TYPE-CERTIFICATE

DATA SHEET

NO. EASA.A.010

for
TBM700

Type Certificate Holder
DAHER AEROSPACE

7 AVENUE DE L'UNION
94390 ORLY AEROGARE CEDEX
FRANCE

For Variants: TBM700 A
TBM700 B
TBM700 C1
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TBM700 N

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1. Type/ Model/ Variant	
1.1. Type	TBM700
1.2. Model	N/A
1.3. Variant	A
2. Airworthiness Category	FAR-23 Normal Category
3. Manufacturer	COMPAGNIE DAHER
4. DGAC Type Certification Application Date	31-Oct-1986
5. State of Design Authority	DGAC
6. State of Design Authority Type Certificate Date	31 January 1990
7. EASA Type Certification Date	Product accepted in EU prior 28 sept 2003
8. Other informations	The EASA Type Certificate replaces DGAC-France Type Certificate No.181 Eligible S/N: 1 to 125, plus 127 to 128, 130 to 136, 138 to 142, 146 and 147

A.2. EASA Certification Basis

1. Reference Date for determining the applicable requirements	31-Oct-1986
2. Airworthiness Requirements	FAR-23, Amendment 34, dated 01-Jan-1988 and FAR-23, Amendment 36, dated 14-Sep-1988 Sections 23.783, 23.807 and 23.811
3. Special Conditions	None
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	None
7. Requirements elected to comply	None

8. Environmental Protection	(refer to TCDSN A.010 for noise limitations): TBM700 A variant: - ICAO Annex 16, Volume 1, 2nd edition, Amdt 3, Chapter X, App 6 - FAR 36 Appendix G Amdt 17
9. Operational Suitability Data (OSD)	MMEL: JAR-MMEL/MEL Amendment 1 dated 1 August 2005 – Refer to AIII paragraph 4

A.3. Technical Characteristics and Operational Limitations

1. Type Design Definition	List of main drawings: T700 N°65/90 Ed.1 and up
2. Description	Single-turbo-propeller engine, six to seven seats, low-wing airplane, aluminium and steel construction.
3. Equipment	Equipment list: See POH Sec 6.5
4. Operational Suitability Data (OSD)	The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.010: TBM700 A, B, C, N Master Minimum Equipment List (MMEL) at Revision 04 approved on July 20, 2020 or later EASA approved revision

5. Dimensions

Span:	12.680 m	(41.6 ft)
Length :	10.645 m	(34.9 ft)
Height :	4.355 m	(14.3 ft)
Wing Area:	18.00 m²	(193.7 ft²)

6. Engine

6.1. Model	Turbo generator Pratt & Whitney type PT6A-64
6.2. Type certificates	Transport Canada Type Certificate No. E-21 dated 16/08/2005 EASA Type Certificate EASA.IM.E.008, dated 22/11/2005 Certification basis: FAR 33 Amendments 10

6.3. Limitations	- Gas generator rotation speed: 39000 RPM (104.1%) - Propeller rotation speed: 2000 RPM - Maximum take-off and continuous power: 700 shp For power-plant limitations refer to POH, Section 2.3

7. Load factors

Flaps up: - 1.5 ≤ n ≤ + 3.8 g
Flaps down: - 0 ≤ n ≤ + 2.0 g

8. Propeller

8.1. Model	Hartzell Propeller Inc. Type HC-E4N-3/E9083 S(K)
8.2. Type Certificate	FAA Type Certificate P10NE dated 2 august 2002 EASA IMP133 dated 31 January 2000
8.3. Number of Blades	4
8.4. Diameter	Maximum Diameter: 2311 mm / 91 in Minimum Diameter: 2286 mm / 90 in
8.5. Sense of rotation	Propeller rotates Clockwise in view of flight direction
8.6. Pitch	Low Pitch: 21° Feather: 86° Reverse: -11°

9. Fluids

9.1. Fuel	Jet A, Jet A1, Jet B, JP4, JP5, JP8, anti-ice additive according to the specification. MIL-I-27686 in the following proportions : - Minimum content: 0.06% by volume - Maximum content: 0.15% by volume
9.2. Oil	Refer to POH, Section 2.3
9.3. Coolant	N/A

10. Fluid capacities

10.1. Fuel	Two structural wing tanks: Total capacity: 1100 liters / 290.6 gal Total usable capacity: 1066 liters / 281.6 gal Unusable quantity: 34 liters / 9 gal
10.2. Oil	Maximum: 12 liters / 12.7 qt Minimum: 5.7 liters / 6 qt
10.3. Coolant system capacity	None

11. Air Speeds

V_{MO}	(Maximum operating speed)	270 KCAS
V_A	(Manoeuvring speed)	160 KCAS
V_{FE}	(Maximum flaps extended speed)	
	Landing configuration	120 KCAS
	Take off configuration	180 KCAS
V_{LO}	(Maximum landing gear operating speed)	
	Retraction	130 KCAS
	Extension	180 KCAS
V_{LE}	(Maximum landing gear extended speed)	180 KCAS

12. Flight Envelope

Airplane **not** equipped with OPT70-01-026	30000 ft
Airplane equipped with OPT70-01-026	31000 ft

13. Approved Operational Capability	Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly. Refer to approved POH, Section 2.6

14. Maximum Masses

Take-Off	2984 kg (6579 lbs)
Landing	2835 kg (6250 lbs)
Ramp	3000 kg (6614 lbs)

15. Centre of Gravity Range

From	To	Weight
4604 mm (181.3 in) 14% of MAC	4951 mm (194.9 in) 37 % of MAC	2000 kg (4409 lbs) or less
4664 mm (183.6 in) 18% of MAC	4951 mm (194.9 in) 37% of MAC	2835 kg (6250 lbs) or less
4694 mm (184.8 in) 20% of MAC	4936 mm (194.3 in) 36% of MAC	2984 kg (6579 lbs) or less

Straight line between points given
MAC: Mean Aerodynamic Chord

16. Datum	3000 mm (118.11 in.) ahead of front firewall face

17. Control surface deflections

Elevator (Angles references: stabilator chord)	Nose-up attitude: 30º ± 1.5º Nose-down attitude: 10º ± 1º
Stabilator tab (elevator at 0º)	Nose-up attitude: 15º ± 1º Nose-down attitude: 20º ± 1º
Roll	- Ailerons (Reference: wing chord) up 15º ± 1º down 20º ± 1º - Spoiler (Reference: wing upper surface) up 58º + 2º / - 3° down 20.5º + 1º /- 5° - Tab up 14º ± 1º down 14º ± 1º
Yaw control	Rudder (Reference: fin chord) left turn 26º ± 1º right turn 35º ± 1.5º Rudder tab (Reference: rudder chord) left turn 13.5° ± 1° right turn 9.5° ± 1°

18. Levelling Means	Cabin floor mounting rails
19. Minimum Flight Crew	1 Pilot

20. Maximum Passenger Seating Capacity	a. Standard version: 5 b. 7 places accommodation (optional modification OPT70-25-002): 6

21. Baggage / Cargo Compartments

Front baggage (not pressurized)	50 kg (110 lbs)	at 3250 mm (128.0 in)

a. Airplanes from S/N 1 to 23, 25, 28, 33 and 35, except airplanes equipped as a retrofit with modification MOD70-019-25 “improved upholstery”:

Rear baggage (in cabin)	100 kg (220 lbs)	at 7560 mm (297.6 in)

b. Airplanes S/N 24, 26, 27, 29 to 32, 34, 36 to 9999, plus airplanes equipped as a retrofit with modification MOD70-019-25 “improved upholstery”:

Rear baggage (in cabin)	100 kg (220 lbs)	at 7695 mm (303 in)

22. Wheels and Tyres

Nose landing gear	Wheel base Tyre	2910 mm (115 in) 5.00 x 5-6 PR
Main landing gear	Track Tyre	3880 mm (153 in) 18 x 5.5-8 PR

23. (Reserved)

A.4. Operating and Service Instructions

1. Flight Manual

DGAC/EASA approved Pilot Operating Handbook (POH):

- For TBM700 A variant, Pilot’s Operating Handbook: P/N DMAFM00EE0EN at revision 0 or later approved revision must be utilised.

- For TBM700 A (from Serial number 14) and TBM700 B variants equipped with MOD70-0276-00 and MOD70-0158-28B (Fuel gauging amplifier), the Pilot’s Operating Handbook P/N DMAFM00EE1EN edition 1 at revision 0 or later approved revision is required.

    - For airplanes with optional modification MOD70-0226-00 “Synthetic Vision System in GARMIN Integrated Flight Deck” (SVS) installed, Pilot’s Operating Handbook Supplement 50 P/N DMNFM50EE0EN at revision 0 or later approved revision must be utilised.

2. Maintenance manual

- For TBM700 A variant, TBM700 Maintenance Manual (P/N DMAMMPXEE0) at revision 31 of November 2005, or following revisions (including Airworthiness Limitations) must be utilised.

- For TBM700 A and TBM700 B variants from s/n 14 to 243, except s/n 205 and 240, equipped with MOD70-276-00 and MOD70-0158-28B, TBM700 Maintenance Manual (P/N DMAMMPXEE0) at revision 31 of November 2005 and TBM700 Maintenance Manual Supplement S02 (P/N DMAMMS02PEE0) at revision 0 of October 2010, or following revisions (including Airworthiness Limitations) must be utilised.

A.5. Notes

1. Modification MOD70-276-00 “G1000 Integrated Flight Deck – Retrofit program”:
   It is a modification applicable to s/n 14 to 243, except to s/n 205 and 240. Airplanes to be retrofitted within the above range of serial numbers must install also Modification MOD70-158-28B (Fuel gauging amplifier).

2. Modification MOD70-0226-00 “Synthetic Vision System in GARMIN Integrated Flight Deck” (SVS):
   It is a modification applicable to s/n 14 to 243, except s/n 205 and 240, that is to say for TBM700 A and B airplanes equipped with Modification MOD70-0276-00.

3. Refer to Section M for general data.

SECTION B. TBM 700 B

B.1. General

1. Type/ Model/ Variant	
1.1. Type	TBM700
1.2. Model	N/A
1.3. Variant	B
2. Airworthiness Category	FAR-23 Normal Category
3. Manufacturer	COMPAGNIE DAHER
4. DGAC Type Certification Application Date	16-June-1998
5. State of Design Authority	DGAC
6. State of Design Authority Type Certificate Date	13-November-1998
7. EASA Type Certification Date	Product accepted in EU prior 28 sept 2003
8. Other informations	The EASA Type Certificate replaces DGAC-France Type Certificate No.181 Eligible S/N: 126, 129, 137, plus 143 to 145, 148 to 204, 206 to 239 and 241 to 243

B.2. EASA Certification Basis

1. Reference Date for determining the applicable requirements	31-Oct-1986
2. Airworthiness Requirements	FAR-23, Amendment 34, dated 01-Jan-1988 and Sections 23.783, 23.807 and 23.811 of Amendment 36, dated 14-Sep-1988
3. Special Conditions	None
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	None
7. Requirements elected to comply	None

8. Environmental Protection	(refer to TCDSN A.010 for noise limitations): TBM700 B variant: - ICAO Annex 16, Volume 1, 2nd edition, Amdt 3, Chapter X, App 6 - FAR 36 Appendix G Amdt 17
9. Operational Suitability Data (OSD)	MMEL: JAR-MMEL/MEL Amendment 1 dated 1 August 2005 – Refer to BIII paragraph 4

B.3. Technical Characteristics and Operational Limitations

1. Type Design Definition	List of main drawings: T700 N°65/90 Ed.1 and up
2. Description	Single-turbo-propeller engine, six to seven seats, low-wing airplane, aluminium and steel construction.
3. Equipment	Equipment list: See POH Sec 6.5
4. Operational Suitability Data (OSD)	The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.010: TBM700 A, B, C, N Master Minimum Equipment List (MMEL) at Revision 04 approved on July 20, 2020 or later EASA approved revision

5. Dimensions

Span:	12.680 m	(41.6 ft)
Length :	10.645 m	(34.9 ft)
Height :	4.355 m	(14.3 ft)
Wing Area:	18.00 m²	(193.7 ft²)

6. Engine

6.1. Model	Turbo generator Pratt & Whitney type PT6A-64
6.2. Type certificates	Transport Canada Type Certificate No. E-21 dated 16/08/2005 EASA Type Certificate EASA.IM.E.008, dated 22/11/2005 Certification basis: FAR 33 Amendments 10

6.3. Limitations	- Gas generator rotation speed: 39000 RPM (104.1%) - Propeller rotation speed: 2000 RPM - Maximum take-off and continuous power: 700 shp For power-plant limitations refer to POH, Section 2.3

7. Load factors:

Flaps up: - 1.5 ≤ n ≤ + 3.8 g
Flaps down: - 0 ≤ n ≤ + 2.0 g

8. Propeller

8.1. Model	Hartzell Propeller Inc. Type HC-E4N-3/E9083 S(K)
8.2. Type Certificate	FAA Type Certificate P10NE dated 2 august 2002 EASA IMP133 dated 31 January 2000
8.3. Number of Blades	4
8.4. Diameter	Maximum Diameter: 2311 mm / 91 in Minimum Diameter: 2286 mm / 90 in
8.5. Sense of rotation	Propeller rotates Clockwise in view of flight direction
8.6. Pitch	Low Pitch: 21° Feather: 86° Reverse: -11°

9. Fluids

9.1. Fuel	Jet A, Jet A1, Jet B, JP4, JP5, JP8, anti-ice additive according to the specification. MIL-I-27686 in the following proportions : - Minimum content: 0.06% by volume - Maximum content: 0.15% by volume
9.2. Oil	Refer to POH, Section 2.3
9.3. Coolant	N/A

10. Fluid capacities

10.1. Fuel	Two structural wing tanks: Total capacity: 1100 liters / 290.6 gal Total usable capacity: 1066 liters / 281.6 gal Unusable quantity: 34 liters / 9 gal
10.2. Oil	Maximum: 12 liters / 12.7 qt Minimum: 5.7 liters / 6 qt
10.3. Coolant system capacity	None

11. Air Speeds

V_{MO}	(Maximum operating speed)	270 KCAS
V_A	(Manoeuvring speed)	160 KCAS
V_{FE}	(Maximum flaps extended speed)	
	Landing configuration	120 KCAS
	Take off configuration	180 KCAS
V_{LO}	(Maximum landing gear operating speed)	
	Retraction	130 KCAS
	Extension	180 KCAS
V_{LE}	(Maximum landing gear extended speed)	180 KCAS

12. Flight Envelope

Airplane not equipped with OPT70-01-026	30000 ft
Airplane equipped with OPT70-01-026	31000 ft

13. Approved Operational Capability	Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly. Refer to approved POH, Section 2.6

14. Maximum Masses

Take-Off	2984 kg (6579 lbs)
Landing	2835 kg (6250 lbs)
Ramp	3000 kg (6614 lbs)

15. Centre of Gravity Range

From	To	Weight
4604 mm (181.3 in) 14% of MAC	4951 mm (194.9 in) 37 % of MAC	2000 kg (4409 lbs) or less
4664 mm (183.6 in) 18% of MAC	4951 mm (194.9 in) 37% of MAC	2835 kg (6250 lbs) or less
4694 mm (184.8 in) 20% of MAC	4936 mm (194.3 in) 36% of MAC	2984 kg (6579 lbs) or less

Straight line between points given
MAC: Mean Aerodynamic Chord

16. Datum	3000 mm (118.11 in.) ahead of front firewall face

17. Control surface deflections

Elevator (Angles references: stabilator chord)	Nose-up attitude: 30º ± 1.5º Nose-down attitude: 10º ± 1º
Stabilator tab (elevator at 0º)	Nose-up attitude: 15º ± 1º Nose-down attitude: 20º ± 1º
Roll	- Ailerons (Reference: wing chord) up 15º ± 1º down 20º ± 1º - Spoiler (Reference: wing upper surface) up 58º + 2º / - 3° down 20.5º + 1º /- 5° - Tab up 14º ± 1º down 14º ± 1º
Yaw control	Rudder (Reference: fin chord) left turn 26º ± 1º right turn 35º ± 1.5º Rudder tab (Reference: rudder chord) left turn 13.5° ± 1° right turn 9.5° ± 1°

18. Levelling Means	Cabin floor mounting rails
19. Minimum Flight Crew	1 Pilot
20. Maximum Passenger Seating Capacity	a. Standard version: 5 b. 7 places accommodation (optional modification OPT70-25-002): 6

21. Baggage / Cargo Compartments

Front baggage (not pressurized) 50 kg (110 lbs) at 3250 mm (128.0 in)

a. Airplanes from S/N 1 to 23, 25, 28, 33 and 35, except airplanes equipped as a retrofit with modification MOD70-019-25 “improved upholstery:
Rear baggage (in cabin) 100 kg (220 lbs) at 7560 mm (297.6 in)

b. Airplanes S/N 24, 26, 27, 29 to 32, 34, 36 to 9999, plus airplanes equipped as a retrofit with modification MOD70-019-25 “improved upholstery:
Rear baggage (in cabin) 100 kg (220 lbs) at 7695 mm (303 in)

22. Wheels and Tyres

Nose landing gear	Wheel base Tyre	2910 mm (115 in) 5.00 x 5-6 PR
Main landing gear	Track Tyre	3880 mm (153 in) 18 x 5.5-8 PR

23. (Reserved)

B.4. Operating and Service Instructions

1. Flight Manual

DGAC/EASA approved Pilot Operating Handbook (POH):

- For TBM700 B variant, Pilot's Operating Handbook P/N DMAFM00EE0EN at revision 0 or later approved revision must be utilised.
    - For airplanes with optional modification OPT70-25-027 "Cargo Transportation Capability" installed, Pilot's Operating Handbook Supplement 30 P/N DMBFM30EE0EN at revision 2 or later approved revision must be utilised.

- For TBM700 A (from Serial number 14) and TBM700 B variants equipped with MOD70-0276-00 and MOD70-0158-28B (Fuel gauging amplifier), the Pilot's Operating Handbook P/N DMAFM00EE1EN edition 1 at revision 0 or later approved revision is required.
    - For airplanes with optional modification MOD70-0226-00 "Synthetic Vision System in GARMIN Integrated Flight Deck" (SVS) installed, Pilot's Operating Handbook Supplement 50 P/N DMNFM50EE0EN at revision 0 or later approved revision must be utilised.

2. Maintenance manual

- For TBM700 B variant, TBM700 Maintenance Manual (P/N DMAMMPXEE0) at revision 31 of November 2005, or following revisions (including Airworthiness Limitations) must be utilised.

- For TBM700 A and TBM700 B variants from s/n 14 to 243, except s/n 205 and 240, equipped with MOD70-276-00 and MOD70-0158-28B, TBM700 Maintenance Manual (P/N DMAMMPXEE0) at revision 31 of November 2005 and TBM700 Maintenance Manual Supplement S02 (P/N DMAMMS02PEE0) at revision 0 of October 2010 or following revisions (including Airworthiness Limitations) must be utilised.

B.5. Notes

1. Modification MOD70-276-00 “G1000 Integrated Flight Deck – Retrofit program”:
   It is a modification applicable to s/n 14 to 243, except to s/n 205 and 240. Airplanes to be retrofitted within the above range of serial numbers must install also Modification MOD70-158-28B (Fuel gauging amplifier).

2. Modification MOD70-0226-00 “Synthetic Vision System in GARMIN Integrated Flight Deck” (SVS):
   It is a modification applicable to s/n 14 to 243, except s/n 205 and 240, that is to say for TBM700 A and B airplanes equipped with Modification MOD70-0276-00.

