

EUROPEAN AVIATION SAFETY AGENCY

Operational Evaluation Guidance Material (OE GM) – Flight Crew

SOCATA TBM 700

SOCATA TBM 700

Revision Record

Revision No.	Content	Date
OEB Report	SOCATA TBM 700 OEB Report	25 Sep 2008
OE GM – FC, Initial Issue	Replaces the TBM 700 OEB Report Promotes Guidance Material for pilot training and operations (OE GM – FC) for the TBM 700 Includes newer models	18 January 2018

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Acronyms

ATO	Approved Training Organisation
AOA.....	Angle Of Attack
CBT	Computer Based Training
CPD.....	Common Procedures Document for conducting Operational Evaluation Boards, dated 10 June 2004
CS-FCD	Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data CS-FCD, Initial issue, 31 January 2014
DGAC - F	Direction Général de l'Aviation Civile (France)
Difference Level	a designated level of difference as defined in CS-FCD for the evaluation of pilot training, checking and currency
EADS	European Aeronautic Defence and Space company
EASA.....	European Aviation Safety Agency
EDM.....	Emergency Descent Mode (Auto-pilot)
EFIS	Electronic Flight Instrument Systems
ESP	Electronic Stability and Protection
HPA	High Performance Aeroplane
IFR.....	Instrument Flight Rules
IHAS	Integrated Hazard and Awareness System
IR	Instrument Rating
ITT	Inter-turbine Temperature
JAA.....	Joint Aviation Authorities
JAR-FCL 1.....	Joint Aviation Requirements Flight Crew Licensing (Aeroplanes)
JOEB	Joint Operational Evaluation Board
LVL	Level mode (Auto-pilot)
MLM	Maximum Landing Mass
MTOM	Maximum Take-Off Mass
ODR	Operator Difference Requirements
OEB.....	Operational Evaluation Board
OSD	Operational Suitability Data
SHP	Shaft Horse Power
TRQ	Torque
USG	U.S. Gallons
Part-CAT	Annex IV to Commission Regulation (EU) No 965/2012 of 05 Oct 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (as amended)

- Part-FCL..... Annex I to Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (as amended)
- Part-ORO Annex III to Commission Regulation (EU) No 965/2012 of 05 Oct 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (as amended)
- Part-SPA Annex V to Commission Regulation (EU) No 965/2012 of 05 Oct 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (as amended)Part-FCL Annex I to Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (as amended)
- PIC Pilot In-Command
- PF Pilot Flying
- POH Pilot Operating Handbook
- PPL Private Pilot License
- RVSM Reduced Vertical Separation Minimum
- SET Single-Engine Turbine
- SP Single-Pilot
- SVS Synthetic Vision System
- TASE..... Training Areas of Special Emphasis
- TAWS Terrain Awareness and Warning System
- USP Under speed Protection
- VFR Visual Flight Rules
- Vs0 flaps landing stall speed

PREAMBLE

1 INTRODUCTION

This Operational Evaluation Guidance Material (OE GM) – Flight Crew is provided to assist Competent Authorities, operators, training organisations, instructors and any other personnel involved in flight crew training and air operations.

This GM does not establish any regulatory requirements and does not constitute Operational Suitability Data (neither mandatory nor non-mandatory elements).

Where references are made to requirements and where extracts of reference texts are provided, these are at the amendment state at the date of publication of this document. Users should take account of subsequent amendments to any references, in particular concerning requirements for civil aviation aircrew and air operations.

Provisions contained in this document are based on specific configurations of aircraft models and equipped in a given configuration.

Modifications and upgrades to referenced aircraft may require additional considerations of those items addressed in this document.

2 INITIAL TBM 700 OEB EVALUATION

An operational evaluation was conducted in 2008 for the TBM 700 N (trade name TBM 850) and a catch-up procedure performed for the TBM 700 A / B / C1 / C2. The TBM 700 C1 was selected as base aircraft for comparison purposes. The evaluation consisted in comparing the TBM 700 C2 and the TBM 700 N systems to the base aircraft systems, as aerodynamics are identical for all models and the power excess available on the 850 HP engine versus the 700 HP engine is only used for climb and cruise in clean configuration.

This operational evaluation was conducted in compliance with JAR FCL1, the JAA JOEB Terms of References, the JOEB Handbook (dated 1 Feb 2006) and the Common Procedures Document for conducting Operational Evaluation Boards (dated 10 Jun 2004).

