Press release

Daher unveils the TBM 940

The new model will bring more automation in the cockpit to ease handling of the very fast turboprop aircraft with a smart and stylish cabin.

Pompano Beach, Florida, USA, March 7, 2019 – Daher today introduced the latest version of its single-engine very fast turboprop aircraft – the TBM 940 – which sets new standards with the integration of an automated throttle and automatic deicing system, along with enhancements to style and ergonomic elements inside the cabin.

Succeeding the current TBM 930 as the upper-end product in Daher's TBM family, the TBM 940 marks important steps forward in further upgrading aircraft performance, safety and comfort. The TBM 940's launch was announced today during the Safety Seminar meeting of the TBM Owners and Pilots Association (TBMOPA), held in Pompano Beach, Florida, USA.

"The TBM 940 redefines the ultimate private aircraft: user-friendly, safe and efficient for both pilots and passengers," said Nicolas Chabbert, Senior Vice President of the Daher Airplane Business Unit. "This newest TBM family member underscores our firm commitment to constant improvement for the ownership and operational experience with our very fast turboprop aircraft."

One key TBM 940 feature is its automated throttle – the first ever installed on a standard production turboprop aircraft weighing less than 12,500 lbs. (5.7 metric tons). Fully integrated with the autopilot, this single power lever autothrottle automatically adjusts the aircraft's speeds based on the preset flight profile – from climb-out to the landing approach.

In addition to reducing pilot workload, the autothrottle enables a TBM 940 to be operated to the edge of approved power regimes for its Pratt & Whitney Canada PT6A-66D turboprop engine, providing optimum performance and efficiency from the powerplant.

Engine parameters display is also simplified through an intuitive single smart gauge.

Also introduced on the TBM 940 is increased automation for the deicing system – another first in the TBM's aircraft category. When icing or ice accretion is detected – and if the pilot does not take action – the system is automatically activated for deicing of the airframe, windshield, propeller and the engine's particle separator. An amber CAS (Crew Alerting System) message

is displayed by the avionics, advising the pilot to clear the automatic activation and revert to the manual control mode.

The automatic deicing protection and autothrottle are fully aligned with Daher's e-copilot® strategy of introducing functionality for improved operational safety on the TBM product line.

Inside the TBM 940's cabin, Daher has incorporated ergonomic and style upgrades that include redesigned seats, additional thermal insulation for the cabin sidewalls, a new central shelf with side storage, an additional 115V electrical outlet at the right rear seat panel, and USB ports (bringing the overall total of USB ports to six for passengers and three for the pilots).

The TBM 940 retains the same range and handling qualities that made Daher's TBM 900 series a true success, with more than 267 aircraft in this product line delivered from the overall production to date for the very fast turboprop aircraft.

Certification of the TBM 940 by the European Aviation Safety Agency (EASA) and the U.S. Federal Aviation Administration (FAA) is expected to be received at Aero Friedrichshafen 2019, the largest European airshow for general aviation, allowing new aircraft deliveries late spring this year.

About DAHER TBM - www.tbm.aero

The TBM 940 and TBM 910 are the latest members in Daher's TBM family of very fast single-engine turboprop aircraft. Differences between the two models include their primary avionics: Garmin's G1000 NXi avionics system with physical keypad for the TBM 910; Garmin's G3000 with touchscreen controller for the TBM 940. Additionally, the TBM 940 incorporates an autothrottle and increased automation for deicing – features that are firsts for aircraft in the TBM aircraft category.

Both the TBM 940 and TBM 910 offer superior performance – a maximum cruise speed of 330 kts. – and high efficiency with a 1,730-naut. mi. maximum range and a fuel consumption at economy cruise of 37 U.S. gallons per hour. This results from aerodynamic improvements, along with other aircraft enhancements. The maximum range and useful load, as well as the ability to land at small airports, are some of the customers' favorite features.

To date, a total of 929 TBMs have been delivered to international owners and operators, with the global fleet accumulating some 1.6 million flight hours. Daher had delivered 267 TBM 900-series aircraft through the end of 2018. The TBM aircraft are built by Daher on its industrial site at the airport of Tarbes-Lourdes-Pyrénées (Hautes Pyrénées), France.

- @FlyTBM
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- @DaherTBM

About DAHER - www.daher.com

Daher is an aircraft manufacturer and an industry and service equipment supplier. Daher asserts its leadership in three main businesses: aircraft manufacturing, aerospace equipment and systems, logistics and supply chain services; and achieved a turnover of 1.2 billion euros in 2018. With the stability provided by its family ownership, Daher has been committed to innovation since its creation in 1863. Today, present in 12 countries, Daher is a leader in Industry 4.0, designing and developing value-added solutions for its industrial partners.