3. Refer to Section M for general data.

SECTION C. TBM700 C1

C.1. General

1. Type/ Model/ Variant	
1.1. Type	TBM700
1.2. Model	N/A
1.3. Variant	C1
2. Airworthiness Category	FAR-23 Normal Category
3. Manufacturer	COMPAGNIE DAHER
4. DGAC Type Certification Application Date	24-September-2002
5. State of Design Authority	DGAC
6. State of Design Authority Type Certificate Date	3-December-2002
7. EASA Type Certification Date	Product accepted in EU prior 28 sept 2003
8. Other informations	The EASA Type Certificate replaces DGAC-France Type Certificate No.181 Eligible S/N: 205, 240, plus 244 to 268 and 270 to 345

C.2. EASA Certification Basis

1. Reference Date for determining the applicable requirements	31-Oct-1986
2. Airworthiness Requirements	FAR-23, Amendment 34, dated 01-Jan-1988 and Sections 23.783, 23.807 and 23.811 of Amendment 36, dated 14-Sep-1988
3. Special Conditions	None
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	None
7. Requirements elected to comply	None

8. Environmental Protection	(refer to TCDSN A.010 for noise limitations): TBM700 C1 variant: - ICAO Annex 16, Volume 1, 2nd edition, Amdt 3, Chapter X, App 6 - FAR 36 Appendix G Amdt 17
9. Operational Suitability Data (OSD)	MMEL: JAR-MMEL/MEL Amendment 1 dated 1 August 2005 – Refer to CIII paragraph 4

C.3. Technical Characteristics and Operational Limitations

1. Type Design Definition	List of main drawings: T700 N°65/90 Ed.1 and up
2. Description	Single-turbo-propeller engine, six to seven seats, low-wing airplane, aluminium and steel construction. Modification MOD70-140-00 “Evolution TBM700 B to TBM700 C1” defines TM700 C1 variant and integrates various modifications such as rear unpressurised cargo compartment, reinforced structure, new air conditioning system…
3. Equipment	Equipment list: See POH Sec 6.5
4. Operational Suitability Data (OSD)	The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.010: TBM700 A, B, C, N Master Minimum Equipment List (MMEL) at Revision 04 approved on July 20, 2020 or later EASA approved revision

5. Dimensions

Span:	12.680 m	(41.6 ft)
Length :	10.645 m	(34.9 ft)
Height :	4.355 m	(14.3 ft)
Wing Area:	18.00 m²	(193.7 ft²)

6. Engine

6.1. Model	Turbo generator Pratt & Whitney type PT6A-64
6.2. Type certificates	Transport Canada Type Certificate No. E-21 dated 16/08/2005 EASA Type Certificate EASA.IM.E.008, dated 22/11/2005 Certification basis: FAR 33 Amendments 10
6.3. Limitations	- Gas generator rotation speed: 39000 RPM (104.1%) - Propeller rotation speed: 2000 RPM - Maximum take-off and continuous power: 700 shp For power-plant limitations refer to POH, Section 2.3

7. Load factors

Flaps up: - 1.5 ≤ n ≤ + 3.8 g
Flaps down: - 0 ≤ n ≤ + 2.0 g

8. Propeller

8.1. Model	Hartzell Propeller Inc. Type HC-E4N-3/E9083 S(K)
8.2. Type Certificate	FAA Type Certificate P10NE dated 2 august 2002 EASA IMP133 dated 31 January 2000
8.3. Number of Blades	4
8.4. Diameter	Maximum Diameter: 2311 mm / 91 in Minimum Diameter: 2286 mm / 90 in
8.5. Sense of rotation	Propeller rotates Clockwise in view of flight direction
8.6. Pitch	Low Pitch: 21° Feather: 86° Reverse: -11°

9. Fluids

9.1. Fuel	Jet A, Jet A1, Jet B, JP4, JP5, JP8, anti-ice additive according to the specification. MIL-I-27686 in the following proportions : - Minimum content: 0.06% by volume - Maximum content: 0.15% by volume
9.2. Oil	Refer to POH, Section 2.3
9.3. Coolant	N/A

10. Fluid capacities

10.1. Fuel	Two structural wing tanks: Total capacity: Total usable capacity: Unusable quantity:	 1100 liters / 290.6 gal 1066 liters / 281.6 gal 34 liters / 9 gal
10.2. Oil	Maximum: Minimum:	12 liters / 12.7 qt 5.7 liters / 6 qt
10.3. Coolant system capacity	None	

11. Air Speeds

V_{MO}	(Maximum operating speed)	270 KCAS
V_A	(Manoeuvring speed)	160 KCAS
V_{FE}	(Maximum flaps extended speed)	
	Landing configuration	120 KCAS
	Take off configuration	180 KCAS
V_{LO}	(Maximum landing gear operating speed)	
	Retraction	130 KCAS
	Extension	180 KCAS
V_{LE}	(Maximum landing gear extended speed)	180 KCAS

12. Flight Envelope	31000 ft
13. Approved Operational Capability	Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly. Refer to approved POH, Section 2.6

14. Maximum Masses

Take-Off	2984 kg (6579 lbs)
Landing	2835 kg (6250 lbs)
Ramp	3000 kg (6614 lbs)

15. Centre of Gravity Range

From	To	Weight
4604 mm (181.3 in) 14% of MAC	4951 mm (194.9 in) 37 % of MAC	2000 kg (4409 lbs) or less
4664 mm (183.6 in) 18% of MAC	4951 mm (194.9 in) 37% of MAC	2835 kg (6250 lbs) or less
4694 mm (184.8 in) 20% of MAC	4936 mm (194.3 in) 36% of MAC	2984 kg (6579 lbs) or less

Straight line between points given
MAC: Mean Aerodynamic Chord

16. Datum	3000 mm (118.11 in.) ahead of front firewall face

17. Control surface deflections

Elevator (Angles references: stabilator chord)	Nose-up attitude: 30º ± 1.5º Nose-down attitude: 10º ± 1º
Stabilator tab (elevator at 0º)	Nose-up attitude: 15º ± 1º Nose-down attitude: 20º ± 1º
Roll	- Ailerons (Reference: wing chord) up 15º ± 1º down 20º ± 1º - Spoiler (Reference: wing upper surface) up 58º + 2º / - 3° down 20.5º + 1º /- 5° - Tab up 14º ± 1º down 14º ± 1º
Yaw control	Rudder (Reference: fin chord) left turn 26º ± 1º right turn 35º ± 1.5º Rudder tab (Reference: rudder chord) left turn 13.5° ± 1° right turn 9.5° ± 1°

18. Levelling Means	Cabin floor mounting rails
19. Minimum Flight Crew	1 (Pilot)
20. Maximum Passenger Seating Capacity	5

21. Baggage / Cargo Compartments

Rear baggage (in cabin)	100 kg (220 lbs)	at 7695 mm (303 in)
Rear compartment	35 kg (77 lbs)	at 8366 mm (329.4 in)

22. Wheels and Tyres

Nose landing gear	Wheel base: 2910 mm (115 in) Tyre: 5.00 x 5-6 PR
Main landing gear	Track: 3880 mm (153 in) Tyre : - 18 x 5.5-8 PR: Airplane not equipped with optional modification OPT70-01-029 "Provision for TBM700 C2" - 18 x 5.5-10 PR: TBM700C2 and N variants and airplane equipped with optional modification OPT70-01-029 "Provision for TBM700 C2"

23. (Reserved)

C.4. Operating and Service Instructions

1. Flight Manual

DGAC/EASA approved Pilot Operating Handbook (POH):

- For TBM700 C1 variant, the Pilot's Operating Handbook P/N DMCFM00EE0EN at revision 2 or later approved revision is required.
  - For airplanes with optional modification OPT70-25-027 "Cargo Transportation Capability" installed, Pilot's Operating Handbook Supplement 30 P/N DMAFM30EE0EN at revision 2 or later approved revision must be utilised.

2. Maintenance manuals:

- For TBM700 C variant, TBM700 Maintenance Manual (P/N DMAMMPXEE0) at revision 31 of November 2005, or following revisions (including Airworthiness Limitations) must be utilised.

C.5. Notes

None
Refer to Section M for general data.

SECTION D. TBM700 C2

D.1. General

1. Type/ Model/ Variant	
1.1. Type	TBM700
1.2. Model	N/A
1.3. Variant	C2
2. Airworthiness Category	FAR-23 Normal Category
3. Manufacturer	COMPAGNIE DAHER
4. EASA Type Certification Application Date	05-Jan-2004
5. EASA Type Certification Date	14-July-2004
6. Other informations	The EASA Type Certificate replaces DGAC-France Type Certificate No.181 Eligible S/N: 205, 240, plus 244 to 268 and 270 to 345

D.2. EASA Certification Basis

1. Reference Date for determining the applicable requirements	05-Jan-2004
2. Airworthiness Requirements	As defined in CRI A-1, Issue 2: FAR-23, Amendment 34, dated 01-Jan-1988 FAR-23, Amendment 36, dated 14-Sep-1988 Sections 23.783, 23.807 and 23.811 FAR-23, Amendment 44, dated 18-Aug-1993 Sections 23.49, 23.561, 23.562 and 23.785
3. Special Conditions	CRI B-1, Stalling speed exceeding 61 kts
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	None
7. Requirements elected to comply	None

8. Environmental Protection	(refer to TCDSN A.010 for noise limitations): TBM700 C2 variant: - ICAO Annex 16, Volume 1, 3rd edition, Amdt 6 Chapter X, App 6 (elected to comply to 3rd edition, Amdt 7) - FAR 36 Appendix G Amdt 22 - FAR 34 Amdt 3, dated 03-Feb-1999
9. Operational Suitability Data (OSD)	MMEL: JAR-MMEL/MEL Amendment 1 dated 1 August 2005 – Refer to DIII paragraph 4

D.3. Technical Characteristics and Operational Limitations

1. Type Design Definition	List of main drawings: T700 N°65/90 Ed.1 and up
2. Description	Single-turbo-propeller engine, six to seven seats, low-wing airplane, aluminium and steel construction. Modification MOD70-139-00 "Increased of TBM700 maximum take-offweight" defines TBM700 C2 variant and allows an extended MTOW compared to TBM700 C1 variant: The retrofit is possible only for airplanes already equipped with Modification MOD70-140-00.
3. Equipment	Equipment list: See POH Sec 6.5
4. Operational Suitability Data (OSD)	The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.010: TBM700 A, B, C, N Master Minimum Equipment List (MMEL) at Revision 04 approved on July 20, 2020 or later EASA approved revision

5. Dimensions

Span:	12.680 m	(41.6 ft)
Length :	10.645 m	(34.9 ft)
Height :	4.355 m	(14.3 ft)
Wing Area:	18.00 m²	(193.7 ft²)

6. Engine

6.1. Model	Turbo generator Pratt & Whitney type PT6A-64
6.2. Type certificates	Transport Canada Type Certificate No. E-21 dated 16/08/2005 EASA Type Certificate EASA.IM.E.008, dated 22/11/2005 Certification basis: FAR 33 Amendments 10
6.3. Limitations	- Gas generator rotation speed: 39000 RPM (104.1%) - Propeller rotation speed: 2000 RPM - Maximum take-off and continuous power: 700 shp For power-plant limitations refer to POH, Section 2.3

7. Load factors

Flaps up: - 1.5 ≤ n ≤ + 3.8 g
Flaps down: - 0 ≤ n ≤ + 2.0 g

8. Propeller

8.1. Model	Hartzell Propeller Inc. Type HC-E4N-3/E9083 S(K)
8.2. Type Certificate	FAA Type Certificate P10NE dated 2 august 2002 EASA IMP133 dated 31 January 2000
8.3. Number of Blades	4
8.4. Diameter	Maximum Diameter: 2311 mm / 91 in Minimum Diameter: 2286 mm / 90 in
8.5. Sense of rotation	Propeller rotates Clockwise in view of flight direction
8.6. Pitch	Low Pitch: 21° Feather: 86° Reverse: -11°

9. Fluids

9.1. Fuel	Jet A, Jet A1, Jet B, JP4, JP5, JP8, anti-ice additive according to the specification. MIL-I-27686 in the following proportions : - Minimum content: 0.06% by volume - Maximum content: 0.15% by volume
9.2. Oil	Refer to POH, Section 2.3
9.3. Coolant	N/A

10. Fluid capacities

10.1. Fuel	Two structural wing tanks: Total capacity: 1100 liters / 290.6 gal Total usable capacity: 1066 liters / 281.6 gal Unusable quantity: 34 liters / 9 gal
10.2. Oil	Maximum: 12 liters / 12.7 qt Minimum: 5.7 liters / 6 qt
10.3. Coolant system capacity	None

11. Air Speeds

V_{MO}	(Maximum operating speed)	270 KCAS
V_A	(Manoeuvring speed)	160 KCAS
V_{FE}	(Maximum flaps extended speed)	
	Landing configuration	120 KCAS
	Take off configuration	180 KCAS
V_{LO}	(Maximum landing gear operating speed)	
	Retraction	130 KCAS
	Extension	180 KCAS
V_{LE}	(Maximum landing gear extended speed)	180 KCAS

12. Flight Envelope	31000 ft
13. Approved Operational Capability	Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly. Refer to approved POH, Section 2.6

14. Maximum Masses

Take-Off	3354 kg (7394 lbs
Landing	3186 kg (7024 lbs)
Ramp	3370 kg (7430 lbs)

15. Centre of Gravity Range

From	To	Weight up to
4604 mm (181.3 in) 14% of Mean Aerodynamic Chord	4951 mm (194.9 in) 37 % of MAC	2000 kg (4409 lbs) or less
4664 mm (183.6 in) 18% of MAC	4951 mm (194.9 in) 37% of MAC	2835 kg (6250 lbs)
4707 mm (185.3 in) 20.85% of MAC	4936 mm (194.3 in) 36% of MAC	2984 kg (6579 lbs)
4752 mm (187.1 in) 23.8% of MAC	4936 mm (194.3 in) 36% of MAC	3186 kg (7024 lbs)
4752 mm (187.1 in) 23.8% of MAC	4921 mm (193.74 in) 35% of MAC	3354 kg (7394 lbs)

Straight line between points given
MAC: Mean Aerodynamic Chord

16. Datum	3000 mm (118.11 in.) ahead of front firewall face

17. Control surface deflections

Elevator (Angles references: stabilator chord)	Nose-up attitude: 30º ± 1.5º Nose-down attitude: 10º ± 1º
Stabilator tab (elevator at 0º)	Nose-up attitude: 15º ± 1º Nose-down attitude: 20º ± 1º
Roll	- Ailerons (Reference: wing chord) up 15º ± 1º down 20º ± 1º - Spoiler (Reference: wing upper surface) up 58º + 2º / - 3° down 20.5º + 1º /- 5° - Tab up 14º ± 1º down 14º ± 1º
Yaw control	Rudder (Reference: fin chord) left turn 26º ± 1º right turn 35º ± 1.5º Rudder tab (Reference: rudder chord) left turn 13.5° ± 1° right turn 9.5° ± 1°

18. Levelling Means	Cabin floor mounting rails
19. Minimum Flight Crew	1 (Pilot)
20. Maximum Passenger Seating Capacity	5

21. Baggage / Cargo Compartments

a. Airplanes equipped with partition net OPT70-25-026A:

Rear baggage (in cabin)	45 kg (100 lbs)	at 7695 mm (303 in)
Rear compartment	35 kg (77 lbs)	at 8366 mm (329.4 in)

b. Airplanes equipped with partition net OPT70-25-026B:

Rear baggage (in cabin)	100 kg (220 lbs)	at 7695 mm (303 in)
Rear compartment	35 kg (77 lbs)	at 8366 mm (329.4 in)

22. Wheels and Tyres

Nose landing gear	Wheel base Tyre	2910 mm (115 in) 5.00 x 5-6 PR
Main landing gear	Track Tyre	3880 mm (153 in) 18 x 5.5-10 PR

23. (Reserved)

D.4. Operating and Service Instructions

1. Flight Manual

DGAC/EASA approved Pilot Operating Handbook (POH):

- For TBM700 C2 variant, the TBM700 C1 Pilot's Operating Handbook P/N DMCFM00EE0EN at revision 2 or later revision and Pilot's Operating Handbook Supplement 41 "TBM 700C2" P/N DMCFM41EE0EN at revision 2 or later approved revision must be utilised.

2. Maintenance manuals

- For TBM700 C variant, TBM700 Maintenance Manual P/N DMAMMPXEE0 at revision 31 of November 2005, and following revisions (including Airworthiness Limitations) must be utilised.

D.5. Notes

None
Refer to Section M for general data.

SECTION E. TBM700 N

Trade name "TBM 850"

E.1. General

1. Type/ Model/ Variant	
1.1. Type	TBM700
1.2. Model	N/A
1.3. Variant	N
2. Airworthiness Category	FAR-23 Normal Category
3. Manufacturer	COMPAGNIE DAHER
4. EASA Type Certification Application Date	06-Jul-2004
5. EASA Type Certification Date	28-November-2005
6. Other informations	Eligible S/N: 346 to 433

E.2. EASA Certification Basis

1. Reference Date for determining the applicable requirements	06-Jul-2004
2. Airworthiness Requirements	As defined in CRI A-1 (TBM700C2), Issue 2: FAR-23, Amendment 34, dated 01-Jan-1988 FAR-23, Amendment 36, dated 14-Sep-1988 Sections 23.783, 23.807 and 23.811 FAR-23, Amendment 44, dated 18-Aug-1993 Sections 23.49, 23.561, 23.562 and 23.785
3. Special Conditions	CRI B-1 (TBM700 C2), Stalling speed exceeding 61 kts
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	None
7. Requirements elected to comply	None

8. Environmental Protection	(refer to TCDSN A.010 for noise limitations): TBM700 N variant: - ICAO Annex 16, Volume 1, 4st edition, Amdt 8 Chapter X, App 6 - FAR 36 Appendix G Amdt 25 - ICAO Annex 16, Volume 2, 2nd edition, Amdt 4 Part 2, Chap 2 and FAR 34 Amdt 3, dated 03-Feb-1999
9. Operational Suitability Data (OSD)	MMEL: JAR-MMEL/MEL Amendment 1 dated 1 August 2005 – Refer to EIII paragraph 4

E.3. Technical Characteristics and Operational Limitations

1. Type Design Definition	List of main drawings: T700 N°65/90 Ed.1 and up
2. Description	Single-turbo-propeller engine, six to seven seats, low-wing airplane, aluminium and steel construction. Modification MOD70-0188-00 "TBM700 N – Increased of maximum cruise/climb power to 850 shp" defines TBM700 N variant. It is a modification applicable from s/n 346. This modification allows a maximum continuous power of 850 shp for climb and cruise (flap retracted), and a maximum power of 700 shp identical to TBM700 A, B, C1 and C2 variants when flaps are extended.
3. Equipment	Equipment list: see POH Sec 6.5 and report ref. NAV No.34/90-RJ-App1
4. Operational Suitability Data (OSD)	The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.010: TBM700 A, B, C, N Master Minimum Equipment List (MMEL) at Revision 04 approved on July 20, 2020 or later EASA approved revision

5. Dimension

Span:	12.680 m	(41.6 ft)
Length :	10.645 m	(34.9 ft)
Height :	4.355 m	(14.3 ft)
Wing Area:	18.00 m²	(193.7 ft²)

6. Engine

6.1. Model	Turbo generator Pratt & Whitney type PT6A-66D
6.2. Type certificates	Transport Canada Type Certificate No. E-21 dated 16/08/2005 EASA Type Certificate EASA.IM.E.008, dated 22/11/2005 Certification basis: FAR 33 Amendments 10
6.3. Limitations	- Gas generator rotation speed: 39000 RPM (104.1%) - Propeller rotation speed: 2000 RPM - Maximum take-off and continuous power: 700 shp - Maximum continuous power: 850 shp For power-plant limitations refer to POH, Section 2.3