3 AMENDMENT AND TRANSITION TO OE GM – FLIGHT CREW

In January 2018 the OEB report was transposed into an OE GM document to reflect the changed regulatory framework. At the same time, the opportunity was used to update the guidance material to reflect current model and training provisions.

Operational Evaluation Guidance Material (OE GM) – Flight Crew

1 AIRCRAFT TYPE DESIGNATION AND PILOT LICENSE ENDORSEMENT

With reference to Part-FCL, FCL.010 ('type of aircraft') and GM1 FCL.700, the TBM 700 series aircraft have been categorized as a single-engine class rating SET and as:

Non-complex - High Performance Aeroplane (HPA) in accordance with Part-FCL.

The license endorsement is established as “**TBM SET**”.

EASA Class/Type Rating & License Endorsement List – Aeroplanes:

Manufacturer	Aircraft Model / Name	License Endorsement	Variants	Complex	SP / SP HPA / MP	OE GM FC / OSD FC available	Remarks
SOCATA	TBM 700 A (TBM 700)	TBM SET	X	—	SP HPA	X	Class Rating SET OE GM – FC TBM 700, dated 18 Jan 2018
	TBM 700 B (TBM 700)						
	TBM 700 C1 (TBM 700)						
	TBM 700 C2 (TBM 700)						
	TBM 700 N • TBM 850						
	TBM 700 N • TBM 850 G1000						
	TBM 700 N • TBM 900						
TBM 700 N • TBM 910							
TBM 700 N • TBM 930							

2 AIRCRAFT SPECIFICS

2.1 Description of the TBM 700

The TBM 700 is a 6/7 seat, low wing, pressurised, aeroplane powered by a Pratt & Whitney PT6A64, with a 4 bladed constant speed Hartzell propeller.

This aeroplane, for which the programme was launched in 1987 and FAR 23 Type Certificated in 1990, is the first single pilot single-engine turboprop in the world.

Built mainly of conventional aluminium alloys, the TBM uses advanced composites in certain areas.

Flight controls are operated through conventional cable systems connected to rudder pedals and wheel control for aileron and elevator. The aerodynamically optimised wing of the TBM shares the same airfoil as new-generation regional aircraft. Wing leading edges are made of carbon fibre for lightness, strength and ice protection. Empennage components are constructed with metal bonded honeycomb sandwich.

The TBM 700's avionics suite is built around proven standard equipment for general aviation:

- 2 CRT (Cathodic Ray Tube) color electronic flight instrument systems (EFIS)
- Digital autopilot
- Honeywell integrated Hazard and Awareness System (IHAS 8000)
- Shading ETM700-Trend monitoring system, which enables the pilot to monitor the engine in real time properly.

2.2 TBM 700 A / B / C1

TBM700 A, B and C1 versions are equipped with:

- small passenger door (A version, involving different ditching emergency procedure)
- large passenger door (B and C1 versions)
- chemical oxygen (A and B versions)
- air conditioning (B has Keith, C1 / C2 / N, have Honeywell versions)

From serial number 1 to serial number 17 (the first TBM700 A aeroplanes) the radio master switch is not connected to the radio fan circuit breaker; the “Radio master switch failure” emergency procedure is different.

The TBM 700 A, B and C1 versions have the following main characteristics:

- P&WC PT6A64 turbine engine (700shp)
- MTOM 2984 kg
- Vs0 at 61 kt

2.3 TBM 700 C2

The TBM 700 C2 is very similar to the C1. The differences are:

- Reinforced landing Gears and associated structural parts
- MTOM 3354 kg
- Vs0 at 65 kt (and associated airspeed indicator limitations).

