



TBM

SERVICES

5.00

A HOST OF SERVICES WITH THE TBM

Here are the services offered by Daher for the purchase of a new TBM with the Elite Package and the Prestige Package :

Garmin Pilot™ – A one-year subscription with the popular Electronic Flight Bag application, which includes FliteChart, SafeTaxi, obstacles, terrain and airport directory, GSR 56 datalink, as well as an automatic database update;

Jeppesen Database – A one-year subscription with preferred conditions. The subscription includes Jeppesen NavData and chart view with obstacles, SafeTaxi, terrain, and airport directory;

SiriusXM WX aviation weather & radio – A one-year subscription, with access in North America. It boosts pilots' situational awareness through interactive

graphical weather updates on compatible displays. Available instantly and broadcast continuously, the SiriusXM WX data stream provides the following information: high-resolution NEXRAD radar; lightning; satellite imagery; METARs; winds aloft and freezing level;

Me & My TBM – This revolutionary cloud-based smartphone application leverages data that is automatically collected during every phase of flight. It enables pilots to enhance the TBM's operating efficiency, ensure they are operating the aircraft to the highest safety standards, and optimize maintenance management. It gives TBM Care teams the capability to access and analyze all flight parameters in less than one hour.





10:47 N888MA SN888

Next due: AD
Remaining: 318 d

AFTER LATEST FLIGHT - Feb 16

16.8 volts Normal
Update oil data

FUEL L 126 USG 2196 PSI FUEL R 124 USG

MY CHALLENGES

TOP AVIATOR SCORE (last 25 flights)

Me: 69.2% Fleet: 64.6%

Home Flights Challenges Contacts More

5.01

TOTAL CARE MAINTENANCE PROGRAM



With every new TBM, Daher provides customers with its TBM Total Care Maintenance Program (TTCMP) as part of the “Elite” purchase package for the TBM 910, and the Prestige package for the TBM 960. These exclusive programs give 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 TTCMP 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.



5.02

MAINTENANCE TRACKING 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 aircraft maintenance requirements on the TBM.

The CAMP service implements the customized aircraft-recommended maintenance schedule (RMS), with it 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 the planning of 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 300 hours or 12 months for a TBM 960, 200 hours or 12 months for a TBM 910. 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 "MyTBM Docs" iPad application, which allows the operator to access automatically-updated TBM maintenance, parts and pilot information manuals in flight.

If questions or concerns arise after the review of maintenance documentation, the aircraft's maintenance provider or the Customer Support team at Daher's Aircraft Division 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.



App
iCamp



5.03

WARRANTIES: THE INDUSTRY'S BEST

Daher offers one of the industry's best nose-to-tail warranties, which complement the unique TBM's Total Care Maintenance Program (TTCMP):

GARMIN 



Pratt & Whitney Canada
A United Technologies Company

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

(*) consumables include brakes, tires, batteries, etc.

5.04

A GLOBAL NETWORK SUPPORTS THE TBM FLEET

To provide efficient support at remote locations, the technical support field staff of Daher's Aircraft Division is on call 24/7. TBM support representatives are always available to answer phone calls and help operators decide on the best course of action. In addition to online and cell phone support, 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/map/service

www.tbm.aero/map/distributors





Network information is regularly updated.
Please check our website page www.tbm.aero/map/service