7. Load factors

Flaps up:
Weight below 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.8 g
Weight above 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.5 g
Flaps down: - 0 ≤ n ≤ + 2.0 g

8. Propeller

8.1. Model	Hartzell Propeller Inc. Type HC-E4N-3/E9083 S(K)
8.2. Type Certificate	FAA Type Certificate P10NE dated 2 august 2002 EASA IMP133 dated 31 January 2000
8.3. Number of Blades	4
8.4. Diameter	Maximum Diameter: 2311 mm / 91 in Minimum Diameter: 2286 mm / 90 in
8.5. Sense of rotation	Propeller rotates Clockwise in view of flight direction
8.6. Pitch	Low Pitch: 21° Feather: 86° Reverse: -11°

9. Fluids

9.1. Fuel	Jet A, Jet A1, Jet B, JP4, JP5, JP8, anti-ice additive according to the specification. MIL-I-27686 in the following proportions : - Minimum content: 0.06% by volume - Maximum content: 0.15% by volume
9.2. Oil	Refer to POH, Section 2.3
9.3. Coolant	N/A

10. Fluid capacities

10.1. Fuel	Two structural wing tanks: Total capacity: 1100 liters / 290.6 gal Total usable capacity: 1066 liters / 281.6 gal Unusable quantity: 34 liters / 9 gal
10.2. Oil	Maximum: 12 liters / 12.7 qt Minimum: 5.7 liters / 6 qt
10.3. Coolant system capacity	N/A

11. Air Speeds

V_{MO}	(Maximum operating speed)	271 KCAS
V_A	(Manoeuvring speed)	160 KCAS
V_{FE}	(Maximum flaps extended speed)	
	Landing configuration	120 KCAS
	Take off configuration	180 KCAS
V_{LO}	(Maximum landing gear operating speed)	
	Retraction	130 KCAS
	Extension	180 KCAS
V_{LE}	(Maximum landing gear extended speed)	180 KCAS

12. Flight Envelope	31000 ft
13. Approved Operational Capability	Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly. Refer to approved POH, Section 2.6

14. Maximum Masses

Take-Off	3354 kg (7394 lbs
Landing	3186 kg (7024 lbs)
Ramp	3370 kg (7430 lbs)

15. Centre of Gravity Range

From	To	Weight up to
4604 mm (181.3 in) 14% of Mean Aerodynamic Chord	4951 mm (194.9 in) 37 % of MAC	2000 kg (4409 lbs) or less
4664 mm (183.6 in) 18% of MAC	4951 mm (194.9 in) 37% of MAC	2835 kg (6250 lbs)
4707 mm (185.3 in) 20.85% of MAC	4936 mm (194.3 in) 36% of MAC	2984 kg (6579 lbs)
4752 mm (187.1 in) 23.8% of MAC	4936 mm (194.3 in) 36% of MAC	3186 kg (7024 lbs)
4752 mm (187.1 in) 23.8% of MAC	4921 mm (193.74 in) 35% of MAC	3354 kg (7394 lbs)

Straight line between points given
MAC: Mean Aerodynamic Chord

16. Datum	3000 mm (118.11 in.) ahead of front firewall face

17. Control surface deflections

Elevator (Angles references: stabilator chord)	Nose-up attitude: 30º ± 1.5º Nose-down attitude: 10º ± 1º
Stabilator tab (elevator at 0º)	Nose-up attitude: 15º ± 1º Nose-down attitude: 20º ± 1º
Roll	- Ailerons (Reference: wing chord) up 15º ± 1º down 20º ± 1º - Spoiler (Reference: wing upper surface) up 58º + 2º / - 3° down 20.5º + 1º /- 5° - Tab up 14º ± 1º down 14º ± 1º
Yaw control	Rudder (Reference: fin chord) left turn 26º ± 1º right turn 35º ± 1.5º Rudder tab (Reference: rudder chord) left turn 13.5° ± 1° right turn 9.5° ± 1°

18. Levelling Means	Cabin floor mounting rails
19. Minimum Flight Crew	1 (Pilot)
20. Maximum Passenger Seating Capacity	5

21. Baggage / Cargo Compartments

Rear baggage (in cabin)	100 kg (220 lbs)	at 7695 mm (303 in)
Rear compartment	35 kg (77 lbs)	at 8366 mm (329.4 in)

22. Wheels and Tyres

Nose landing gear	Wheel base Tyre	2910 mm (115 in) 5.00 x 5-6 PR
Main landing gear	Track Tyre	3880 mm (153 in) 18 x 5.5-10 PR

23. (Reserved)

E.4. Operating and Service Instructions

1. Flight Manual

DGAC/EASA approved Pilot Operating Handbook (POH):

- For TBM700 N variant up to S/N 433, the Pilot's Operating Handbook P/N DMNFM00EE0EN edition 0 at revision 0 or later approved revision must be utilised.

2. Maintenance manuals

- For TBM700 N variant up to S/N 433, TBM700 Maintenance Manual P/N DMAMMPXEE0 at revision 31 of November 2005, or following revisions (including Airworthiness Limitations) must be utilised

E.5. Notes

None
Refer to Section M for general data.

SECTION F. TBM700 N equipped with MOD70-0176-00 and MOD70-0211-57

Trade name "TBM850 G1000"

F.1. General

1. Type/ Model/ Variant	
1.1. Type	TBM700
1.2. Model	N/A
1.3. Variant	N
2. Airworthiness Category	FAR-23 Normal Category
3. Manufacturer	COMPAGNIE DAHER
4. EASA Type Certification Application Date	29 May-2006
5. EASA Type Certification Date	26-September-2007
6. Other informations	Eligible S/N: 434 to 999, except 687

F.2. EASA Certification Basis

1. Reference Date for determining the applicable requirements	29-May-2006
2. Airworthiness Requirements	FAR-23, Amendment 34, dated 01-Jan-1988 FAR-23, Amendment 36, dated 14-Sep-1988 Sections 23.783, 23.807 and 23.811 FAR-23, Amendment 44, dated 18-Aug-1993 Sections 23.49, 23.561, 23.562 and 23.785 **And** as defined in CRI A-01 (TBM700N Garmin G1000 Cockpit) Issue 2: EASA CS-23, Initial issue, dated 14-Nov-2003 Sections 23.1309, 23.1311, 23.1321, 23.1331, 23.1353, 23.1357 and 23.1431
3. Special Conditions	CRI B-1 (TBM700 C2), Stalling speed exceeding 61 kts CRI B-01, Human Factors in Integrated avionics systems, issue 2 CRI F-02, Protection from the IEL strikes, issue 2
4. Exemptions	None

5. (Reserved) Deviations	None
6. Equivalent Safety Findings	None
7. Requirements elected to comply	None
8. Environmental Protection	(refer to TCDSN A.010 for noise limitations): TBM700 N variant: - ICAO Annex 16, Volume 1, 4th edition, Amdt 8 Chapter X, App 6 - FAR 36 Appendix G Amdt 25 - ICAO Annex 16, Volume 2, 2nd edition, Amdt 4 Part 2, Chap 2 and FAR 34 Amdt 3, dated 03-Feb-1999
9. Operational Suitability Data (OSD)	MMEL: JAR-MMEL/MEL Amendment 1 dated 1 August 2005 – Refer to FIII paragraph 4

F.3. Technical Characteristics and Operational Limitations

1. Type Design Definition	List of main drawings: T700 N°65/90 Ed.1 and up
2. Description	Single-turbo-propeller engine, six to seven seats, low-wing airplane, aluminium and steel construction. Introduction of Modifications MOD70-0176-00 (G1000 Integrated Flight Deck) and MOD70-0211-57 (Fuel Tank Extension) on TBM700 N variant.
3. Equipment	Equipment list: see POH Sec 6.5 and report ref. NAV No.34/90-RJ-App1
4. Operational Suitability Data (OSD)	The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.010: TBM700 A, B, C, N Master Minimum Equipment List (MMEL) at Revision 04 approved on July 20, 2020 or later EASA approved revision

5. Dimensions

Span:	12.680 m	(41.6 ft)
Length :	10.645 m	(34.9 ft)
Height :	4.355 m	(14.3 ft)
Wing Area:	18.00 m²	(193.7 ft²)

6. Engine

6.1. Model	Turbo generator Pratt & Whitney type PT6A-66D
6.2. Type certificates	Transport Canada Type Certificate No. E-21 dated 16/08/2005 EASA Type Certificate EASA.IM.E.008, dated 22/11/2005 Certification basis: FAR 33 Amendments 10
6.3. Limitations	- Gas generator rotation speed: 39000 RPM (104.1%) - Propeller rotation speed: 2000 RPM - Maximum take-off and continuous power: 700 shp - Maximum continuous power: 850 shp For power-plant limitations refer to POH, Section 2.3

7. Load factors

Flaps up:
Weight below 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.8 g
Weight above 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.5 g
Flaps down: - 0 ≤ n ≤ + 2.0 g

8. Propeller

8.1. Model	Hartzell Propeller Inc. Type HC-E4N-3/E9083 S(K)
8.2. Type Certificate	FAA Type Certificate P10NE dated 2 august 2002 EASA IMP133 dated 31 January 2000
8.3. Number of Blades	4
8.4. Diameter	Maximum Diameter: 2311 mm / 91 in Minimum Diameter: 2286 mm / 90 in
8.5. Sense of rotation	Propeller rotates Clockwise in view of flight direction
8.6. Pitch	Low Pitch: 21° Feather: 86° Reverse: -11°

9. Fluids

9.1. Fuel	Jet A, Jet A1, Jet B, JP4, JP5, JP8, anti-ice additive according to the specification. MIL-I-27686 in the following proportions : - Minimum content: 0.06% by volume - Maximum content: 0.15% by volume
9.2. Oil	Refer to POH, Section 2.3
9.3. Coolant	N/A

10. Fluid capacities

10.1. Fuel	Two structural wing tanks: Total capacity: 1140 liters / 301 gal Total usable capacity: 1106 liters / 292 gal Unusable quantity: 34 liters / 9 gal
10.2. Oil	Maximum: 12 liters / 12.7 qt Minimum: 5.7 liters / 6 qt
10.3. Coolant system capacity	None

11. Air Speeds

V_{MO}	(Maximum operating speed)	271 KCAS
V_A	(Manoeuvring speed)	160 KCAS
V_{FE}	(Maximum flaps extended speed)	
	Landing configuration	120 KCAS
	Take off configuration	180 KCAS
V_{LO}	(Maximum landing gear operating speed)	
	Retraction	130 KCAS
	Extension	180 KCAS
V_{LE}	(Maximum landing gear extended speed)	180 KCAS

12. Flight Envelope	31000 ft
13. Approved Operational Capability	Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly. Refer to approved POH, Section 2.6

14. Maximum Masses

Take-Off	3354 kg (7394 lbs
Landing	3186 kg (7024 lbs)
Ramp	3370 kg (7430 lbs)

15. Centre of Gravity Range

From	To	Weight up to
4604 mm (181.3 in) 14% of Mean Aerodynamic Chord	4951 mm (194.9 in) 37 % of MAC	2000 kg (4409 lbs) or less
4664 mm (183.6 in) 18% of MAC	4951 mm (194.9 in) 37% of MAC	2835 kg (6250 lbs)
4707 mm (185.3 in) 20.85% of MAC	4936 mm (194.3 in) 36% of MAC	2984 kg (6579 lbs)
4752 mm (187.1 in) 23.8% of MAC	4936 mm (194.3 in) 36% of MAC	3186 kg (7024 lbs)
4752 mm (187.1 in) 23.8% of MAC	4921 mm (193.74 in) 35% of MAC	3354 kg (7394 lbs)

Straight line between points given
MAC: Mean Aerodynamic Chord

16. Datum	3000 mm (118.11 in.) ahead of front firewall face

17. Control surface deflections

Elevator (Angles references: stabilator chord)	Nose-up attitude: 30º ± 1.5º Nose-down attitude: 10º ± 1º
Stabilator tab (elevator at 0º)	Nose-up attitude: 15º ± 1º Nose-down attitude: 20º ± 1º
Roll	- Ailerons (Reference: wing chord) up 15º ± 1º down 20º ± 1º - Spoiler (Reference: wing upper surface) up 58º + 2º / - 3° down 20.5º + 1º /- 5° - Tab up 14º ± 1º down 14º ± 1º
Yaw control	Rudder (Reference: fin chord) left turn 26º ± 1º right turn 35º ± 1.5º Rudder tab (Reference: rudder chord) left turn 13.5° ± 1° right turn 9.5° ± 1°

18. Levelling Means	Cabin floor mounting rails
19. Minimum Flight Crew	1 (Pilot)
20. Maximum Passenger Seating Capacity	5

21. Baggage / Cargo Compartments

Front baggage (not pressurized) 50 kg (110 lbs) at 3250 mm (128.0 in)

a)Airplanes not equipped with optional modification MOD70-0315-25 or equipped with optional modification MOD70-0315-25* in 6-seat accommodation:
Rear baggage (in cabin) 100 kg (220 lbs) at 7560 mm (297.6 in)

b)Airplanes equipped with optional modification MOD70-0315-25 in 4-seat accommodation:
Rear baggage (in cabin) 80 kg (176 lbs) at 6586 mm (259.3 in)
100 kg (220 lbs) at 7695 mm (303.0 in)
(*) Refer to F.V. paragraph

22. Wheels and Tyres

Nose landing gear	Wheel base Tyre	2910 mm (115 in) 5.00 x 5-6 PR
Main landing gear	Track Tyre	3880 mm (153 in) 18 x 5.5-10 PR

23. (Reserved)

F.4. Operating and Service Instructions

1. Flight Manual

DGAC/EASA approved Pilot Operating Handbook (POH):

- For TBM700 N variant from S/N 434 up to S/N 999, except S/N 687, the Pilot's Operating Handbook P/N DMNFM00EE1EN edition 1 at revision 0 or later approved revision must be utilised.
  - For airplanes with optional modification MOD70-0226-00 "Synthetic Vision System in GARMIN Integrated Flight Deck" (SVS) installed, Pilot's Operating Handbook Supplement 50 (P/N DMNFM50EE0EN) at revision 0 or later approved revision must be utilised.
  - For airplanes with optional modification MOD70-0407-00 Version D "Aural alerts evolution and V15 Software for G1000 Integrated Flight Deck on TBM850/900" including ESP/USP option to G1000 system associated to Modification MOD70-0423-34 "SAFE FLIGHT Lift transducer and AoA computer installation installed, refer to F.V paragraph.

- For airplanes with optional modification MOD70-0505-25 “Cabinet installation: Lavatory compartment” installed, the Pilot’s Operating Handbook Supplement 63 Edition 3 (P/N DMNFM63EE3EN) at revision 3 or later approved revision must be utilised.
- For airplanes with optional modification MOD70-0510-27 “Stick shaker” installed, the Pilot’s Operating Handbook Supplement 64 Edition 0 (P/N DMNFM64EE0EN) at revision 0 or later approved revision must be utilised

2. Maintenance manual

- For TBM700 N variant from S/N 434, TBM850 Maintenance Manual (P/N DMNMMPXEE0) edition 0 at revision 0, EASA approved on 26 September 2007 for MOD70-0176-00 and 6 July 2007 for MOD70-0211-57 or following revisions (including Airworthiness Limitations) must be utilised.

NOTE: From Revision 11 TBM850 Maintenance Manual becomes TBM Maintenance Manual keeping the same reference number.

F.5. Notes

1. Modification MOD70-0226-00 “Synthetic Vision System in GARMIN Integrated Flight Deck” (SVS):
   It is a modification applicable to s/n 434-9999, that is to say for TBM700 N airplanes equipped with Modification MOD70-0176-00.

2. Optional modification MOD70-0315-25 « Cabin multi-configuration »:
   It is a modification applicable to s/n 639-9999, that is to say for TBM700 N airplanes equipped with Modifications MOD70-0316-25 Provisions for cabin multi-configuration and MOD70-0336-26 Relocation of fire extinguisher.

3 Optional modification MOD70-0407-00 Version D “Aural alerts evolution and V15 Software for G1000 Integrated Flight Deck on TBM850/900” including ESP/USP option to G1000 system: It is a modification applicable as a retrofit to s/n 434-684. For airplanes with optional modification MOD70-0407-00 Version D “Aural alerts evolution and V15 Software for G1000 Integrated Flight Deck on TBM850/900” including ESP/USP option to G1000 system associated to Modification MOD70-0423-34 “SAFE FLIGHT Lift transducer and AoA computer installation installed:
   - Pilot’s Operating Handbook P/N DMNFM00EE1EN edition 1 at revision 12 or later approved revision and
   - Pilot’s Operating Handbook Supplement 62 Edition 1 (P/N DMNFM62EE1EN) at revision 1 or later approved revision

   must be utilised.

4 Optional modification MOD70-0505-25 Version C “Cabinet installation: Lavatory compartment”:
   It is a modification applicable to s/n 609-9999, for TBM700 N airplanes equipped with Modification MOD70-0315-25.