2.4 TBM 700 N

2.4.1 Trade Name TBM 850

Differences between the TBM 850 in comparison to the TBM C2 are:

- P&WC PT6A-66D turbine engine (850shp)
- power limitation system (850shp available only on flaps “UP, T.O., LDG” phase of flight)
- new bleed air system (two ports)
- modified torque and ITT indicators
- reinforcement of the engine mount

2.4.2 Trade Name TBM 850 G1000

Differences between the TBM 850 G1000 in comparison to the TBM 850 are:

- Garmin 1000 avionics suite
- Fuel tank capacity increase (292 USG usable fuel)

2.4.3 Trade Name TBM 900

Differences between the TBM 900 in comparison to the TBM 850 G1000 are:

- Winglets
- Redesigned engine cowling, air intake, inertial separator
- Low main landing gear doors
- 5 blades propeller
- Control wheel
- Aural alarms: vocal (from 2016)

2.4.4 Trade Name TBM 910

Differences between the TBM 910 in comparison to the TBM 900 are:

- Garmin 1000 NXi avionics suite
- Flight protection: AOA sensor and indicator / ESP / USP / LVL mode / EDM
- Stick shaker

2.4.5 Trade Name TBM 930

Differences between the TBM 930 in comparison to the TBM 910 are:

- Garmin 3000 avionics suite

Summary of the differences between TBM 700 models:

		TBM 700								
		A	B	C1	C2	N				
						TBM 850	TBM 850 G1000	TBM 900	TBM 910	TBM 930
Door	Small	X								
	Large		X	X	X	X	X	X	X	X
Oxygen	Chemical	X	X							
	Gaseous	X (1)	X (1)	X	X	X	X	X	X	X
Bleed air system	One port P3	X	X	X	X					
	Two ports P3 and P2.5					X	X	X	X	X
Air Conditioning and Pressurisation	No air conditioning	X								
	“Keith”		X							
	“Honeywell”			X	X	X				
	“Liebherr”						X	X	X	X
Mass	MTOM 2984kg MLM 2835kg	X	X	X						
	MTOM 3354kg MLM 3186kg				X	X	X	X	X	X
Engine	PT6 A 64 (700 shp)	X	X	X	X					
	PT6 A 66 D (850 shp)					X	X	X	X	X
Fuel tank capacity	282 USG usable	X	X	X	X	X				
	292 USG usable						X	X	X	X

		TBM 700								
		A	B	C1	C2	N				
						TBM 850	TBM 850 G1000	TBM 900	TBM 910	TBM 930
Torque limiter	Yes at Trq = 100% or 700 shp	X	X	X	X	X (2)	X (2)			
	No at Trq=121% or 850 shp					X (3)	X (3)			
	Yes at Trq = 100% or 850 shp							X	X	X
Auto pilot	Bendix King KFC325	X	X	X	X	X				
	Garmin GFC700						X	X	X	X
Cockpit panel	Conventional	X	X							
	EFIS (EFS40/50)		X (1)	X	X	X				
	GARMIN G1000						X	X		
	GARMIN G1000 NXi								X	
	GARMIN G3000									X
Air intake	Original	X	X	X	X	X	X			
	New version							X	X	X
Propeller	HARTZELL 4 Blades	X	X	X	X	X	X			
	HARTZELL 5 Blades							X	X	X
Winglets								X	X	X
Aural alarm	Sound	X	X	X	X	X	X	X		
	Vocal (voice)							X (4)	X	X

		TBM 700								
		A	B	C1	C2	N				
						TBM 850	TBM 850 G1000	TBM 900	TBM 910	TBM 930
Engine Controls (Normal use)	3 levers: - Power - Propeller - Condition (fuel)	X	X	X	X	X	X			
	ONE lever: Single Power Lever							X	X	X
Control wheel	Original	X	X	X	X	X	X			
	New							X	X	X
Low main landing gear doors								X	X	X
Flight envelope protection	- AOA - USP/ESP - LVL mode - EDM								X	X
Stick shaker									X	X

(1): optional

(2): when flaps selector is on “LDG or T.O. or UP” position, torque limiter is enabled (maximum 700shp).

(3): when flaps selector is on “850” position, torque limiter is disabled (possible max. power = 850shp).

(4): from 2016 and following vintage.

3 OPERATOR DIFFERENCES REQUIREMENTS (ODR) TABLES

SOCATA retains generic ODR tables as reference between models.

ODR tables are SOCATA generic and therefore may not include items that are applicable to particular operators.

4 GM FOR TRAINING

Differences training is required when transitioning between the TBM 700 and another aircraft within the same class rating SET.

4.1 Prerequisites

Pilots must meet the following prerequisites before commencing TBM initial training:

- Minimum experience:
as required in Part-FCL for “Non-complex / High performance / Single Pilot” aeroplanes; and
- Meet HPA requirements; and
- Hold a valid Instrument Rating (IR).