DAHER is also on social networks:

- @DAHER_official
- Daher
- Daher_Official
- @Daherofficial

IN FIGURES

POWERPLANT

Type: P&W Canada PT6A-66D turboprop

Thermodynamic power	1825 hp.	
Nominal power	850 shp.	
Usable fuel capacity	291 US gal.	1,100 liters

EXTERNAL DIMENSIONS

Wingspan	42.10 ft.	12.833 m.
Height	14.29 ft.	4.355 m.
Length	35.22 ft.	10.736 m.
Wheel base	9.56 ft.	2.914 m.
Tailplane span	16.36 ft.	4.988 m.

INTERNAL DIMENSIONS

Maximum cabin width	3 ft. 11.64 in.	1.21 m.
Maximum cabin length	13 ft. 3.45 in.	4.05 m.
Maximum cabin height	4 ft.	1.22 m.
Maximum volume in cabin	123 cu. ft.	3.5 cu. 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):	30¼ 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.

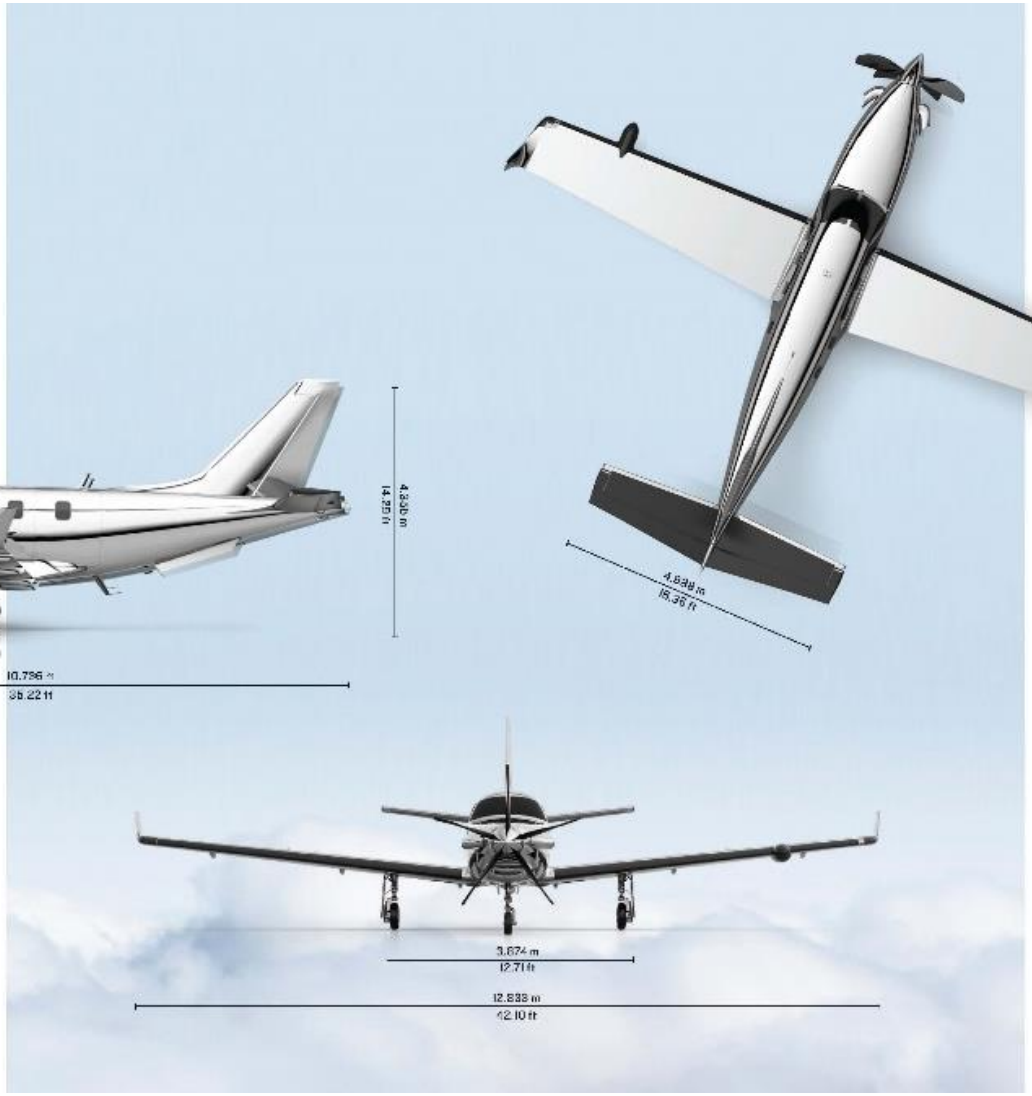
Max. range with max. fuel (ISA, MTOW, no wind, one pilot, 45 min fuel reserve) @ 31,000 ft.

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

Suggested prices for 2019 delivery

TBM 940 with standard Equipment	$4,133,500
TBM 940 with Special ‘Elite’ Package	$4,346,150

TBM 940


2.914 m
9.56 ft
10.796 m
35.22 ft
4.330 m
14.25 ft
4.838 m
15.36 ft
3.874 m
12.71 ft
12.833 m
42.10 ft