5 Optional modification MOD70-0510-27 “Stick shaker”. It is a modification applicable as a retrofit to s/n 434-684.

6 Refer to Section M for general data.

SECTION G. TBM700 N equipped with MOD70-0176-00, -0211-57, -0234-24, -0322-00, -0323-71, -0324-00, -0325-21 and -0357-71

Trade name "TBM900"

G.1. General

1. Type/ Model/ Variant	
1.1. Type	TBM700
1.2. Model	N/A
1.3. Variant	N
2. Airworthiness Category	FAR-23 Normal Category
3. Manufacturer	COMPAGNIE DAHER
4. EASA Type Certification Application Date	13-May-2011
5. EASA Type Certification Date	2-December-2013
6. Other informations	Eligible S/N: From 1000 to 1169, plus 687

G.2. EASA Certification Basis

1. Reference Date for determining the applicable requirements	13-May-2011
2. Airworthiness Requirements	FAR-23, Amendment 34, dated 01-Jan-1988 FAR-23, Amendment 36, dated 14-Sep-1988 Sections 23.783, 23.807 and 23.811 FAR-23, Amendment 44, dated 18-Aug-1993 Sections 23.49, 23.561, 23.562 and 23.785 **And** as defined in CRI A-01 (TBM700N Garmin G1000 Cockpit) Issue 2: EASA CS-23, Initial issue, dated 14-Nov-2003 Sections 23.1309, 23.1311, 23.1321, 23.1331, 23.1353, 23.1357 and 23.1431
3. Special Conditions	CRI B-1 (TBM700 C2), Stalling speed exceeding 61 kts CRIs valid for TBM700N variant equipped with MOD70-0176-00: - CRI B-01, Human Factors in Integrated avionics systems, issue 2 - CRI F-02, Protection from the IEL strikes, issue 2

	CRIs valid for TBM700N variant equipped with MOD70-0234-24: - CRI F-52, Protection from effects of HIRF, Issue 4 CRIs valid for TBM700N variant equipped with MOD70-0322-00: - CRI C-101, load requirement for justification of winglets structural loads, issue 4 CRI valid for TBM700N variant equipped with optional MOD70-0407-00 Version C (refer to G.V paragraph): - CRI F-14, Electronic Stability and Protection (ESP) and Underspeed Protection (USP)
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	ELOS valid for TBM700N equipped with MOD70-0324-00 CRI D-101 – cockpit control location and shape – powerplant control, Issue 4
7. Requirements elected to comply	None
8. Environmental Protection	(refer to TCDSN A.010 for noise limitations): TBM700N variant equipped with modification MOD70-0357-71: - ICAO Annex 16, Volume 1, 4th edition, Amdt 8 Chapter X, App 6 - FAR 36 Appendix G Amdt 28 - ICAO Annex 16, Volume 2, 2nd edition, Amdt 4 Part 2, Chap 2 and FAR 34 Amdt 3, dated 03-Feb-1999 CRI valid for TBM700N variant equipped with MOD70-0357-71: - CRI N-01 Noise standard issue 3 CRI valid for TBM700N variant equipped with MOD70-0345-61: - CRI N-01 Noise standard issue 3
9. Operational Suitability Data (OSD)	MMEL: JAR-MMEL/MEL Amendment 1 dated 1 August 2005 – Refer to GIII paragraph 4

G.3. Technical Characteristics and Operational Limitations

1. Type Design Definition	List of main drawings: T700 N°65/90 Ed.1 and up
2. Description	Single-turbo-propeller engine, six to seven seats, low-wing airplane, aluminium and steel construction. Introduction of Modifications: o MOD70-0234-24 (new electrical generation and primary distribution), o MOD70-0322-00 (Aerodynamic efficiency Improve-ment), o MOD70-0323-71 (Propulsion efficiency Impro-vement), o MOD70-0324-00 (Human Machine interface improvement), o MOD70-0325-21 (Cabin comfort Improvement), o MOD70-0357-71 (Take-off and landing operation at 850 SHP) These modifications are applicable to TBM700 N variant equipped with MOD70-0176-00 (G1000 Integrated Flight Deck) and MOD70-0211-57 (Fuel Tank Extension) from s/n 1000, plus s/n 687.
3. Equipment	Equipment list: see POH Sec 6.4, 6.5 and report ref. NAV No.34/90-RJ-App2 up to s/n 1049 or NAV No.34/90-RJ-App3 from s/n 1050
4. Operational Suitability Data (OSD)	The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.010: TBM700 A, B, C, N Master Minimum Equipment List (MMEL) at Revision 04 approved on July 20, 2020 or later EASA approved revision

5. Dimensions

Span:	12.833 m	(42.1 ft)
Length :	10.736 m	(35.2 ft)
Height :	4.355 m	(14.3 ft)
Wing Area:	18.00 m²	(193.7 ft²)

6. Engine

6.1. Model	Turbo generator Pratt & Whitney type PT6A-66D
6.2. Type certificates	Transport Canada Type Certificate No. E-21 dated 16/08/2005 EASA Type Certificate EASA.IM.E.008, dated 22/11/2005 Certification basis: FAR 33 Amendments 10
6.3. Limitations	- Gas generator rotation speed: 39000 RPM (104.1%) - Propeller rotation speed: 2000 RPM - Maximum take-off and continuous power: 850 shp For power-plant limitations refer to POH, Section 2.3

7. Load factors

Flaps up:
Weight below 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.8 g
Weight above 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.5 g
Flaps down: - 0 ≤ n ≤ + 2.0 g

8. Propeller

8.1. Model	Hartzell Propeller Inc. Type HC-E4N-3/E9083 S(K) or Hartzell Propeller Inc. Type HC-E5N-3C/NC8834 K (if installed according to optional modification MOD70-0345-61 - Refer to paragraph G.V – Note 2)
8.2. Type Certificate	FAA Type Certificate P10NE dated 2 august 2002 EASA IM.P.133 dated 31 January 2000 or FAA Type certificate P20NE dated 18 June 1996 EASA IMP.125 dated 24 September 2013
8.3. Number of Blades	4 or 5
8.4. Diameter	Maximum Diameter: 2311 mm / 91 in Minimum Diameter: 2286 mm / 90 in or with modification MOD70-0345-61 - Refer to G.V paragraph
8.5. Sense of rotation	Propeller rotates Clockwise in view of flight direction

8.6. Pitch	Low Pitch: 21° Feather: 86° Reverse: -11° or with modification MOD70-0345-61 - Refer to H.V paragraph

9. Fluids

9.1. Fuel	Jet A, Jet A1, Jet B, JP4, JP5, JP8, anti-ice additive according to the specification. MIL-I-27686 in the following proportions : - Minimum content: 0.06% by volume - Maximum content: 0.15% by volume
9.2. Oil	Refer to POH, Section 2.3
9.3. Coolant	N/A

10. Fluid capacities

10.1. Fuel	Two structural wing tanks: Total capacity: 1140 liters / 301 gal Total usable capacity: 1106 liters / 292 gal Unusable quantity: 34 liters / 9 gal
10.2. Oil	Maximum: 12 liters / 12.7 qt Minimum: 5.7 liters / 6 qt
10.3. Coolant system capacity	N/A

11. Air Speeds

V_{MO}	(Maximum operating speed)	271 KCAS
V_A	(Manoeuvring speed)	160 KCAS
V_{FE}	(Maximum flaps extended speed)	
	Landing configuration	120 KCAS
	Take off configuration	180 KCAS
V_{LO}	(Maximum landing gear operating speed)	
	Retraction	151 KCAS
	Extension	180 KCAS
V_{LE}	(Maximum landing gear extended speed)	180 KCAS

12. Flight Envelope	31000 ft

13. Approved Operational Capability	Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly. Refer to approved POH, Section 2.6

14. Maximum Masses

Take-Off	3354 kg (7394 lbs
Landing	3186 kg (7024 lbs)
Ramp	3370 kg (7430 lbs)

15. Centre of Gravity Range

From	To	Weight up to
4604 mm (181.3 in) 14% of Mean Aerodynamic Chord	4928 mm (194 in) 35.5 % of MAC	2000 kg (4409 lbs) or less
4664 mm (183.6 in) 18% of MAC	4928 mm (194 in) 35.5 % of MAC	2835 kg (6250 lbs)
4707 mm (185.3 in) 20,85% of MAC	4928 mm (194 in) 35.5 % of MAC	2984 kg (6579 lbs)
4752 mm (187.1 in) 23.8% of MAC	4927 mm (193.97 in) 35.4 % of MAC	3186 kg (7024 lbs)
4752 mm (187.1 in) 23.8% of MAC	4921 mm (193.74 in) 35% of MAC	3354 kg (7394 lbs)

Straight line between points given
MAC: Mean Aerodynamic Chord

16. Datum	3000 mm (118.11 in.) ahead of front firewall face

17. Control surface deflections

Elevator (Angles references: stabilator chord)	Nose-up attitude: 30º ± 1.5º Nose-down attitude: 10º ± 1º
Stabilator tab (elevator at 0º)	Nose-up attitude: 15º ± 1º Nose-down attitude: 20º ± 1º
Roll	- Ailerons (Reference: wing chord) up 15º ± 1º down 20º ± 1º - Spoiler (Reference: wing upper surface) up 58º + 2º / - 3° down 20.5º + 1º /- 5° - Tab up 14º ± 1º down 14º ± 1º
Yaw control	Rudder (Reference: fin chord) left turn 26º ± 1º right turn 35º ± 1.5º

	Rudder tab (Reference: rudder chord) left turn 13.5° ± 1° right turn 9.5° ± 1°

18. Levelling Means	Cabin floor mounting rails
19. Minimum Flight Crew	1 (Pilot)
20. Maximum Passenger Seating Capacity	5

21. Baggage / Cargo Compartments

Front baggage (not pressurized)	50 kg (110 lbs)	at 3250 mm (128.0 in)
6-seat accommodation:		
Rear baggage (in cabin)	100 kg (220 lbs)	at 7560 mm (297.6 in)
4-seat accommodation:		
Rear baggage (in cabin)	80 kg (176 lbs)	at 6586 mm (259.3 in)
	100 kg (220 lbs)	at 7695 mm (303.0 in)

22. Wheels and Tyres

Nose landing gear	Wheel base Tyre	2910 mm (115 in) 5.00 x 5-6 PR
Main landing gear	Track Tyre	3880 mm (153 in) 18 x 5.5-10 PR

23. (Reserved)

G.4. Operating and Service Instructions

1. Flight Manual

DGAC/EASA approved Pilot Operating Handbook (POH):

- For TBM700 N variant from S/N 1000 up to S/N 1049, plus S/N 687, the Pilot's Operating Handbook P/N DMHFM00EE0EN edition 0 at revision 1 or later approved revision must be utilised (Refer to paragraph G.V – Note 3) and:
  - For airplanes with optional modification MOD70-0226-00 "Synthetic Vision System in GARMIN Integrated Flight Deck" (SVS) installed, Pilot's Operating Handbook Supplement 50 P/N DMHFM50EE1EN edition 1 at revision 0 or later approved revision must be utilised.
  - For airplanes with optional modification MOD70-0345-61 "Installation of a 5-blade propeller" installed, Pilot's Operating Handbook Supplement 58 P/N DMHFM58EE0EN at revision 0 or later approved revision must be utilised.

- For airplanes with optional modification MOD70-0407-00 “Aural alerts evolution and V15 Software for G1000 Integrated Flight Deck on TBM850/900” including ESP/USP option to G1000 system associated to Modification MOD70-0423-34 “SAFE FLIGHT Lift transducer and AoA computer installation installed, refer to G.V paragraph.
- For airplanes with optional modification MOD70-0505-25 Version C “Cabinet installation: Lavatory compartment” installed, Pilot’s Operating Handbook Supplement 58 P/N DMJFM63EE1EN at revision 2 or later approved revision must be utilised.
- For airplanes with optional modification MOD70-0510-27 “Stick shaker” installed, refer to G.V paragraph.

- For TBM700 N variant from S/N 1050, the Pilot’s Operating Handbook P/N DMHFM00EE1EN edition 1 at revision 0 or later approved revision must be utilised (Refer to paragraph G.V – Note 3) and:
  - For airplanes with optional modification MOD70-0226-00 “Synthetic Vision System in GARMIN Integrated Flight Deck” (SVS) installed, Pilot’s Operating Handbook Supplement 50 P/N DMHFM50EE1EN edition 1 at revision 0 or later approved revision must be utilised.
  - For airplanes with optional modification MOD70-0407-00 “Aural alerts evolution and V15 Software for G1000 Integrated Flight Deck on TBM850/900” including ESP/USP option to G1000 system associated to Modification MOD70-0423-34 “SAFE FLIGHT Lift transducer and AoA computer installation” installed, refer to G.V paragraph.
  - For airplanes with optional modification MOD70-0510-27 “Stick shaker” installed, refer to G.V paragraph.

2. Maintenance manuals

For TBM700 N variant from S/N 1000, plus S/N 687, TBM Maintenance Manual (P/N DMNMMPXEE0) edition 0 at revision 11 or following revisions (including Airworthiness Limitations) must be utilised.

G.5. Notes

1. Modification MOD70-0226-00 “Synthetic Vision System in GARMIN Integrated Flight Deck” (SVS):
   It is a modification applicable to s/n 434-9999, that is to say for TBM700 N airplanes equipped with Modification MOD70-0176-00.

2. Optional modification MOD70-0345-61 (Installation of a 5-blade propeller):
   It is a modification applicable from s/n 1000, plus to s/n 687.

   Characteristics:

Manufacturer:	Hartzell Propeller Inc.	
Type Certificate:	FAA Type Certificate P20NE dated 18 June 1996 EASA IM.P.125 dated 24 September 2013	
Type:	HC-E5N-3C / NC8834 K	
Blades:	5	
Diameter:	Not over 91 in., not under 90 in.	
Pitch setting at 30 in., sta.:	Low	19.5º
	Feather	85º
	Reverse	- 9º

3. Optional modification MOD70-0407-00 (Aural alerts evolution and V15 Software for G1000 Integrated Flight Deck on TBM850/900) including ESP/USP option to G1000 system associated to Modification MOD70-0423-34 (SAFE FLIGHT Lift transducer and AoA computer installation):
   It is a modification applicable according to installed version:
   Version C (series equipment):
   - from S/N 1106, equipped with MOD70-0176-00 (G1000 Integrated Flight Deck),
     - Pilot's Operating Handbook P/N DMHFM00EE1EN edition 1 at revision 2 or later approved revision must be utilised.

   Version D (optional equipment):
   - as a retrofit from S/N 1000 to S/N 1049, plus S/N 687, equipped with MOD70-0176-00 (G1000 Integrated Flight Deck),
     - Pilot's Operating Handbook P/N DMHFM00EE0EN edition 0 at revision 3 or later approved revision and
     - Pilot's Operating Handbook Supplement 62 Edition 0 (P/N DMHFM62EE0EN) at revision 2 or later approved revision

     must be utilised.
   - as a retrofit from S/N 1050 to S/N 1105, equipped with MOD70-0176-00 (G1000 Integrated Flight Deck),
     - Pilot's Operating Handbook P/N DMHFM00EE1EN edition 1 at revision 2 or later approved revision must be utilised.

4. Modification MOD70-0439-79 (Oil pressure limits change):
   It is a modification applicable from s/n 1000, plus s/n 687.
   Characteristics:
   Version A: applicable on airplanes **not** equipped with MOD70-0440-72 (New torque indicating engine piston) up to s/n 1049
   Version B: applicable on airplanes equipped with MOD70-0440-72 (New torque indicating engine piston) from s/n 1050

5. Optional modification MOD70-0505-25 Version C "Cabinet installation: Lavatory compartment":
   It is a modification applicable to s/n 609-9999, for TBM700 N airplanes equipped with Modification MOD70-0315-25.

6. Optional modification MOD70-0510-27 "Stick shaker":
   It is a modification applicable:
   - as a retrofit to s/n 1000-1110, plus s/n 687, equipped with MOD70-0176-00 (G1000 Integrated Flight Deck),
     - Pilot's Operating Handbook Supplement 64 Edition 1 (P/N DMHFM64EE1EN) at revision 0 or later approved revision must be utilised
   - as a series equipment from S/N 1111, equipped with MOD70-0176-00 (G1000 Integrated Flight Deck),
     - Pilot's Operating Handbook P/N DMHFM00EE1EN edition 1 at revision 2 or later approved revision must be utilised.

7. Refer to Section M for general data.

SECTION H. TBM700 N equipped with MOD70-0476-00, -0211-57, -0234-24, -0322-00, -0323-71, -0324-00, -0325-21, -0357-71, -0439-79, -0423-34 and -0462-34

Trade name "TBM930"

H.1. General

1. Type/ Model/ Variant	
1.1. Type	TBM700
1.2. Model	N/A
1.3. Variant	N
2. Airworthiness Category	FAR-23 Normal Category
3. Manufacturer	COMPAGNIE DAHER
4. EASA Type Certification Application Date	24 March 2015
5. EASA Type Certification Date	18 February 2016
6. Other informations	Eligible S/N: From 1111 to 1215

H.2. EASA Certification Basis

1. Reference Date for determining the applicable requirements	24 March 2015
2. Airworthiness Requirements	FAR-23, Amendment 34, dated 01-Jan-1988 FAR-23, Amendment 36, dated 14-Sep-1988 Sections 23.783, 23.807 and 23.811 FAR-23, Amendment 44, dated 18-Aug-1993 Sections 23.49, 23.561, 23.562 and 23.785 **And** as defined in CRI A-01 (TBM700N Garmin G1000 Cockpit) Issue 2: EASA CS-23, Initial issue, dated 14-Nov-2003 Sections 23.1309, 23.1311, 23.1321, 23.1331, 23.1353, 23.1357 and 23.1431 **And** CS-ACNS Initial issue for communication, navigation, surveillance, TAWS and RVSM functions (TBM700N equipped with MOD70-0476-00)

3. Special Conditions	CRI B-1 (TBM700 C2), Stalling speed exceeding 61 kts CRIs valid for TBM700N variant equipped with MOD70-0176-00 or MOD70-0476-00: - CRI B-01, Human Factors in Integrated avionics systems, issue 2 - CRI F-02, Protection from the IEL strikes, issue 4 CRI valid for TBM700N variant equipped with MOD70-0234-24, - CRI F-52, Protection from effects of HIRF, Issue 4 CRI valid for TBM700N variant equipped with MOD70-0322-00 - CRI C-101, load requirement for justification of winglets structural loads, issue 4 CRI valid for TBM700N variant equipped with MOD70-0476-00 Version C: - CRI F-14, Electronic Stability and Protection (ESP) and Underspeed Protection (USP) CRI valid for TBM700N variant equipped with optional MOD70-0388-25 (refer to H.V paragraph): - CRI D-54, Installation of Inflatable Seat Restraints
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	ELOS valid for TBM700N equipped with MOD70-0324-00 CRI D-101 – cockpit control location and shape – powerplant control, Issue 4
7. Requirements elected to comply	Elect to comply with CS 23, Initial issue, dated 14-Nov-2003 Sections 23.201, 23.203 and 23.207 valid for TBM700N equipped with MOD70-0423-34 (Safe Flight: Lift transducer and AOA computer installation)

8. Environmental Protection	(refer to TCDSN A.010 for noise limitations): TBM700N variant equipped with modification MOD70-0357-71: ICAO Annex 16, Volume 1, 4th edition, Amdt 8 Chapter X, App 6 FAR 36 Appendix G Amdt 28 ICAO Annex 16, Volume 2, 2nd edition, Amdt 4 Part 2, Chap 2 and FAR 34 Amdt 3, dated 03-Feb-1999 CRI valid for TBM700N variant equipped with MOD70-0357-71: - CRI N-01 Noise standard issue 3 CRI valid for TBM700N variant equipped with MOD70-0345-61: - CRI N-01 Noise standard issue 3
9. Operational Suitability Data (OSD)	MMEL: JAR-MMEL/MEL Amendment 1 dated 1 August 2005 – Refer to HIII paragraph 4

H.3. Technical Characteristics and Operational Limitations

1. Type Design Definition	List of main drawings: T700 N°65/90 Ed.1 and up
2. Description	Single-turbo-propeller engine, six to seven seats, low-wing airplane, aluminium and steel construction. Introduction of Modifications: MOD70-0462-34 (Standby Altitude module MD302), MOD70-0476-00 (G3000 Integrated Flight Deck) These modifications are applicable to TBM700 N variant equipped with MOD70-0211-57 (Fuel Tank Extension), MOD70-0322-00 (Aerodynamic efficiency Improvement), MOD70-0323-71 (Propulsion Efficiency Improvement), MOD70-0324-00 (Human Machine interface improvement), MOD70-0325-21 (Cabin comfort Improvement), and MOD70-0357-71 (Take-off and landing operation at 850 SHP), MOD70-0439-79 (Oil pressure limits change) and MOD70-0423-34 (Safe Flight: Lift transducer and AOA computer installation)

3. Equipment	Equipment list: see POH Sec 6.4, 6.5 and report ref. NAV No.34/90-RJ-App4
4. Operational Suitability Data (OSD)	The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.010: TBM700 A, B, C, N Master Minimum Equipment List (MMEL) at Revision 04 approved on July 20, 2020 or later EASA approved revision

5. Dimensions

Span:	12.833 m	(42.1 ft)
Length :	10.736m	(35.2 ft)
Height :	4.355 m	(14.3 ft)
Wing Area:	18.00 m²	(193.7 ft²)

6. Engine

6.1. Model	Turbo generator Pratt & Whitney type PT6A-66D
6.2. Type certificates	Transport Canada Type Certificate No. E-21 dated 16/08/2005 EASA Type Certificate EASA.IM.E.008, dated 22/11/2005 Certification basis: FAR 33 Amendments 10
6.3. Limitations	- Gas generator rotation speed: 39000 RPM (104.1%) - Propeller rotation speed: 2000 RPM - Maximum take-off and continuous power: 850 shp For power-plant limitations refer to POH, Section 2.3

7. Load factors

Flaps up:
Weight below 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.8 g
Weight above 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.5 g
Flaps down: - 0 ≤ n ≤ + 2.0 g