4.2 TBM 700 Initial Training

Appendix 1 provides GM for a training footprint of TBM 700 initial training.

4.3 Training between TBM 700 models

Aircraft familiarisation is recommended when transitioning between any of the TBM 700 models A, B, C1 and C2. This familiarisation may be achieved through self-study of the relevant Pilot Operating Handbook. Appendix 2 provides GM for a training footprint for familiarisation from the TBM 700 A, B or C1 model to the C2 model. Appendix 3 provides GM for a training footprint for differences to/from and between TBM 700 A, B, C1, C2, N (TBM850, 850 G1000, 900, 910, and 930) models.

Familiarisation or differences training to/from and between any of the TBM 700 N models is dependent upon actual aeroplane configuration (e.g. with regard to avionics suite, performance, etc.) and may range from familiarisation through aided instruction (e.g. through instructor-led instruction or CBT) to the use of training devices (such as avionics desktop trainers, FSTD's or the aircraft).

- Level A training is met by studying the relevant Pilot Operating Handbook.
- Level B training is met when aided instruction is used (presentations, tutorials, DVDs)
- Level C would be interactive computer based training (ICBT) (Garmin G1000/3000 PC trainer...)
- Level D requires FFS or aircraft training (in aircraft flight training)

4.4 Training for optional equipment on TBM 700 models

Training for optional equipment should be included in the TBM 700 initial training or training between models, as applicable and should match the configuration of the aircraft flown.

Training for optional equipment between TBM 700 models should match the required Familiarization Level for training between the relevant TBM 700 models (i.e. Level A, B, C or D as applicable).

4.5 Training Areas

The following items should be included in theoretical and practical training during TBM 700 initial or familiarization/differences training, as applicable:

- Slow flight;
- Approach to stall in different configurations;
- Full stall in different configuration and recoveries;
- Aircraft performances;
- Avionics suite and associated functions: flight envelope protection, PBN, RNAV approaches,;
- Descent on a 5% slope in approach and landing configuration followed by go around;
- Emergency procedures.

4.6 Mentoring

Where the TBM is the entry-level turboprop airplane, operators may consider making use of a mentoring programme.

5 GM FOR RECENT EXPERIENCE AND CURRENCY

5.1 Recent Experience

Recent experience requirements are contained in Part-FCL, FCL.060.

5.2 Currency

Operators should consider operating variants at regular intervals when operating different TBM 700 models, or when operating the TBM 700 and other SET aircraft within the same class rating.

Appendix 1 : TBM 700 Initial Training

The following footprint provides GM for TBM 700 initial training.

TBM 700 Initial Training			
	CONTENT	DURATION	REFERENCE
Self-learning (Only for TBM 700 equipped with G1000 / G3000 suites)	G1000 G1000 NXi G3000	50 hours	GARMIN Pilot’s Guide GARMIN PC-trainer (GARMIN CD-ROM)
Ground Course	Description Limitations Normal procedures Performances Weight and balance Emergency procedures Cockpit training	30 hours	Pilot Operating Handbook (POH) GARMIN Pilot’s Guide CBT Aircraft
Practical Training (Aircraft)	7 flights	10 hours	Aircraft
	Briefing / debriefing	7 hours	

Appendix 2: Familiarisation between TBM 700 models

The following footprint provides GM for training between TBM 700 (familiarisation course).

Training between TBM 700 models				
Base Aircraft	Differences Model	CONTENT	DURATION	REFERENCE
TBM 700 A TBM 700 B TBM 700 C1	TBM 700 C2 TBM 850	Depending on significant differences in following parts: <ul style="list-style-type: none"> • Description • Limitations • Normal procedures • Performance • Weight and balance • Emergency procedures • Cockpit training 	5 hours	Pilot Operating Handbook (POH) All systems Pilot's Guides CBT Aircraft
TBM 700 C2 TBM 850	TBM 700 A TBM 700 B TBM 700 C1	Depending on significant differences in following parts: <ul style="list-style-type: none"> • Description • Limitations • Normal procedures • Performance • Weight and balance • Emergency procedures • Cockpit training 	5 hours	Pilot Operating Handbook (POH) All systems Pilot's Guides CBT Aircraft

Appendix 3: Differences between TBM 700 models

The following footprint provides GM for training between TBM 700 (differences course).

