
- Trainees also will receive a DVD/handbook for self-learning/training beforehand.

**In-flight training:**
- Practical training (flight training with a minimum of eight hours in flight, covering all aspects from low-speed handling to Instrument Flight Rules (IFR) flight).
- At the completion of flight training, a check-ride will be performed to confirm the pilot’s knowledge and flying skills with the TBM. Whatever the license origin or skill level of the pilot is, training will be performed following the approved syllabus.

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

For more information and updates on training possibilities, contact:
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Tel. +33 5 62 41 77 37
A GLOBAL NETWORK TO CARE FOR THE TBM

Take a powerful, reliable engine, a rugged airframe, advanced aerodynamics and a state-of-the-art glass cockpit. Combine that with global support services, mature technologies, the reputation of Daher and a 24-hour hotline. The result: all TBM aircraft deliver outstanding dispatch reliability, with the best safety record in their class. Daher’s roots in aviation rely on more than century of expertise, ensuring the know-how to make the right technical choices.

To provide efficient support at remote locations, the Daher Airplane Business Unit’s technical support field staff is on-call 24/7. TBM Support representatives always are available to answer phone calls and to help operators decide on the best course of action. In addition to online and cell phone support, 15 TBM service centers in North America – plus 15 others worldwide – provide the most complete service package in the industry. The current list of TBM Authorized Service Centers is available at: www.tbm.aero/support-network.
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