8. Propeller

8.1. Model	Hartzell Propeller Inc. Type HC-E4N-3/E9083 S(K) Or Hartzell Propeller Inc. Type HC-E5N-3C/NC8834 K (if installed according to modification MOD70-0345-61 - Refer to paragraph H.V)
8.2. Type Certificates	FAA Type Certificate P10NE dated 2 august 2002 EASA IM.P.133 dated 31 January 2000 or FAA Type certificate P20NE dated 18 June 1996 EASA IM.P.125 dated 24 September 2013 (with modification MOD70-0345-61 - Refer to H.V paragraph)
8.3. Number of Blades	4 or 5
8.4. Diameter	Maximum Diameter: 2311 mm / 91 in Minimum Diameter: 2286 mm / 90 in or with modification MOD70-0345-61 - Refer to H.V paragraph
8.5. Sense of rotation	Propeller rotates Clockwise in view of flight direction
8.6. Pitch	Low Pitch: 21° Feather: 86° Reverse: -11° or with modification MOD70-0345-61 - Refer to H.V paragraph

9. Fluids

9.1. Fuel	Jet A, Jet A1, Jet B, JP4, JP5, JP8, anti-ice additive according to the specification. MIL-I-27686 in the following proportions : - Minimum content: 0.06% by volume - Maximum content: 0.15% by volume
9.2. Oil	Refer to POH, Section 2.3
9.3. Coolant	N/A

10. Fluid capacities

10.1. Fuel	Two structural wing tanks: Total capacity: 1140 liters / 301 gal Total usable capacity: 1106 liters / 292 gal Unusable quantity: 34 liters / 9 gal
10.2. Oil	Maximum: 12 liters / 12.7 qt Minimum: 5.7 liters / 6 qt
10.3. Coolant system capacity	N/A

11. Air Speeds

V_{MO}	(Maximum operating speed)	271 KCAS
V_A	(Manoeuvring speed)	160 KCAS
V_{FE}	(Maximum flaps extended speed)	
	Landing configuration	120 KCAS
	Take off configuration	180 KCAS
V_{LO}	(Maximum landing gear operating speed)	
	Retraction	151 KCAS
	Extension	180 KCAS
V_{LE}	(Maximum landing gear extended speed)	180 KCAS

12. Flight Envelope	31000 ft
13. Approved Operational Capability	Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly. Refer to approved POH, Section 2.6

14. Maximum Masses

Take-Off	3354 kg (7394 lbs
Landing	3186 kg (7024 lbs)
Ramp	3370 kg (7430 lbs)

15. Centre of Gravity Range

From	To	Weight up to
4604 mm (181.3 in) 14% of Mean Aerodynamic Chord	4928 mm (194 in) 35.5 % of MAC	2000 kg (4409 lbs) or less
4664 mm (183.6 in) 18% of MAC	4928 mm (194 in) 35.5 % of MAC	2835 kg (6250 lbs)
4707 mm (185.3 in) 20,85% of MAC	4928 mm (194 in) 35.5 % of MAC	2984 kg (6579 lbs)
4752 mm (187.1 in) 23.8% of MAC	4927 mm (193.97 in) 35.4 % of MAC	3186 kg (7024 lbs)
4752 mm (187.1 in) 23.8% of MAC	4921 mm (193.74 in) 35% of MAC	3354 kg (7394 lbs)

Straight line between points given
MAC: Mean Aerodynamic Chord

16. Datum	3000 mm (118.11 in.) ahead of front firewall face

17. Control surface deflections

Elevator (Angles references: stabilator chord)	Nose-up attitude: 30º ± 1.5º Nose-down attitude: 10º ± 1º
Stabilator tab (elevator at 0º)	Nose-up attitude: 15º ± 1º Nose-down attitude: 20º ± 1º
Roll	- Ailerons (Reference: wing chord) up 15º ± 1º down 20º ± 1º - Spoiler (Reference: wing upper surface) up 58º + 2º / - 3° down 20.5º + 1º /- 5° - Tab up 14º ± 1º down 14º ± 1º
Yaw control	Rudder (Reference: fin chord) left turn 26º ± 1º right turn 35º ± 1.5º Rudder tab (Reference: rudder chord) left turn 13.5° ± 1° right turn 9.5° ± 1°

18. Levelling Means	Cabin floor mounting rails
19. Minimum Flight Crew	1 (Pilot)
20. Maximum Passenger Seating Capacity	5

21. Baggage / Cargo Compartments

Front baggage (not pressurized)	50 kg (110 lbs)	at 3250 mm (128.0 in)
6-seat accommodation:		
Rear baggage (in cabin)	100 kg (220 lbs)	at 7560 mm (297.6 in)
4-seat accommodation:		
Rear baggage (in cabin)	80 kg (176 lbs)	at 6586 mm (259.3 in)
	100 kg (220 lbs)	at 7695 mm (303.0 in)

22. Wheels and Tyres

Nose landing gear	Wheel base Tyre	2910 mm (115 in) 5.00 x 5-6 PR
Main landing gear	Track Tyre	3880 mm (153 in) 18 x 5.5-10 PR

H.4. Operating and Service Instructions

1. Flight Manual

DGAC/EASA approved Pilot Operating Handbook (POH):

- For TBM700 N variant from S/N 1111, airplanes equipped with modification MOD70-0476-00, the Pilot's Operating Handbook P/N DMJFM00EE0EN edition 0 at revision 0 or later approved revision must be utilised.
  - For airplanes with optional modification MOD70-0226-00 "Synthetic Vision System in GARMIN Integrated Flight Deck" (SVS) installed, Pilot's Operating Handbook Supplement 50 P/N DMJFM50EE2EN edition 2 at revision 0 or later approved revision must be utilised.
  - For airplanes with optional modification MOD70-0505-25 "Cabinet installation: Lavatory compartment" installed, the Pilot's Operating Handbook Supplement 63 Edition 1 (P/N DMJFM63EE1EN) at revision 1 or later approved revision must be utilised.

2. Maintenance Manual

For TBM700 N variant from S/N 1111, airplanes equipped with modification MOD70-0476-00, TBM Maintenance Manual (P/N DMJMMPXEE0) edition 0 at revision 0 or following revisions (including Airworthiness Limitations) must be utilised.

H.5. Notes

1. Optional modification MOD70-0226-00 "Synthetic Vision System in GARMIN Integrated Flight Deck" (SVS) Version C:
   It is a modification applicable to s/n 1111-9999, that is to say for TBM700 N airplanes equipped with Modification MOD70-0476-00.

2. Modification MOD70-0345-61 (Installation of a 5-blade propeller):
   It is a modification applicable from s/n 1000, plus to s/n 687.
   Characteristics:

Manufacturer:	Hartzell Propeller Inc.	
Type Certificate:	FAA Type Certificate P20NE dated 18 June 1996 EASA IM.P.125 dated 24 September 2013	
Type:	HC-E5N-3C / NC8834 K	
Blades:	5	
Diameter:	Not over 91 in., not under 90 in.	
Pitch setting at 30 in., sta.:	Low	19.5º
	Feather	85º
	Reverse	- 9º

3. Optional modification MOD70-0388-25 “AMSAFE Airbag seat belts”:
   It is a modification applicable to s/n 1170-9999.

4. Optional modification MOD70-0505-25 Version C “Cabinet installation: Lavatory compartment”:
   It is a modification applicable to s/n 609-9999, for TBM700 N airplanes equipped with Modification MOD70-0315-25.

5. Optional modification MOD70-0510-27 “Stick shaker”:
   It is a modification applicable from to s/n 1111-9999.

6. Refer to Section M for general data

SECTION I. TBM700 N equipped with MOD70-0176-00, -0211-57, -0234-24, -0322-00, -0323-71, -0324-00, -0325-21, -0357-71, -0407-00, -0423-34, -0439-79, -0462-34 and -0539-00 Versions A & B

Trade name "TBM910"

I.1. General

1. Type/ Model/ Variant	
1.1. Type	TBM700
1.2. Model	N/A
1.3. Variant	N
2. Airworthiness Category	FAR-23 Normal Category
3. Manufacturer	COMPAGNIE DAHER
4. EASA Type Certification Application Date	13-September-2016
5. EASA Type Certification Date	24-March-2017
6. Other informations	Eligible S/N: From 1170 to 1269

I.2. EASA Certification Basis

1. Reference Date for determining the applicable requirements	13-September-2016
2. Airworthiness Requirements	FAR-23, Amendment 34, dated 01-Jan-1988 FAR-23, Amendment 36, dated 14-Sep-1988 Sections 23.783, 23.807 and 23.811 FAR-23, Amendment 44, dated 18-Aug-1993 Sections 23.49, 23.561, 23.562 and 23.785 **And** as defined in CRI A-01 (TBM700N Garmin G1000 Cockpit) Issue 2: EASA CS-23, Initial issue, dated 14-Nov-2003 Sections 23.1309, 23.1311, 23.1321, 23.1331, 23.1353, 23.1357 and 23.1431 **And** CS-ACNS Initial issue for communication, navigation, surveillance, TAWS and RVSM functions (TBM700N equipped with MOD70-0539-00)

3. Special Conditions	CRI B-1 (TBM700 C2), Stalling speed exceeding 61 kts CRIs valid for TBM700N variant equipped with MOD70-0176-00 and MOD70-0539-00: - CRI B-01, Human Factors in Integrated avionics systems, issue 2 - CRI F-02, Protection from the IEL strikes, issue 4 CRIs valid for TBM700N variant equipped with MOD70-0234-24: - CRI F-52, Protection from effects of HIRF, Issue 4 CRIs valid for TBM700N variant equipped with MOD70-0322-00 : - CRI C-101, load requirement for justification of winglets structural loads, issue 4 CRI valid for TBM700N variant equipped with MOD70-0407-00 Version C (refer to G.V paragraph) : - CRI F-14, Electronic Stability and Protection (ESP) and Underspeed Protection (USP) CRI valid for TBM700N variant equipped with optional MOD70-0388-25 (refer to H.Vparagraph) - CRI D-54, Installation of Inflatable Seat Restraints
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	ELOS valid for TBM700N equipped with MOD70-0324-00 CRI D-101 – cockpit control location and shape – powerplant control, Issue 4
7. Requirements elected to comply	Elect to comply with CS 23, Initial issue, dated 14-Nov-2003 Sections 23.201, 23.203 and 23.207 valid for TBM700N equipped with MOD70-0423-34 (Safe Flight: Lift transducer and AOA computer installation)

8. Environmental Protection	(refer to TCDSN A.010 for noise limitations): TBM700N variant equipped with modification MOD70-0357-71: ICAO Annex 16, Volume 1, 4th edition, Amdt 8 Chapter X, App 6 FAR 36 Appendix G Amdt 28 ICAO Annex 16, Volume 2, 2nd edition, Amdt 4 Part 2, Chap 2 and FAR 34 Amdt 3, dated 03-Feb-1999 CRI valid for TBM700N variant equipped with MOD70-0357-71: - CRI N-01 Noise standard issue 3 CRI valid for TBM700N variant equipped with MOD70-0345-61: - CRI N-01 Noise standard issue 3
9. Operational Suitability Data (OSD)	MMEL: JAR-MMEL/MEL Amendment 1 dated 1 August 2005 – Refer to I.III paragraph 4

I.3. Technical Characteristics and Operational Limitations

1. Type Design Definition	List of main drawings: T700 N°65/90 Ed.1 and up
2. Description	Single-turbo-propeller engine, six to seven seats, low-wing airplane, aluminium and steel construction.
	Introduction of Modifications: MOD70-0462-34 (Standby Altitude module MD302), MOD70-0539-00 Versions A & B (G1000 Nxi Integrated Flight Deck)
	These modifications are applicable to TBM700 N variant equipped with MOD70-0176-00 (G1000 Integrated Flight Deck), MOD70-0211-57 (Fuel Tank Extension), MOD70-0322-00 (Aerodynamic efficiency Improvement), MOD70-0323-71 (Propulsion Efficiency Improvement), MOD70-0324-00 (Human Machine interface improvement), MOD70-0325-21 (Cabin comfort Improvement), MOD70-0357-71 (Take-off and landing operation at 850 SHP), MOD70-0439-79 (Oil pressure limits change) and MOD70-0423-34 (Safe Flight: Lift transducer and AOA computer installation) associated to MOD70-0407-00 (Aural Alert Evolution and V15 Software for G1000 Integrated Flight Deck on TBM850/900 including ESP/USP option)

3. Equipment	Equipment list: see POH Sec 6.4, 6.5 and report ref. NAV No.34/90-RJ-App 5 from s/n 1170.
4. Operational Suitability Data (OSD)	The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.010: TBM700 A, B, C, N Master Minimum Equipment List (MMEL) at Revision 04 approved on July 20, 2020 or later EASA approved revision

5. Dimensions

Span:	12.833 m	(42.1 ft)
Length :	10.736m	(35.2 ft)
Height :	4.355 m	(14.3 ft)
Wing Area:	18.00 m²	(193.7 ft²)

6. Engine

6.1. Model	Turbo generator Pratt & Whitney type PT6A-66D
6.2. Type certificates	Transport Canada Type Certificate No. E-21 dated 16/08/2005 EASA Type Certificate EASA.IM.E.008, dated 22/11/2005 Certification basis: FAR 33 Amendments 10
6.3. Limitations	- Gas generator rotation speed: 39000 RPM (104.1%) - Propeller rotation speed: 2000 RPM - Maximum take-off and continuous power: 850 shp For power-plant limitations refer to POH, Section 2.3

7. Load factors

Flaps up:
Weight below 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.8 g
Weight above 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.5 g
Flaps down: - 0 ≤ n ≤ + 2.0 g

8. Propeller

8.1. Model	Hartzell Propeller Inc. Type HC-E4N-3/E9083 S(K) Or Hartzell Propeller Inc. Type HC-E5N-3C/NC8834 K (if installed according to modification MOD70-0345-61 - Refer to paragraph I.V)

8.2. Type Certificates	FAA Type Certificate P10NE dated 2 august 2002 EASA IM;P.133 dated 31 January 2000 Or FAA Type certificate P20NE dated 18 June 1996 EASA IM.P.125 dated 24 September 2013 with modification MOD70-0345-61 - Refer to paragraph I.V
8.3. Number of Blades	4 or 5
8.4. Diameter	Maximum Diameter: 2311 mm / 91 in Minimum Diameter: 2286 mm / 90 in Or with modification MOD70-0345-61 - Refer to paragraph I.V
8.5. Sense of rotation	Propeller rotates Clockwise in view of flight direction
8.6. Pitch	Low Pitch: 21° Feather: 86° Reverse: -11° or with modification MOD70-0345-61 - Refer to paragraph I.V

9. Fluids

9.1. Fuel	Jet A, Jet A1, Jet B, JP4, JP5, JP8, anti-ice additive according to the specification. MIL-I-27686 in the following proportions : - Minimum content: 0.06% by volume - Maximum content: 0.15% by volume
9.2. Oil	Refer to POH, Section 2.3
9.3. Coolant	N/A

10. Fluid capacities

10.1. Fuel	Two structural wing tanks: Total capacity: 1140 liters / 301 gal Total usable capacity: 1106 liters / 292 gal Unusable quantity: 34 liters / 9 gal
10.2. Oil	Maximum: 12 liters / 12.7 qt Minimum: 5.7 liters / 6 qt
10.3. Coolant system capacity	N/A

11. Air Speeds

V_{MO}	(Maximum operating speed)	271 KCAS
V_A	(Manoeuvring speed)	160 KCAS
V_{FE}	(Maximum flaps extended speed)	
	Landing configuration	120 KCAS
	Take off configuration	180 KCAS
V_{LO}	(Maximum landing gear operating speed)	
	Retraction	151 KCAS
	Extension	180 KCAS
V_{LE}	(Maximum landing gear extended speed)	180 KCAS

12. Flight Envelope	31000 ft
13. Approved Operational Capability	Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly. Refer to approved POH, Section 2.6

14. Maximum Masses

Take-Off	3354 kg (7394 lbs
Landing	3186 kg (7024 lbs)
Ramp	3370 kg (7430 lbs)

15. Centre of Gravity Range

From	To	Weight up to
4604 mm (181.3 in) 14% of Mean Aerodynamic Chord	4928 mm (194 in) 35.5 % of MAC	2000 kg (4409 lbs) or less
4664 mm (183.6 in) 18% of MAC	4928 mm (194 in) 35.5 % of MAC	2835 kg (6250 lbs)
4707 mm (185.3 in) 20,85% of MAC	4928 mm (194 in) 35.5 % of MAC	2984 kg (6579 lbs)
4752 mm (187.1 in) 23.8% of MAC	4927 mm (193.97 in) 35.4 % of MAC	3186 kg (7024 lbs)
4752 mm (187.1 in) 23.8% of MAC	4921 mm (193.74 in) 35% of MAC	3354 kg (7394 lbs)

Straight line between points given
MAC: Mean Aerodynamic Chord

16. Datum	3000 mm (118.11 in.) ahead of front firewall face

17. Control surface deflections

Elevator (Angles references: stabilator chord)	Nose-up attitude: 30º ± 1.5º Nose-down attitude: 10º ± 1º
Stabilator tab (elevator at 0º)	Nose-up attitude: 15º ± 1º Nose-down attitude: 20º ± 1º
Roll	- Ailerons (Reference: wing chord) up 15º ± 1º down 20º ± 1º - Spoiler (Reference: wing upper surface) up 58º + 2º / - 3° down 20.5º + 1º /- 5° - Tab up 14º ± 1º down 14º ± 1º
Yaw control	Rudder (Reference: fin chord) left turn 26º ± 1º right turn 35º ± 1.5º Rudder tab (Reference: rudder chord) left turn 13.5° ± 1° right turn 9.5° ± 1°

18. Levelling Means	Cabin floor mounting rails
19. Minimum Flight Crew	1 (Pilot)
20. Maximum Passenger Seating Capacity	5

21. Baggage / Cargo Compartments

Front baggage (not pressurized)	50 kg (110 lbs)	at 3250 mm (128.0 in)
6-seat accommodation:		
Rear baggage (in cabin)	100 kg (220 lbs)	at 7560 mm (297.6 in)
4-seat accommodation:		
Rear baggage (in cabin)	80 kg (176 lbs)	at 6586 mm (259.3 in)
	100 kg (220 lbs)	at 7695 mm (303.0 in)

22. Wheels and Tyres

Nose landing gear
- Wheel base 2910 mm (115 in)
- Tire 5.00 x 5-6 PR

Main landing gear
- Track 3880 mm (153 in)
- Tire 18 x 5.5-10 PR

23. (Reserved)

I.4. Operating and Service Instructions

1. Flight Manual

DGAC/EASA approved Pilot Operating Handbook (POH):

For TBM700 N variant from S/N 1170, airplanes equipped with modification MOD70-0539-00, the Pilot's Operating Handbook P/N DMDFM00EE0EN edition 0 at revision 0 or later approved revision must be utilised.

- For airplanes with optional modification MOD70-0226-00 "Synthetic Vision System in GARMIN Integrated Flight Deck" (SVS) installed, Pilot's Operating Handbook Supplement 50 P/N DMHFM50EE2EN edition 2 at revision 1 or later approved revision must be utilised.
- For airplanes with optional modification MOD70-0505-25 "Cabinet installation: Lavatory compartment" installed, the Pilot's Operating Handbook Supplement 63 Edition 1 (P/N DMJFM63EE1EN) at revision 1 or later approved revision must be utilised.

2. Maintenance Manual

For TBM700 N variant from S/N 1000, plus S/N 687, TBM Maintenance Manual (P/N DMNMMPXEE0) edition 0 at revision 15 or following revisions (including Airworthiness Limitations) must be utilised.

I.5. Notes

1. Modification MOD70-0226-00 "Synthetic Vision System in GARMIN Integrated Flight Deck" (SVS):
   It is a modification applicable to S/N 434-9999, that is to say from TBM700 N airplanes equipped with Modification MOD70-0176-00.