Training between TBM 700 models for pilots with <u>NO</u> G1000 and/or G3000 previous experience				
Base Aircraft	Differences Model	CONTENT	DURATION	REFERENCE
TBM 700 A TBM 700 B TBM 700 C1 TBM 700 C2 TBM 850	TBM 850 G1000 TBM 900 TBM 910 TBM 930	SELF LEARNING (G1000 or G3000)	50 hours	GARMIN Pilot’s Guide GARMIN PC-trainer (GARMIN CD-ROM)
		Depending on significant differences in following parts: <ul style="list-style-type: none"> • Description • Limitations • Normal procedures • Performance • Weight and balance • Emergency procedures • Cockpit training 	10 hours	Pilot Operating Handbook (POH) GARMIN Pilot’s Guide CBT Aircraft
		3 Flights	4 h 30 mn	Aircraft
		Briefing / debriefing	3 hours	

.../

Training between TBM 700 models for pilots <u>WITH</u> G1000 and/or G3000 previous experience				
Base Aircraft	Differences Model	CONTENT	DURATION	REFERENCE
TBM 700 A TBM 700 B TBM 700 C1 TBM 700 C2 TBM 850	TBM 850 G1000 TBM 900 TBM 910 TBM 930	Depending on significant differences in following parts: <ul style="list-style-type: none"> • Description • Limitations • Normal procedures • Performance • Weight and balance • Emergency procedures • Cockpit training 	8 hours	Pilot Operating Handbook (POH) GARMIN Pilot's Guide CBT Aircraft
		2 Flights	3 hours	Aircraft
		Briefing / debriefing	2 hours	
TBM 850 G1000	TBM 930	SELF LEARNING (G3000)	10 hours	GARMIN Pilot's Guide GARMIN PC-trainer (GARMIN CD-ROM)
		Depending on significant differences in following parts: <ul style="list-style-type: none"> • Description • Limitations • Normal procedures • Performance • Weight and balance • Emergency procedures • Cockpit training 	6 hours	Pilot Operating Handbook (POH) GARMIN Pilot's Guide CBT Aircraft
		2 Flights	3 hours	Aircraft
		Briefing / debriefing	2 hours	

.../...

Base Aircraft	Differences Model	CONTENT	DURATION	REFERENCE
TBM 850 G1000	TBM 900 TBM 910	Depending on significant differences in following parts: <ul style="list-style-type: none"> • Description • Limitations • Normal procedures • Performance • Weight and balance • Emergency procedures • Cockpit training 	4 hours	Pilot Operating Handbook (POH) GARMIN Pilot's Guide CBT Aircraft
		1 Flight	1 h 30 mn	Aircraft
		Briefing / debriefing	1 hour	
TBM 900 TBM 910	TBM 930	SELF LEARNING (G3000)	10 hours	GARMIN Pilot's Guide GARMIN PC-trainer (GARMIN CD-ROM)
		Depending on significant differences in following parts: <ul style="list-style-type: none"> • Description • Limitations • Normal procedures • Performance • Weight and balance • Emergency procedures • Cockpit training 	4 hours	Pilot Operating Handbook (POH) GARMIN Pilot's Guide CBT Aircraft
		2 Flights	3 hours	Aircraft
		Briefing / debriefing	2 hours	

Base Aircraft	Differences Model	CONTENT	DURATION	REFERENCE
TBM 930	TBM 900 TBM 910	SELF LEARNING (G1000)	10 hours	GARMIN Pilot's Guide GARMIN PC-trainer (GARMIN CD-ROM)
		Depending on significant differences in following parts: <ul style="list-style-type: none"> • Description • Limitations • Normal procedures • Performance • Weight and balance • Emergency procedures • Cockpit training 	4 hours	Pilot Operating Handbook (POH) GARMIN Pilot's Guide CBT Aircraft
		2 Flights	3 hours	Aircraft
		Briefing / debriefing	2 hours	
TBM 930	TBM 850 G1000	SELF LEARNING (G1000)	10 hours	GARMIN Pilot's Guide GARMIN PC-trainer (GARMIN CD-ROM)
		Depending on significant differences in following parts: <ul style="list-style-type: none"> • Description • Limitations • Normal procedures • Performance • Weight and balance • Emergency procedures • Cockpit training 	6 hours	Pilot Operating Handbook (POH) GARMIN Pilot's Guide CBT Aircraft
		2 Flights	3 hours	Aircraft
		Briefing / debriefing	2 hours	

.../...