SAFE HORIZONS

SHAPING SAFETY TOGETHER

5.05

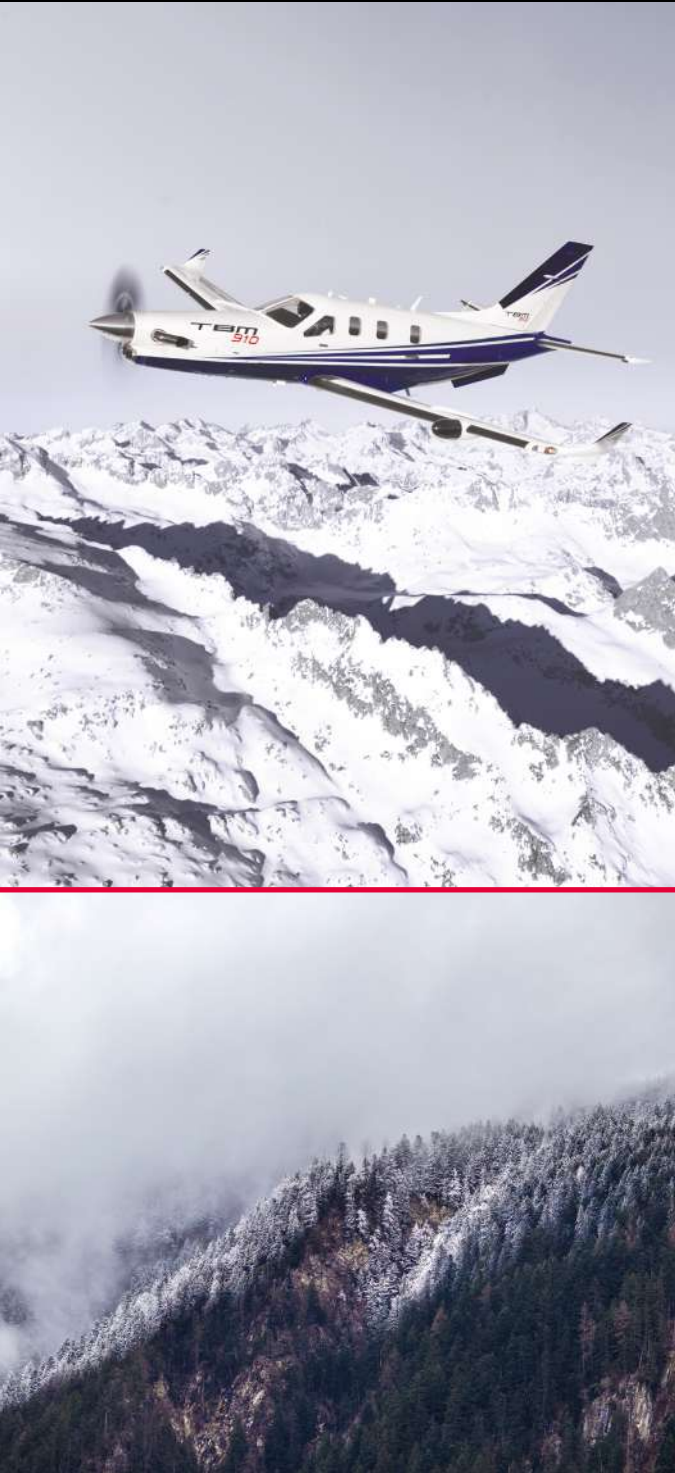
SAFE HORIZONS WITH DAHER

Flying the TBM very fast turboprop aircraft requires only a private pilot's license.

At Daher we stand behind our customers and we stand by your safety. Factory-approved training is included for the purchase of a new aircraft. And we encourage every TBM pilot to stay up to date of flying procedures and latest regulations. Because everyone knows training and refinement are keys to operational excellence.

Daher is committed to provide owners and operators of its TBM and Kodiak aircraft with the knowledge and skills to operate these planes at the maximum level of safety. To be fully effective, Daher created the Safety Horizon program to standardize TBM training across the pilot population.





INITIAL COURSES

For most pilots buying their TBM represents a step-up from a smaller and slower airplane. To make easy such a transition, Daher insists on the quality of the initial TBM training via selected partners and devotes resources additional instruction to learn new and often more complex aircraft systems and operating procedures. TBM operators.

However for a pilot who has a limited or no experience on a high-performance aircraft Daher recommends a minimum of 500 flight hours of flight and an instrument rating and to complete an initial training course.

Flight training for two pilots being included in the price of a new TBM, two flight training organizations are factory-approved by Daher to provide training to ensure pilots are well qualified to operate the TBM. One in the USA to serve customers from the Americas and one in Europe to serve the rest of the world.

These training organizations provide also transition and familiarization courses for experienced pilots as well as recurrent training and pilot mentoring.

To standardize high-quality instruction within the TBM flight instructor community, Daher has introduced a full TBM training kit, available online with constant updating – thereby ensuring that 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; and TBM cockpit poster.

TRAINING IN THE U.S

Factory-approved initial TBM flight training in the Americas is provided through TBM's partner, SIMCOM Aviation Training.

SIMCOM utilizes three flight training devices that are based on actual TBM cockpits, in configurations with the EFIS/GNS 530, GI000 and G3000 avionics at its training center's headquarters in Orlando, Florida. At its Scottsdale, Arizona training facility, a TBM 910's flight training device is available for training. In addition to simulator-based training, Simcom offers in-aircraft TBM training for all versions of the aircraft through its TSI division, based at Camarillo Airport, in California.

SIMCOM also provides factory-approved maintenance training for the TBM family. TBM initial training consists of the following:

- Ground school training, with TBM systems knowledge tests;
- Training on the flight training device (FTD);
- 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 tracks for a maximum training of six days:

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.

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

Website: www.simulator.com/courses/tbm-series/

TRAINING IN EUROPE

Factory-approved initial TBM flight training outside the Americas is offered by SIMAERO, which is an approved training organization (ATO) in France, certified by the European Aviation Safety Agency, operating from Tarbes-Lourdes-Pyrenees Airport (LFBT).

The training is provided "in aircraft," using the owner's airplane or a rented TBM. 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.
- Pilots also will receive a training kit for self-learning/training beforehand.

In-flight training:

- Practical 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 TBM knowledge and flying skills. Based on the license origin or pilot skill level, training will be conducted according to the approved syllabus.

For more information and updates on training possibilities, go to SIMAERO website: www.sim.aero



IRIN HANDLE
TO OPEN

PRESS TO UNLOCK

HANDLE HERE

8
HANDLE HERE

**THE TBM ESSENTIAL GUIDE
EDITION 2023**

Photos credits Airborne Films,
Maxime Fourcade

Infographics Anthony Larre
and Maxime Lacoste, © Daher

Graphic design Malherbe Paris, 2023

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