2. Optional modification MOD70-0345-61 (Installation of a 5-blade propeller):
   It is a modification applicable from s/n 1000, plus to s/n 687.
   Characteristics:

Manufacturer:	Hartzell Propeller Inc.	
Type Certificate:	FAA Type Certificate P20NE dated 18 June 1996 EASA IM.P.125 dated 24 September 2013	
Type:	HC-E5N-3C / NC8834 K	
Blades:	5	
Diameter:	Not over 91 in., not under 90 in.	
Pitch setting at 30 in., sta.:	Low	19.5º
	Feather	85º
	Reverse	- 9º

3. Optional modification MOD70-0388-25 "AMSAFE Airbag seat belts":
   It is a modification applicable to s/n 1170-9999.

4. Optional modification MOD70-0505-25 Version C "Cabinet installation: Lavatory compartment":
   It is a modification applicable to s/n 609-9999, for TBM700 N airplanes equipped with Modification MOD70-0315-25.

5. Modification MOD70-0510-27 “Stick shaker”:
   It is a modification applicable from to s/n 1111-9999.

6. Refer to Section M for general data.

SECTION J. TBM700 N equipped with MOD70-0476-00, -0211-57, -0234-24, -0322-00, -0323-71, -0324-00, -0325-21, -0357-71, -0439-79, -0423-34, -0462-34 and with -0549-00 Versions A & B

Trade name "TBM930" 2018

J.1. General

1. Type/ Model/ Variant	
1.1. Type	TBM700
1.2. Model	N/A
1.3. Variant	N
2. Airworthiness Category	FAR-23 Normal Category
3. Manufacturer	COMPAGNIE DAHER
4. EASA Type Certification Application Date	18 November 2016
5. EASA Type Certification Date	05 march 2018
6. Other informations	Eligible S/N: from 1227 to 1266

J.2. EASA Certification Basis

1. Reference Date for determining the applicable requirements	18 novembre 2016
2. Airworthiness Requirements	FAR-23, Amendment 34, dated 01-Jan-1988 FAR-23, Amendment 36, dated 14-Sep-1988 Sections 23.783, 23.807 and 23.811 FAR-23, Amendment 44, dated 18-Aug-1993 Sections 23.49, 23.561, 23.562 and 23.785 **And** as defined in CRI A-01 (TBM700N Garmin G1000 Cockpit) Issue 2: EASA CS-23, Initial issue, dated 14-Nov-2003 Sections 23.1309, 23.1311, 23.1321, 23.1331, 23.1353, 23.1357 and 23.1431 **And** CS-ACNS Initial issue for communication, navigation, surveillance, TAWS and RVSM functions (TBM700N equipped with MOD70-0476-00)

3. Special Conditions	CRI B-1 (TBM700 C2), Stalling speed exceeding 61 kts CRIs valid for TBM700N variant equipped with MOD70-0176-00 and MOD70-0539-00: - CRI B-01, Human Factors in Integrated avionics systems, issue 2 - CRI F-02, Protection from the IEL strikes, issue 4 CRIs valid for TBM700N variant equipped with MOD70-0234-24: - CRI F-52, Protection from effects of HIRF, Issue 4 CRIs valid for TBM700N variant equipped with MOD70-0322-00 : - CRI C-101, load requirement for justification of winglets structural loads, issue 4 CRI valid for TBM700N variant equipped with MOD70-0476-00 Version C: - CRI F-14, Electronic Stability and Protection (ESP) and Underspeed Protection (USP) CRI valid for TBM700N variant equipped with optional MOD70-0388-25 (refer to J.V paragraph) - CRI D-54, Installation of Inflatable Seat Restraints
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	ELOS valid for TBM700N equipped with MOD70-0324-00 CRI D-101 – cockpit control location and shape – powerplant control, Issue 4
7. Requirements elected to comply	Elect to comply with CS 23, Initial issue, dated 14-Nov-2003 Sections 23.201, 23.203 and 23.207 valid for TBM700N equipped with MOD70-0423-34 (Safe Flight: Lift transducer and AOA computer installation)

8. Environmental Protection	(refer to TCDSN A.010 for noise limitations): TBM700N variant equipped with modification MOD70-0357-71: ICAO Annex 16, Volume 1, 4th edition, Amdt 8 Chapter X, App 6 FAR 36 Appendix G Amdt 28 ICAO Annex 16, Volume 2, 2nd edition, Amdt 4 Part 2, Chap 2 and FAR 34 Amdt 3, dated 03-Feb-1999 CRI valid for TBM700N variant equipped with MOD70-0357-71: - CRI N-01 Noise standard issue 3 CRI valid for TBM700N variant equipped with MOD70-0345-61: - CRI N-01 Noise standard issue 3
9. Operational Suitability Data (OSD)	MMEL: JAR-MMEL/MEL Amendment 1 dated 1 August 2005 – Refer to JIII paragraph 4

J.3. Technical Characteristics and Operational Limitations

1. Type Design Definition	List of main drawings: T700 N°65/90 Ed.1 and up
2. Description	Single-turbo-propeller engine, six to seven seats, low-wing airplane, aluminium and steel construction.
	Introduction of Modification: - MOD70-0549-00 (G3000 2018 Integrated Flight Deck and Software V20.8X)
	This modification is applicable to TBM700 N variant equipped with MOD70-0476-00 (G3000), MOD70-0211-57 (Fuel Tank Extension), MOD70-0322-00 (Aerodynamic efficiency Improvement), MOD70-0323-71 (Propulsion Efficiency Improvement), MOD70-0324-00 (Human Machine interface improvement), MOD70-0325-21 (Cabin comfort Improvement), MOD70-0357-71 (Take-off and landing operation at 850 SHP), MOD70-0439-79 (Oil pressure limits change), MOD70-0423-34 (Safe Flight: Lift transducer and AOA computer installation) and MOD70-0462-34 (Standby Altitude module MD302)
3. Equipment	Equipment list: see POH Sec 6.4, 6.5 and report ref. NAV No.34/90-RJ-App6

4. Operational Suitability Data (OSD)	The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.010: TBM700 A, B, C, N Master Minimum Equipment List (MMEL) at Revision 04 approved on July 20, 2020 or later EASA approved revision

5. Dimensions:

Span:	12.833 m	(42.1 ft)
Length :	10.736 m	(35.2 ft)
Height :	4.355 m	(14.3 ft)
Wing Area:	18.00 m²	(193.7 ft²)

6. Engine:

6.1. Model	Turbo generator Pratt & Whitney type PT6A-66D
6.2. Type certificates	Transport Canada Type Certificate No. E-21 dated 16/08/2005 EASA Type Certificate EASA.IM.E.008, dated 22/11/2005 Certification basis: FAR 33 Amendments 10
6.3. Limitations	- Gas generator rotation speed: 39000 RPM (104.1%) - Propeller rotation speed: 2000 RPM - Maximum take-off and continuous power: 850 shp For power-plant limitations refer to POH, Section 2.3

7. Load factors

Flaps up:
Weight below 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.8 g
Weight above 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.5 g
Flaps down: - 0 ≤ n ≤ + 2.0 g

8. Propeller

8.1. Model	Hartzell Propeller Inc. Type HC-E4N-3/E9083 S(K) or Hartzell Propeller Inc. Type HC-E5N-3C/NC8834 K (if installed according to modification MOD70-0345-61 - Refer to paragraph J.V)

8.2. Type Certificate	FAA Type Certificate P10NE dated 2 august 2002 EASA IM.P.133 dated 31 January 2000 Or FAA Type Certificate P20NE dated 18 June 1996 EASA IM.P.125 dated 24 September 2013 (With modification MOD70-0345-61 - Refer to paragraph J.V)
8.3. Number of Blades	4 (HC-E4N-3/E9083 S(K)) Or 5 (HC-E5N-3C/NC8834 K)
8.4. Diameter	Maximum Diameter: 2311 mm / 91 in Minimum Diameter: 2286 mm / 90 in Or With modification MOD70-0345-61 - Refer to paragraph J.V
8.5. Sense of rotation	Propeller rotates Clockwise in view of flight direction
8.6. Pitch	Low Pitch : 21° Feather: 86° Reverse: -11° or With modification MOD70-0345-61 - Refer to paragraph J.V

9. Fluids capacities

9.1. Fuel	Jet A, Jet A1, Jet B, JP4, JP5, JP8, anti-ice additive according to the specification. MIL-I-27686 in the following proportions : - Minimum content: 0.06% by volume - Maximum content: 0.15% by volume
9.2. Oil	Refer to POH, Section 2.3
9.3. Coolant	N/A

10. Fluid capacities

10.1. Fuel	Two structural wing tanks: Total capacity: 1140 liters / 301 gal Total usable capacity: 1106 liters / 292 gal Unusable quantity: 34 liters / 9 gal
10.2. Oil	Maximum: 12 liters / 12.7 qt Minimum: 5.7 liters / 6 qt
10.3. Coolant system capacity	None

11. Air Speeds

V_{MO}	(Maximum operating speed)	271 KCAS
V_A	(Manoeuvring speed)	160 KCAS
V_{FE}	(Maximum flaps extended speed)	
	Landing configuration	120 KCAS
	Take off configuration	180 KCAS
V_{LO}	(Maximum landing gear operating speed)	
	Retraction	151 KCAS
	Extension	180 KCAS
V_{LE}	(Maximum landing gear extended speed)	180 KCAS

12. Flight Envelope	31000 ft
13. Approved Operational Capability	Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly. Refer to approved POH, Section 2.6

14. Maximum Masses

Take-Off	3354 kg (7394 lbs
Landing	3186 kg (7024 lbs)
Ramp	3370 kg (7430 lbs)

15. Centre of Gravity Range

From	To	Weight up to
4604 mm (181.3 in) 14% of Mean Aerodynamic Chord	4928 mm (194 in) 35.5 % of MAC	2000 kg (4409 lbs) or less
4664 mm (183.6 in) 18% of MAC	4928 mm (194 in) 35.5 % of MAC	2835 kg (6250 lbs)
4707 mm (185.3 in) 20,85% of MAC	4928 mm (194 in) 35.5 % of MAC	2984 kg (6579 lbs)
4752 mm (187.1 in) 23.8% of MAC	4927 mm (193.97 in) 35.4 % of MAC	3186 kg (7024 lbs)
4752 mm (187.1 in) 23.8% of MAC	4921 mm (193.74 in) 35% of MAC	3354 kg (7394 lbs)

Straight line between points given
MAC: Mean Aerodynamic Chord

16. Datum	3000 mm (118.11 in.) ahead of front firewall face

17. Control surface deflections

Elevator (Angles references: stabilator chord)	Nose-up attitude: 30º ± 1.5º Nose-down attitude: 10º ± 1º
Stabilator tab (elevator at 0º)	Nose-up attitude: 15º ± 1º Nose-down attitude: 20º ± 1º
Roll	- Ailerons (Reference: wing chord) up 15º ± 1º down 20º ± 1º - Spoiler (Reference: wing upper surface) up 58º + 2º / - 3° down 20.5º + 1º /- 5° - Tab up 14º ± 1º down 14º ± 1º
Yaw control	Rudder (Reference: fin chord) left turn 26º ± 1º right turn 35º ± 1.5º Rudder tab (Reference: rudder chord) left turn 13.5° ± 1° right turn 9.5° ± 1°

18. Levelling Means	Cabin floor mounting rails
19. Minimum Flight Crew	1 (Pilot)
20. Maximum Passenger Seating Capacity	5

21. Baggage / Cargo Compartments

Front baggage (not pressurized)	50 kg (110 lbs)	at 3250 mm (128.0 in)
6-seat accommodation:		
Rear baggage (in cabin)	100 kg (220 lbs)	at 7560 mm (297.6 in)
4-seat accommodation:		
Rear baggage (in cabin)	80 kg (176 lbs)	at 6586 mm (259.3 in)
	100 kg (220 lbs)	at 7695 mm (303.0 in)

22. Wheels and Tyres

Nose landing gear	Wheel base Tyre	2910 mm (115 in) 5.00 x 5-6 PR
Main landing gear	Track Tyre	3880 mm (153 in) 18 x 5.5-10 PR

J.4. Operating and Service Instructions

1. Flight Manual

DGAC/EASA approved Pilot Operating Handbook (POH):

For TBM700 N variant from S/N 1227, airplanes equipped with modification MOD70-0549-00, the Pilot's Operating Handbook P/N DMJFM00EE1EN edition 1 at revision 0 or later approved revision must be utilised.

- For airplanes with optional modification MOD70-0226-00 "Synthetic Vision System in GARMIN Integrated Flight Deck" (SVS) installed, Pilot's Operating Handbook Supplement 50 P/N DMHFM50EE2EN edition 2 at revision 1 or later approved revision must be utilised.
- For airplanes with optional modification MOD70-0505-25 "Cabinet installation: Lavatory compartment" installed, the Pilot's Operating Handbook Supplement 63 Edition 1 (P/N DMJFM63EE1EN) at revision 1 or later approved revision must be utilised.

2. Maintenance Manual

For TBM700 N variant from S/N 1227, airplanes equipped with modification MOD70-0549-00, TBM Maintenance Manual P/N DMJMMPXEE0 edition 0 at revision 3 or following revisions (including Airworthiness Limitations) must be utilised.

J.5. Notes

1. Optional modification MOD70-0226-00 "Synthetic Vision System in GARMIN Integrated Flight Deck" (SVS) Version C:
   It is a modification applicable to s/n 1111-9999, that is to say for TBM700 N airplanes equipped with Modification MOD70-0476-00.

2. Modification MOD70-0345-61 (Installation of a 5-blade propeller):
   It is a modification applicable from s/n 1000, plus to s/n 687.
   Characteristics:

Manufacturer:	Hartzell Propeller Inc.	
Type Certificate:	FAA Type Certificate P20NE dated 18 June 1996 EASA IM.P.125 dated 24 September 2013	
Type:	HC-E5N-3C / NC8834 K	
Blades:	5	
Diameter:	Not over 91 in., not under 90 in.	
Pitch setting at 30 in., sta.:	Low	19.5º
	Feather	85º
	Reverse	- 9º

3. Optional modification MOD70-0388-25 "AMSAFE Airbag seat belts":
   It is a modification applicable to s/n 1170-9999.

4. Optional modification MOD70-0505-25 Version C "Cabinet installation: Lavatory compartment":
   It is a modification applicable to s/n 609-9999, for TBM700 N airplanes equipped with Modification MOD70-0315-25.

5. Optional modification MOD70-0510-27 “Stick shaker”:
   It is a modification applicable from to s/n 1111-9999.

6. Refer to Section M for general data

SECTION K. TBM700 N equipped with MOD70-0176-00, -0211-57, -0234-24, -0322-00, -0323-71, -0324-00, -0325-21, -0357-71, -0407-00, -0423-34, -0439-79, -0462-34, -0539-00 Versions A & B and Version H, -0619-11, -0632-34 and -0570-30

Trade name "TBM910" 2019

K.1. General

1. Type/ Model/ Variant	
1.1. Type	TBM700
1.2. Model	N/A
1.3. Variant	N
2. Airworthiness Category	FAR-23 Normal Category
3. Manufacturer	COMPAGNIE DAHER
4. EASA Type Certification Application Date	14-February-2017 (MOD70-0570-30) And 20-September-2018 (MOD70-0539-00 Vers. H)
5. EASA Type Certification Date	14-January-2019 And 03-January-2019
6. Other informations	Eligible S/N: From 1270

K.2. EASA Certification Basis

1. Reference Date for determining the applicable requirements	14-February-2017
2. Airworthiness Requirements	FAR-23, Amendment 34, dated 01-Jan-1988 FAR-23, Amendment 36, dated 14-Sep-1988 Sections 23.783, 23.807 and 23.811 FAR-23, Amendment 44, dated 18-Aug-1993 Sections 23.49, 23.561, 23.562 and 23.785 **And** as defined in CRI A-01 (TBM700N Garmin G1000 Cockpit) Issue 2: EASA CS-23, Initial issue, dated 14-Nov-2003 Sections 23.1309, 23.1311, 23.1321, 23.1331, 23.1353, 23.1357 and 23.1431 **And** CS-ACNS Initial issue for communication, navigation, surveillance, TAWS and RVSM functions (TBM700N equipped with MOD70-0539-00)

3. Special Conditions	CRI B-1 (TBM700 C2), Stalling speed exceeding 61 kts CRIs valid for TBM700N variant equipped with MOD70-0176-00 and MOD70-0539-00: - CRI B-01, Human Factors in Integrated avionics systems, issue 2 - CRI F-02, Protection from the IEL strikes, issue 4 CRIs valid for TBM700N variant equipped with MOD70-0234-24: - CRI F-52, Protection from effects of HIRF, Issue 4 CRIs valid for TBM700N variant equipped with MOD70-0322-00 : - CRI C-101, load requirement for justification of winglets structural loads, issue 4 CRI valid for TBM700N variant equipped with MOD70-0407-00 Version C (refer to G.V paragraph) : - CRI F-14, Electronic Stability and Protection (ESP) and Underspeed Protection (USP) CRI valid for TBM700N variant equipped with optional MOD70-0388-25 (refer to H.Vparagraph) - CRI D-54, Installation of Inflatable Seat Restraints
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	ELOS valid for TBM700N equipped with MOD70-0324-00 CRI D-101 – cockpit control location and shape – powerplant control, Issue 4
7. Requirements elected to comply	Elect to comply with CS 23, Initial issue, dated 14-Nov-2003 Sections 23.201, 23.203 and 23.207 valid for TBM700N equipped with MOD70-0423-34 (Safe Flight: Lift transducer and AOA computer installation)

8. Environmental Protection	(refer to TCDSN A.010 for noise limitations): TBM700N variant equipped with modification MOD70-0357-71: ICAO Annex 16, Volume 1, 4th edition, Amdt 8 Chapter X, App 6 FAR 36 Appendix G Amdt 28 ICAO Annex 16, Volume 2, 2nd edition, Amdt 4 Part 2, Chap 2 and FAR 34 Amdt 3, dated 03-Feb-1999 CRI valid for TBM700N variant equipped with MOD70-0357-71: - CRI N-01 Noise standard issue 3 CRI valid for TBM700N variant equipped with MOD70-0345-61: - CRI N-01 Noise standard issue 3
9. Operational Suitability Data (OSD)	MMEL: JAR-MMEL/MEL Amendment 1 dated 1 August 2005 – Refer to K.III paragraph 4

K.3. Technical Characteristics and Operational Limitations

1. Type Design Definition	List of main drawings: T700 N°65/90 Ed.1 and up
2. Description	Single-turbo-propeller engine, six to seven seats, low-wing airplane, aluminium and steel construction.
	Introduction of Modifications: MOD70-0539-00 Version H (G1000 Nxi Integrated Flight Deck Phase II), MOD70-0632-34 (Magnetometer MD032 integration), MOD70-0619-11 (Modification of cabin interior markings) and MOD70-0570-30 (Automatic advisory In Flight ice detection system)
	These modifications are applicable to TBM700 N variant equipped with MOD70-0176-00 (G1000 Integrated Flight Deck), MOD70-0211-57 (Fuel Tank Extension), MOD70-0322-00 (Aerodynamic efficiency Improvement), MOD70-0323-71 (Propulsion Efficiency Improvement), MOD70-0324-00 (Human Machine interface improvement), MOD70-0325-21 (Cabin comfort Improvement), MOD70-0357-71 (Take-off and landing operation at 850 SHP), MOD70-0439-79 (Oil pressure limits change), MOD70-0423-34 (Safe Flight: Lift transducer and AOA computer

	installation) associated to MOD70-0407-00 (Aural Alert Evolution and V15 Software for G1000 Integrated Flight Deck on TBM850/900 including ESP/USP option), MOD70-0539-00 (G1000 Nxi Integrated Flight Deck) and MOD70-0462-34 (Standby Altitude module MD302)
3. Equipment	Equipment list: see POH Sec 6.4, 6.5 and report ref. NAV No.34/90-RJ-App 7 from s/n 1270.
4. Operational Suitability Data (OSD)	The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.010: TBM700 A, B, C, N Master Minimum Equipment List (MMEL) at Revision 04 approved on July 20, 2020 or later EASA approved revision