Base Aircraft	Differences Model	CONTENT	DURATION	REFERENCE
TBM 900 TBM 910	TBM 850 G1000	Depending on significant differences in following parts: <ul style="list-style-type: none"> • Description • Limitations • Normal procedures • Performance • Weight and balance • Emergency procedures • Cockpit training 	4 hours	Pilot Operating Handbook (POH) GARMIN Pilot's Guide CBT Aircraft
		1 Flight	1 h 30 mn	Aircraft
		Briefing / debriefing	1 hour	
TBM 900	TBM 910	Depending on significant differences in following parts: <ul style="list-style-type: none"> • Description • Limitations • Normal procedures • Performance • Weight and balance • Emergency procedures • Cockpit training 	2 hours	Pilot Operating Handbook (POH) GARMIN Pilot's Guide CBT Aircraft
		1 Flight	1 h 30 mn	Aircraft
		Briefing / debriefing	1 hour	
TBM 910	TBM 900	Depending on significant differences in following parts: <ul style="list-style-type: none"> • Description • Limitations • Normal procedures • Performance • Weight and balance • Emergency procedures • Cockpit training 	2 hours	Pilot Operating Handbook (POH) GARMIN Pilot's Guide CBT Aircraft
		1 Flight	1 h 30 mn	Aircraft
		Briefing / debriefing	1 hour	

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Base Aircraft	Differences Model	CONTENT	DURATION	REFERENCE
TBM 850 G1000 TBM 900 TBM 910 TBM 930	TBM 700 A TBM 700 B TBM 700 C1 TBM 700 C2 TBM 850	Depending on significant differences in following parts: <ul style="list-style-type: none"> • Description • Limitations • Normal procedures • Performance • Weight and balance • Emergency procedures • Cockpit training 	6 hours	Pilot Operating Handbook (POH) All systems Pilot's Guides CBT Aircraft
		2 Flights	3 hours	Aircraft
		Briefing / debriefing	2 hours	

Appendix 4: Master Differences Requirements

MDR tables for the TBM models are shown below.

Definitions of the various levels for Training / Checking / Currency are those used in CS-FCD.

		FROM AIRPLANE								
		V V V								
TO AIRPLANE	V V V V	TBM 700	TBM 700	TBM 700	TBM 700	TBM 700 N				
		A	B	C1	C2	TBM 850	TBM 850 G1000	TBM 900	TBM 910	TBM 930
TBM 700 A		-	A/A/A	A/A/A	A/A/A	A/A/A	D/A/A	D/A/A	D/A/A	D/A/A
TBM 700 B		A/A/A	-	A/A/A	A/A/A	A/A/A	D/A/A	D/A/A	D/A/A	D/A/A
TBM 700 C1		A/A/A	A/A/A	-	A/A/A	A/A/A	D/A/A	D/A/A	D/A/A	D/A/A
TBM 700 C2		A/A/A	A/A/A	A/A/A	-	A/A/A	D/A/A	D/A/A	D/A/A	D/A/A
TBM 700 N	TBM 850	A/A/A	A/A/A	A/A/A	A/A/A	-	D/A/A	D/A/A	D/A/A	D/A/A
	TBM 850 G1000	D/A/A	D/A/A	D/A/A	D/A/A	D/A/A	-	D/A/A	D/A/A	D/A/A
	TBM 900	D/A/A	D/A/A	D/A/A	D/A/A	D/A/A	D/A/A	-	D/A/A	D/A/A
	TBM 910	D/A/A	D/A/A	D/A/A	D/A/A	D/A/A	D/A/A	D/A/A	-	D/A/A
	TBM 930	D/A/A	D/A/A	D/A/A	D/A/A	D/A/A	D/A/A	D/A/A	D/A/A	-

- Level A training is met by studying the relevant Pilot Operating Handbook.
- Level B training is met when aided instruction is used (presentations, tutorials, DVDs)
- Level C would be interactive computer based training (ICBT) (Garmin G1000/3000 PC trainer...)
- Level D requires FFS or aircraft training (in aircraft flight training)