5. Dimensions

Span:	12.833 m	(42.1 ft)
Length :	10.736m	(35.2 ft)
Height :	4.355 m	(14.3 ft)
Wing Area:	18.00 m²	(193.7 ft²)

6. Engine

6.1. Model	Turbo generator Pratt & Whitney type PT6A-66D
6.2. Type certificates	Transport Canada Type Certificate No. E-21 dated 16/08/2005 EASA Type Certificate EASA.IM.E.008, dated 22/11/2005 Certification basis: FAR 33 Amendments 10
6.3. Limitations	- Gas generator rotation speed: 39000 RPM (104.1%) - Propeller rotation speed: 2000 RPM - Maximum take-off and continuous power: 850 shp For power-plant limitations refer to POH, Section 2.3

7. Load factors

Flaps up:
Weight below 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.8 g
Weight above 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.5 g
Flaps down: - 0 ≤ n ≤ + 2.0 g

8. Propeller

8.1. Model	Hartzell Propeller Inc. Type HC-E4N-3/E9083 S(K) Or Hartzell Propeller Inc. Type HC-E5N-3C/NC8834 K (if installed according to modification MOD70-0345-61 - Refer to K.V paragraph)
8.2. Type Certificates	FAA Type Certificate P10NE dated 2 august 2002 EASA IM;P.133 dated 31 January 2000 Or FAA Type certificate P20NE dated 18 June 1996 EASA IM.P.125 dated 24 September 2013 with modification MOD70-0345-61 - Refer to K.V paragraph
8.3. Number of Blades	4 or 5
8.4. Diameter	Maximum Diameter: 2311 mm / 91 in Minimum Diameter: 2286 mm / 90 in Or with modification MOD70-0345-61 - Refer to K.V paragraph
8.5. Sense of rotation	Propeller rotates Clockwise in view of flight direction
8.6. Pitch	Low Pitch: 21° Feather: 86° Reverse: -11° or with modification MOD70-0345-61 - Refer to K.V paragraph

9. Fluids

9.1. Fuel	Jet A, Jet A1, Jet B, JP4, JP5, JP8, anti-ice additive according to the specification. MIL-I-27686 in the following proportions : - Minimum content: 0.06% by volume - Maximum content: 0.15% by volume
9.2. Oil	Refer to POH, Section 2.3
9.3. Coolant	N/A

10. Fluid capacities

10.1. Fuel	Two structural wing tanks: Total capacity: 1140 liters / 301 gal Total usable capacity: 1106 liters / 292 gal Unusable quantity: 34 liters / 9 gal
10.2. Oil	Maximum: 12 liters / 12.7 qt Minimum: 5.7 liters / 6 qt
10.3. Coolant system capacity	N/A

11. Air Speeds

V_{MO}	(Maximum operating speed)	271 KCAS
V_A	(Manoeuvring speed)	160 KCAS
V_{FE}	(Maximum flaps extended speed)	
	Landing configuration	120 KCAS
	Take off configuration	180 KCAS
V_{LO}	(Maximum landing gear operating speed)	
	Retraction	151 KCAS
	Extension	180 KCAS
V_{LE}	(Maximum landing gear extended speed)	180 KCAS

12. Flight Envelope	31000 ft
13. Approved Operational Capability	Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly. Refer to approved POH, Section 2.6

14. Maximum Masses

Take-Off	3354 kg (7394 lbs
Landing	3186 kg (7024 lbs)
Ramp	3370 kg (7430 lbs)

15. Centre of Gravity Range

From	To	Weight up to
4604 mm (181.3 in) 14% of Mean Aerodynamic Chord	4928 mm (194 in) 35.5 % of MAC	2000 kg (4409 lbs) or less
4664 mm (183.6 in) 18% of MAC	4928 mm (194 in) 35.5 % of MAC	2835 kg (6250 lbs)
4707 mm (185.3 in) 20,85% of MAC	4928 mm (194 in) 35.5 % of MAC	2984 kg (6579 lbs)
4752 mm (187.1 in) 23.8% of MAC	4927 mm (193.97 in) 35.4 % of MAC	3186 kg (7024 lbs)

4752 mm (187.1 in) 23.8% of MAC	4921 mm (193.74 in) 35% of MAC	3354 kg (7394 lbs)

Straight line between points given
MAC: Mean Aerodynamic Chord

16. Datum	3000 mm (118.11 in.) ahead of front firewall face

17. Control surface deflections

Elevator (Angles references: stabilator chord)	Nose-up attitude: 30º ± 1.5º Nose-down attitude: 10º ± 1º
Stabilator tab (elevator at 0º)	Nose-up attitude: 15º ± 1º Nose-down attitude: 20º ± 1º
Roll	- Ailerons (Reference: wing chord) up 15º ± 1º down 20º ± 1º - Spoiler (Reference: wing upper surface) up 58º + 2º / - 3° down 20.5º + 1º /- 5° - Tab up 14º ± 1º down 14º ± 1º
Yaw control	Rudder (Reference: fin chord) left turn 26º ± 1º right turn 35º ± 1.5º Rudder tab (Reference: rudder chord) left turn 13.5° ± 1° right turn 9.5° ± 1°

18. Levelling Means	Cabin floor mounting rails
19. Minimum Flight Crew	1 (Pilot)
20. Maximum Passenger Seating Capacity	5

21. Baggage / Cargo Compartments

Front baggage (not pressurized)	50 kg (110 lbs)	at 3250 mm (128.0 in)
6-seat accommodation:		
Rear baggage (in cabin)	100 kg (220 lbs)	at 7560 mm (297.6 in)
4-seat accommodation:		
Rear baggage (in cabin)	80 kg (176 lbs)	at 6586 mm (259.3 in)
	100 kg (220 lbs)	at 7695 mm (303.0 in)

22. Wheels and Tyres

Nose landing gear
Wheel base 2910 mm (115 in)
Tire 5.00 x 5-6 PR
Main landing gear
Track 3880 mm (153 in)
Tire 18 x 5.5-10 PR

23. (Reserved)

K.4. Operating and Service Instructions

1. Flight Manual

DGAC/EASA approved Pilot Operating Handbook (POH):
For TBM700 N variant from S/N 1270, airplanes equipped with modification MOD70-0539-00 Version H and modification MOD70-0570-30, the Pilot's Operating Handbook P/N DMDFM00EE1EN edition 0 at revision 0 or later approved revision must be utilised.

- For airplanes with optional modification MOD70-0226-00 "Synthetic Vision System in GARMIN Integrated Flight Deck" (SVS) installed, Pilot's Operating Handbook Supplement 50 P/N DMHFM50EE2EN edition 2 at revision 1 or later approved revision must be utilised.
- For airplanes with optional modification MOD70-0505-25 "Cabinet installation: Lavatory compartment" installed, the Pilot's Operating Handbook Supplement 63 Edition 1 (P/N DMJFM63EE1EN) at revision 3 or later approved revision must be utilised.

2. Maintenance Manual

For TBM700 N variant from S/N 1000, plus S/N 687, TBM Maintenance Manual (P/N DMNMMPXEE0) edition 0 at revision 17 or following revisions (including Airworthiness Limitations) must be utilised.

K.5. Notes

1. Modification MOD70-0226-00 "Synthetic Vision System in GARMIN Integrated Flight Deck" (SVS):
   It is a modification applicable to S/N 434-9999, that is to say from TBM700 N airplanes equipped with Modification MOD70-0176-00.

2. Optional modification MOD70-0345-61 (Installation of a 5-blade propeller):
   It is a modification applicable from s/n 1000, plus to s/n 687.
   Characteristics:

Manufacturer:	Hartzell Propeller Inc.	
Type Certificate:	FAA Type Certificate P20NE dated 18 June 1996 EASA IM.P.125 dated 24 September 2013	
Type:	HC-E5N-3C / NC8834 K	
Blades:	5	
Diameter:	Not over 91 in., not under 90 in.	
Pitch setting at 30 in., sta.:	Low	19.5º
	Feather	85º
	Reverse	- 9º

3. Optional modification MOD70-0388-25 “AMSAFE Airbag seat belts”:
   It is a modification applicable to s/n 1170-9999.

4. Optional modification MOD70-0505-25 Version C “Cabinet installation: Lavatory compartment”:
   It is a modification applicable to s/n 609-9999, for TBM700 N airplanes equipped with Modification MOD70-0315-25.

5. Modification MOD70-0510-27 “Stick shaker”:
   It is a modification applicable from to s/n 1111-9999.

6. Refer to Section M for general data.

SECTION L. TBM700 N equipped with MOD70-0476-00, -0211-57, -0234-24, -0322-00, -0323-71, -0324-00, -0325-21, -0357-71, -0439-79, -0423-34, -0462-34, -0549-00 Versions A & B and Version D, -0619-11, -0632-34, -0570-30, -0550-00, -0649-00 and -0650-34 Versions A & B

Trade name "TBM940 "

L.1. General

1. Type/ Model/ Variant	
1.1. Type	TBM700
1.2. Model	N/A
1.3. Variant	N
2. Airworthiness Category	FAR-23 Normal Category
3. Manufacturer	COMPAGNIE DAHER
4. EASA Type Certification Application Date	1 - 18 November 2016 (MOD70-0550-00) and 20 September 2018 (MOD70-0649-00) 2 - 30 January 2018 (MOD70-0650-34)
5. EASA Type Certification Date	1 - 14 May 2019 and 17 May 2019 2 - 17 July 2020
6. Other informations	Eligible S/N: 1 - from 1275, plus 1272 2 – from 1333 – refer to L.V paragraph

L.2. EASA Certification Basis

1. Reference Date for determining the applicable requirements	1 - 18 novembre 2016 2 - 30 January 2018
2. Airworthiness Requirements	FAR-23, Amendment 34, dated 01-Jan-1988 FAR-23, Amendment 36, dated 14-Sep-1988 Sections 23.783, 23.807 and 23.811 FAR-23, Amendment 44, dated 18-Aug-1993 Sections 23.49, 23.561, 23.562 and 23.785 **And** as defined in CRI A-01 (TBM700N Garmin G1000 Cockpit) Issue 2: EASA CS-23, Initial issue, dated 14-Nov-2003 Sections 23.1309, 23.1311, 23.1321, 23.1331, 23.1353, 23.1357 and 23.1431 **And** CS-ACNS Initial issue for communication, navigation, surveillance, TAWS and RVSM functions (TBM700N equipped with MOD70-0476-00 and MOD70-0549-00)

3. Special Conditions	CRI B-1 (TBM700 C2), Stalling speed exceeding 61 kts CRIs valid for TBM700N variant equipped with MOD70-0176-00 and MOD70-0539-00: - CRI B-01, Human Factors in Integrated avionics systems, issue 2 - CRI F-02, Protection from the IEL strikes, issue 4 CRIs valid for TBM700N variant equipped with MOD70-0234-24: - CRI F-52, Protection from effects of HIRF, Issue 4 CRIs valid for TBM700N variant equipped with MOD70-0322-00 : - CRI C-101, load requirement for justification of winglets structural loads, issue 4 CRI valid for TBM700N variant equipped with MOD70-0476-00 Version C: - CRI F-14, Electronic Stability and Protection (ESP) and Underspeed Protection (USP) CRI valid for TBM700N variant equipped with optional MOD70-0388-25 (refer to J.V paragraph) - CRI D-54, Installation of Inflatable Seat Restraint CRI valid for TBM700N variant equipped with optional MOD70-0550-00 - CRI F-110, Auto-throttle for CS 23 Single Engine Aeroplane CRIs valid for TBM700N variant equipped with optional MOD70-0650-34 - CRI F-201, Emergency Auto-land proper Functioning and Failure conditions. - CRI F-202, Emergency Auto-land, compliance issues associated with emergency functions.
4. Exemptions	None
5. (Reserved) Deviations	None
6. Equivalent Safety Findings	ELOS valid for TBM700N equipped with MOD70-0324-00 CRI D-101 – cockpit control location and shape – powerplant control, Issue 4

7. Requirements elected to comply	Elect to comply with CS 23, Initial issue, dated 14-Nov-2003 Sections 23.201, 23.203 and 23.207 valid for TBM700N equipped with MOD70-0423-34 (Safe Flight: Lift transducer and AOA computer installation)

8. Environmental Protection	(refer to TCDSN A.010 for noise limitations): TBM700N variant equipped with modification MOD70-0357-71: ICAO Annex 16, Volume 1, 4th edition, Amdt 8 Chapter X, App 6 FAR 36 Appendix G Amdt 28 ICAO Annex 16, Volume 2, 2nd edition, Amdt 4 Part 2, Chap 2 and FAR 34 Amdt 3, dated 03-Feb-1999 CRI valid for TBM700N variant equipped with MOD70-0357-71: - CRI N-01 Noise standard issue 3 CRI valid for TBM700N variant equipped with MOD70-0345-61: - CRI N-01 Noise standard issue 3
9. Operational Suitability Data (OSD)	MMEL: JAR-MMEL/MEL Amendment 1 dated 1 August 2005 – Refer to LIII paragraph 4

L.3. Technical Characteristics and Operational Limitations

1. Type Design Definition	List of main drawings: T700 N°65/90 Ed.1 and up
2. Description	Single-turbo-propeller engine, six to seven seats, low-wing airplane, aluminium and steel construction.
	Introduction of Modifications: 1 - MOD70-0649-00 (G3000 Software V21.25), MOD70-0632-34 (Magnetometer MD032 integration), MOD70-0619-11 (Modification of cabin interior markings), MOD70-0570-30 (Automatic advisory In Flight ice detection system) And MOD70-0550-00 (Auto-throttle) 2 - MOD70-0650-34 Versions A & B (Emergency Auto-land)

	1 - These modifications are applicable to TBM700 N variant equipped with MOD70-0476-00 (G3000 Integrated Flight Deck), MOD70-0211-57 (Fuel Tank Extension), MOD70-0322-00 (Aerodynamic efficiency Improvement), MOD70-0323-71 (Propulsion Efficiency Improvement), MOD70-0324-00 (Human Machine interface improvement), MOD70-0325-21 (Cabin comfort Improvement), MOD70-0357-71 (Take-off and landing operation at 850 SHP), and MOD70-0439-79 (Oil pressure limits change), MOD70-0423-34 (Safe Flight: Lift transducer and AOA computer installation), MOD70-0549-00 (G3000 2018) and MOD70-0462-34 (Standby Altitude module MD302) 2 – This modification is applicable to TBM700 N variant equipped with MOD70-0550-00 (Auto-throttle) and MOD70-0649-00 Version E (G3000 Software SR 5.1.8).
3. Equipment	Equipment list: see POH Sec 6.4, 6.5 and report ref. NAV No.34/90-RJ-App8
4. Operational Suitability Data (OSD)	The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.010: TBM700 A, B, C, N Master Minimum Equipment List (MMEL) at Revision 04 approved on July 20, 2020 or later EASA approved revision

5. Dimensions:

Span:	12.833 m	(42.1 ft)
Length :	10.736 m	(35.2 ft)
Height :	4.355 m	(14.3 ft)
Wing Area:	18.00 m²	(193.7 ft²)

6. Engine:

6.1. Model	Turbo generator Pratt & Whitney type PT6A-66D
6.2. Type certificates	Transport Canada Type Certificate No. E-21 dated 16/08/2005 EASA Type Certificate EASA.IM.E.008, dated 22/11/2005 Certification basis: FAR 33 Amendments 10

6.3. Limitations	- Gas generator rotation speed: 39000 RPM (104.1%) - Propeller rotation speed: 2000 RPM - Maximum take-off and continuous power: 850 shp For power-plant limitations refer to POH, Section 2.3

7. Load factors

Flaps up:
Weight below 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.8 g
Weight above 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.5 g
Flaps down: - 0 ≤ n ≤ + 2.0 g

8. Propeller

8.1. Model	Hartzell Propeller Inc. Type HC-E4N-3/E9083 S(K) or Hartzell Propeller Inc. Type HC-E5N-3C/NC8834 K (if installed according to modification MOD70-0345-61 - Refer to L.V paragraph)
8.2. Type Certificate	FAA Type Certificate P10NE dated 2 august 2002 EASA IM.P.133 dated 31 January 2000 Or FAA Type Certificate P20NE dated 18 June 1996 EASA IM.P.125 dated 24 September 2013 (With modification MOD70-0345-61 - Refer to L.V paragraph)
8.3. Number of Blades	4 (HC-E4N-3/E9083 S(K)) Or 5 (HC-E5N-3C/NC8834 K)
8.4. Diameter	Maximum Diameter: 2311 mm / 91 in Minimum Diameter: 2286 mm / 90 in Or With modification MOD70-0345-61 - Refer to L.V paragraph
8.5. Sense of rotation	Propeller rotates Clockwise in view of flight direction
8.6. Pitch	Low Pitch : 21° Feather: 86° Reverse: -11° or With modification MOD70-0345-61 - Refer to L.V paragraph

9. Fluids capacities

9.1. Fuel	Jet A, Jet A1, Jet B, JP4, JP5, JP8, anti-ice additive according to the specification. MIL-I-27686 in the following proportions : - Minimum content: 0.06% by volume - Maximum content: 0.15% by volume
9.2. Oil	Refer to POH, Section 2.3
9.3. Coolant	N/A

10. Fluid capacities

10.1. Fuel	Two structural wing tanks: Total capacity: 1140 liters / 301 gal Total usable capacity: 1106 liters / 292 gal Unusable quantity: 34 liters / 9 gal
10.2. Oil	Maximum: 12 liters / 12.7 qt Minimum: 5.7 liters / 6 qt
10.3. Coolant system capacity	None

11. Air Speeds

V_{MO}	(Maximum operating speed)	271 KCAS
V_A	(Manoeuvring speed)	160 KCAS
V_{FE}	(Maximum flaps extended speed)	
	Landing configuration	120 KCAS
	Take off configuration	180 KCAS
V_{LO}	(Maximum landing gear operating speed)	
	Retraction	151 KCAS
	Extension	180 KCAS
V_{LE}	(Maximum landing gear extended speed)	180 KCAS

12. Flight Envelope	31000 ft
13. Approved Operational Capability	Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly. Refer to approved POH, Section 2.6

14. Maximum Masses

Take-Off	3354 kg (7394 lbs
Landing	3186 kg (7024 lbs)
Ramp	3370 kg (7430 lbs)

15. Centre of Gravity Range

From	To	Weight up to
4604 mm (181.3 in) 14% of Mean Aerodynamic Chord	4928 mm (194 in) 35.5 % of MAC	2000 kg (4409 lbs) or less
4664 mm (183.6 in) 18% of MAC	4928 mm (194 in) 35.5 % of MAC	2835 kg (6250 lbs)
4707 mm (185.3 in) 20,85% of MAC	4928 mm (194 in) 35.5 % of MAC	2984 kg (6579 lbs)
4752 mm (187.1 in) 23.8% of MAC	4927 mm (193.97 in) 35.4 % of MAC	3186 kg (7024 lbs)
4752 mm (187.1 in) 23.8% of MAC	4921 mm (193.74 in) 35% of MAC	3354 kg (7394 lbs)

Straight line between points given
MAC: Mean Aerodynamic Chord

16. Datum	3000 mm (118.11 in.) ahead of front firewall face

17. Control surface deflections

Elevator (Angles references: stabilator chord)	Nose-up attitude: 30º ± 1.5º Nose-down attitude: 10º ± 1º
Stabilator tab (elevator at 0º)	Nose-up attitude: 15º ± 1º Nose-down attitude: 20º ± 1º
Roll	- Ailerons (Reference: wing chord) up 15º ± 1º down 20º ± 1º - Spoiler (Reference: wing upper surface) up 58º + 2º / - 3° down 20.5º + 1º /- 5° - Tab up 14º ± 1º down 14º ± 1º
Yaw control	Rudder (Reference: fin chord) left turn 26º ± 1º right turn 35º ± 1.5º Rudder tab (Reference: rudder chord) left turn 13.5° ± 1° right turn 9.5° ± 1°

18. Levelling Means	Cabin floor mounting rails
19. Minimum Flight Crew	1 (Pilot)
20. Maximum Passenger Seating Capacity	5

21. Baggage / Cargo Compartments

Front baggage (not pressurized)	50 kg (110 lbs)	at 3250 mm (128.0 in)
6-seat accommodation:		
Rear baggage (in cabin)	100 kg (220 lbs)	at 7560 mm (297.6 in)
4-seat accommodation:		
Rear baggage (in cabin)	80 kg (176 lbs)	at 6586 mm (259.3 in)
	100 kg (220 lbs)	at 7695 mm (303.0 in)

22. Wheels and Tyres

Nose landing gear	Wheel base Tyre	2910 mm (115 in) 5.00 x 5-6 PR
Main landing gear	Track Tyre	3880 mm (153 in) 18 x 5.5-10 PR

L.4. Operating and Service Instructions

1. Flight Manual

DGAC/EASA approved Pilot Operating Handbook (POH):

For TBM700 N variant from S/N 1275, airplanes equipped with modifications MOD70-0649-00, MOD70-0550-00 and MOD70-0650-34, the Pilot's Operating Handbook P/N DMKFM00EE0EN edition 0 at revision 3 or later approved revision must be utilised.

- For airplanes with optional modification MOD70-0226-00 "Synthetic Vision System in GARMIN Integrated Flight Deck" (SVS) installed, Pilot's Operating Handbook Supplement 50 P/N DMHFM50EE2EN edition 2 at revision 2 or later approved revision must be utilised.
- For airplanes with optional modification MOD70-0505-25 "Cabinet installation: Lavatory compartment" installed, the Pilot's Operating Handbook Supplement 63 Edition 1 (P/N DMJFM63EE1EN) at revision 1 or later approved revision must be utilised.

2. Maintenance Manual

For TBM700 N variant from S/N 1275, airplanes equipped with modification MOD70-0649-00, MOD70-0550-00 and MOD70-0650-34, TBM Maintenance Manual P/N DMJMMPXEE0 edition 0 at revision 6 or following revisions (including Airworthiness Limitations) must be utilised.

L.5. Notes

1. Optional modification MOD70-0226-00 “Synthetic Vision System in GARMIN Integrated Flight Deck” (SVS) Version C:
   It is a modification applicable to s/n 1111-9999, that is to say for TBM700 N airplanes equipped with Modification MOD70-0476-00.

2. Modification MOD70-0345-61 (Installation of a 5-blade propeller):
   It is a modification applicable from s/n 1000, plus to s/n 687.
   Characteristics:

Manufacturer:	Hartzell Propeller Inc.
Type Certificate:	FAA Type Certificate P20NE dated 18 June 1996 EASA IM.P.125 dated 24 September 2013
Type:	HC-E5N-3C / NC8834 K
Blades:	5
Diameter:	Not over 91 in., not under 90 in.
Pitch setting at 30 in., sta.:	Low 19.5º
	Feather 85º
	Reverse - 9º

3. Optional modification MOD70-0388-25 “AMSAFE Airbag seat belts”:
   It is a modification applicable to s/n 1170-9999.

4. Optional modification MOD70-0505-25 Version C “Cabinet installation: Lavatory compartment”:
   It is a modification applicable to s/n 609-9999, for TBM700 N airplanes equipped with Modification MOD70-0315-25.

5. Optional modification MOD70-0510-27 “Stick shaker”:
   It is a modification applicable from to s/n 1111-9999.

6. Optional modification MOD70-0650-34 Versions A & B “Emergency Autoland/HomeSafe System”:
   It is a modification applicable to s/n 1333-9999, for TBM700 N airplanes equipped with modifications MOD70-0649-00 Version E and MOD70-0550-00.

7. Refer to Section M for general data

SECTION M. TBM700 N equipped with MOD70-0621-76, -0665-61, -0646-21, -0753-00, -0680-10, -0650-34, -0632-34, -0619-11, -0570-30, -0550-00, -0476-00, -0462-34, -0439-79, -0423-34, -0324-00, -0323-71, -0322-00, -0234-24 and -0211-57

Trade name "TBM960 "

M.1.General

3. Type/ Model/ Variant	
3.1. Type	TBM700
3.2. Model	N/A
3.3. Variant	N
4. Airworthiness Category	FAR-23 Normal Category CS-23 Level 2 Category
5. Manufacturer	COMPAGNIE DAHER
6. EASA Type Certification Application Date	03 July 2018 (MOD70-0621-76)
7. EASA Type Certification Date	March 2022
8. Other informations	Eligible S/N: from 1408

M.2.EASA Certification Basis

9. Reference Date for determining the applicable requirements	03 July 2018
10. Airworthiness Requirements	FAR-23, Amendment 34, dated 01-Jan-1988 FAR-23, Amendment 36, dated 14-Sep-1988 Sections 23.783, 23.807 and 23.811 FAR-23, Amendment 44, dated 18-Aug-1993 Sections 23.49, 23.561, 23.562 and 23.785 **And** as defined in CRI A-01 (TBM700N Garmin G1000 Cockpit) Issue 2: EASA CS-23, Initial issue, dated 14-Nov-2003 Sections 23.1309, 23.1311, 23.1321, 23.1331, 23.1353, 23.1357 and 23.1431 **And** FAR-23, Amendment 62, dated 31-Jan2012 sections 23.201, 23.203, 23.207 and 23.221 (TBM700N equipped with MOD70-0621- 76) **And** EASA CS-23 Amendement 5, dated 15-Aug-2017 Sections 23.2105, 23.2115, 23.2120, 23.2125, 23.2135, 23.2140, 23.2145, 23.2150, 23.2155, 23.2160, 23.2165, 23.2170, 23.2300, 23.2340, 23.2400, 23.2405, 23.2410, 23.2415, 23.2425, 23.2445, 23.2500, 23.2505, 23.2510, 23.2515, 23.2520, 23.2525, 23.2600, 23.2605, 23.2610, 23.2615, 23.2620, 23.2625 (TBM700N equipped with MOD70-0621-76)

	And CS-ACNS Initial issue for communication, navigation, surveillance, TAWS and RVSM functions (TBM700N equipped with MOD70-0476-00 and MOD70-0549-00)
11. Special Conditions	CRI B-1 (TBM700 C2), Stalling speed exceeding 61 kts CRIs valid for TBM700N variant equipped with MOD70-0176-00 and MOD70-0539-00: - CRI B-01, Human Factors in Integrated avionics systems, issue 2 - CRI F-02, Protection from the IEL strikes, issue 4 CRIs valid for TBM700N variant equipped with MOD70-0234-24: - CRI F-52, Protection from effects of HIRF, Issue 4 CRIs valid for TBM700N variant equipped with MOD70-0322-00 : - CRI C-101, load requirement for justification of winglets structural loads, issue 4 CRI valid for TBM700N variant equipped with MOD70-0476-00 Version C: - CRI F-14, Electronic Stability and Protection (ESP) and Underspeed Protection (USP) CRI valid for TBM700N variant equipped with optional MOD70-0388-25 (refer to M.V paragraph) - CRI D-54, Installation of Inflatable Seat Restraint CRI valid for TBM700N variant equipped with optional MOD70-0550-00 - CRI F-110, Auto-throttle for CS 23 Single Engine Aeroplane CRIs valid for TBM700N variant equipped with optional MOD70-0650-34 - CRI F-201, Emergency Auto-land proper Functioning and Failure conditions. - CRI F-202, Emergency Auto-land, compliance issues associated with emergency functions.
12. Exemptions	None

13. (Reserved) Deviations	None
14. Equivalent Safety Findings	ELOS valid for TBM700N equipped with MOD70-0324-00 CRI D-101 – cockpit control location and shape – powerplant control, Issue 4
15. Requirements elected to comply	Elect to comply with CS 23, Initial issue, dated 14-Nov-2003 Sections 23.201, 23.203 and 23.207 valid for TBM700N equipped with MOD70-0423-34 (Safe Flight: Lift transducer and AOA computer installation)
16. Environmental Protection	(refer to TCDSN A.010 for noise limitations): TBM700N variant equipped with modification MOD70-0357-71: ICAO Annex 16, Volume 1, 4th edition, Amdt 8 Chapter X, App 6 FAR 36 Appendix G Amdt 28 ICAO Annex 16, Volume 2, 2nd edition, Amdt 4 Part 2, Chap 2 and FAR 34 Amdt 3, dated 03-Feb-1999 TBM700N variant equipped with MOD70-0621-76: - CS36 Amendement 4
17. Operational Suitability Data (OSD)	MMEL: JAR-MMEL/MEL Amendment 1 dated 1 August 2005 – Refer to LIII paragraph 4

M.3. Technical Characteristics and Operational Limitations

18. Type Design Definition	List of main drawings: T700 N°65/90 Ed.1 and up
19. Description	Single-turbo-propeller engine, six to seven seats, low-wing airplane, aluminium and steel construction.
	Introduction of Modifications: - MOD70-0621-76 Engine power increase, Engine control and e-Throttle - MOD70-0665-61 Five blades Raptor Propeller - MOD70-0646-21 ENVIRO components based ECS - MOD70-0753-00 Software Upgrade These modifications are applicable to TBM700N variant equipped with MOD70-0476-00 (G3000 Integrated Flight Deck), MOD70-0211-57 (Fuel Tank Extension), MOD70-0322-00 (Aerodynamic efficiency Improvement), MOD70-0323-71 (Propulsion Efficiency Improvement),

	MOD70-0324-00 (Human Machine interface improvement), MOD70-0325-21 (Cabin comfort Improvement), MOD70-0357-71 (Take-off and landing operation at 850 SHP), and MOD70-0439-79 (Oil pressure limits change), MOD70-0423-34 (Safe Flight: Lift transducer and AOA computer installation), MOD70-0549-00 (G3000 2018), MOD70-0462-34 (Standby Altitude module MD302), MOD70-0550-00 (Auto-throttle) and MOD70-0649-00 Version E (G3000 Software SR 5.1.8).
20. Equipment	Equipment list: see POH Sec 6.4, 6.5 and report ref. NAV No.34/90-RJ-App8
21. Operational Suitability Data (OSD)	The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.A.010: TBM700 A, B, C, N Master Minimum Equipment List (MMEL) at Revision 04 approved on July 20, 2020 or later EASA approved revision

22. Dimensions:

Span:	12.833 m	(42.1 ft)
Length :	10.736 m	(35.2 ft)
Height :	4.355 m	(14.3 ft)
Wing Area:	18.00 m²	(193.7 ft²)

23. Engine:

23.1. Model	Turbo generator Pratt & Whitney type PT6E-66XT
23.2. Type certificates	Transport Canada Type Certificate No. E-21 dated 31/01/2022 EASA Type Certificate EASA.IM.E.008, dated 18/02/2022 Certification basis: CS-E Amendment 4, dated 12 March 2015 CS-E 50 (l) of CS-E Amendment 6, dated 24 June 2020
23.3. Limitations	- Gas generator rotation speed: 39000 RPM (104%) - Propeller rotation speed: 1925 RPM - Maximum take-off and continuous power: 895 shp For power-plant limitations refer to POH, Section 2.3

24. Load factors

Flaps up:
Weight below 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.8 g
Weight above 6579 lbs (2984kg): - 1.5 ≤ n ≤ + 3.5 g
Flaps down: - 0 ≤ n ≤ + 2.0 g

25. Propeller

25.1. Model	Hartzell Propeller Inc. Type 5D31-NK366B1/86DB01B
25.2. Type Certificate	FAA Type Certificate P00015CH dated 24 November 2021 EASA IM.P.136 dated 07 December 2021
25.3. Number of Blades	5
25.4. Diameter	Diameter: 2311 mm / 91 in
25.5. Sense of rotation	Propeller rotates Clockwise in view of flight direction
25.6. Pitch	Low Pitch : 19.5° Feather: 86.1° Reverse: -9.3°

26. Fluids capacities

26.1. Fuel	Jet A, Jet A1, Jet B, JP4, JP5, JP8, anti-ice additive according to the specification. MIL-I-27686 in the following proportions : - Minimum content: 0.06% by volume - Maximum content: 0.15% by volume
26.2. Oil	Refer to POH, Section 2.3
26.3. Coolant	N/A

27. Fluid capacities

27.1. Fuel	Two structural wing tanks: Total capacity: 1140 liters / 301 gal Total usable capacity: 1106 liters / 292 gal Unusable quantity: 34 liters / 9 gal
27.2. Oil	Maximum: 12 liters / 12.7 qt Minimum: 5.7 liters / 6 qt
27.3. Coolant system capacity	None

28. Air Speeds

V_{MO}	(Maximum operating speed)	271 KCAS
V_A	(Manoeuvring speed)	160 KCAS
V_{FE}	(Maximum flaps extended speed)	
	Landing configuration	120 KCAS
	Take off configuration	180 KCAS
V_{LO}	(Maximum landing gear operating speed)	
	Retraction	151 KCAS
	Extension	180 KCAS
V_{LE}	(Maximum landing gear extended speed)	180 KCAS

29. Flight Envelope	31000 ft
30. Approved Operational Capability	Day & night VFR and day & night IFR operations when appropriate equipment is installed and operating correctly. Refer to approved POH, Section 2.6

31. Maximum Masses

Take-Off	3454 kg (7615 lbs)
Landing	3225 kg (7110 lbs)
Ramp	3470 kg (7650 lbs)

32. Centre of Gravity Range

From	To	Weight up to
4604 mm (181.3 in) 14% of MAC	4928 mm (194 in) 35.5% of MAC	2000 kg (4409 lbs) or less
4664 mm (183.6 in) 18% of MAC	4928 mm (194 in) 35.5% of MAC	2835 kg (6250 lbs)
4707 mm (185.3 in) 20,85% of MAC	4928 mm (194 in) 35.5% of MAC	2984 kg (6579 lbs)
-	4928 mm (194 in) 35.5% of MAC	3169 kg (6986 lbs)
4752 mm (187.1 in) 23.8% of MAC	-	3186 kg (7024 lbs)
4752 mm (187.1 in) 23.8% of MAC	4921 mm (193.7 in) 35% of MAC	3354 kg (7394 lbs)
4912mm (193.4 in) 34.4% of MAC	4916 mm (193.6 in) 34.7% of MAC	3454 kg (7615 lbs)

Straight line between points given
MAC: Mean Aerodynamic Chord

33. Datum	3000 mm (118.11 in.) ahead of front firewall face

34. Control surface deflections

Elevator (Angles references: stabilator chord)	Nose-up attitude: 30º ± 1.5º Nose-down attitude: 10º ± 1º
Stabilator tab (elevator at 0º)	Nose-up attitude: 15º ± 1º Nose-down attitude: 20º ± 1º
Roll	- Ailerons (Reference: wing chord) up 15º ± 1º down 20º ± 1º - Spoiler (Reference: wing upper surface) up 58º + 2º / - 3° down 20.5º + 1º /- 5° - Tab up 14º ± 1º down 14º ± 1º
Yaw control	Rudder (Reference: fin chord) left turn 26º ± 1º right turn 35º ± 1.5º Rudder tab (Reference: rudder chord) left turn 13.5° ± 1° right turn 9.5° ± 1°

35. Levelling Means	Cabin floor mounting rails

36. Minimum Flight Crew	1 (Pilot)
37. Maximum Passenger Seating Capacity	5

38. Baggage / Cargo Compartments

Front baggage (not pressurized)	50 kg (110 lbs)	at 3250 mm (128.0 in)
6-seat accommodation:		
Rear baggage (in cabin)	100 kg (220 lbs)	at 7560 mm (297.6 in)
4-seat accommodation:		
Rear baggage (in cabin)	80 kg (176 lbs)	at 6586 mm (259.3 in)
	100 kg (220 lbs)	at 7695 mm (303.0 in)

39. Wheels and Tyres

Nose landing gear	Wheel base Tyre	2910 mm (115 in) 5.00 x 5-6 PR
Main landing gear	Track Tyre	3880 mm (153 in) 18 x 5.5-10 PR

M.4. Operating and Service Instructions

40. Flight Manual

DGAC/EASA approved Pilot Operating Handbook (POH):

For TBM700 N variant from S/N 1408, airplanes equipped with modifications MOD70-0621-76, the Pilot's Operating Handbook P/N DMMFM00EE0EN edition 0 at revision 0 or later approved revision must be utilised.

- For airplanes with optional modification MOD70-0226-00 "Synthetic Vision System in GARMIN Integrated Flight Deck" (SVS) installed, Pilot's Operating Handbook Supplement 50 P/N DMHFM50EE2EN edition 2 at revision 2 or later approved revision must be utilised.
- For airplanes with optional modification MOD70-0505-25 "Cabinet installation: Lavatory compartment" installed, the Pilot's Operating Handbook Supplement 63 Edition 1 (P/N DMJFM63EE1EN) at revision 1 or later approved revision must be utilised.

41. Maintenance Manual

For TBM700 N variant from S/N 1408, airplanes equipped with modification MOD70-0621-76, TBM Maintenance Manual P/N DMMMMPXEE0R0 edition 0 at revision 0 or following revisions (including Airworthiness Limitations) must be utilised.

M.5.Notes

1. Optional modification MOD70-0226-00 “Synthetic Vision System in GARMIN Integrated Flight Deck (SVS)”:
   It is a modification applicable to s/n 1111-9999.

2. Optional modification MOD70-0388-25 “AMSAFE Airbag seat belts”:
   It is a modification applicable to s/n 1170-9999.

3. Optional modification MOD70-0505-25 “Cabinet installation: Lavatory compartment”:
   It is a modification applicable to s/n 609-9999.

4. Optional modification MOD70-0510-27 “Stick shaker”:
   It is a modification applicable from to s/n 1111-9999.

5. Optional modification MOD70-0650-34“Emergency Autoland/HomeSafe System”:
   It is a modification applicable to s/n 1333-9999.

6. Refer to Section N for general data

SECTION N. NOTES

Notes for all TBM700 variants up to S/N 999:

1. Modification MOD70-0275-00 “Multi-Mission aircraft”:
   It is a modification applicable to s/n 1-999, except s/n 687. TBM700 airplanes must be equipped with Modification MOD70-010-24 (Increase of on board generators capacitors).

   For airplanes with optional modification MOD70-0275-00 “Multi-Mission aircraft” installed:
   - Pilot’s Operating Handbook Supplement 53 at revision 0 or later approved revision must be utilised.
   - TBM Maintenance Manual Supplement S01 with revision 0 of June 2010, EASA approved on 6 July 2010, or following revisions (including Airworthiness Limitations) must be utilised.

SECTION O. ADMINISTRATIVE SECTION

O.1. Acronyms & Abbreviations

N/A

O.2. Type Certificate Holder Record

1979 to 2000: Société de Construction d'Avions de Tourisme et d'Affaires
"S.O.C.A.T.A." - Groupe AEROSPATIALE
Boîte Postale n° 930
65009 TARBES
France

2000 to 2009: EADS SOCATA
65921 TARBES Cedex 9
FRANCE

2009 to 2018: SOCATA
65921 TARBES Cedex 9
France

Since March 2018 : DAHER AEROSPACE
7 AVENUE DE L'UNION
94390 ORLY AEROGARE CEDEX
FRANCE

O.3. CHANGE RECORD

Issue	Date	Changes	TC Issue No. & Date
Issue 01	14/07/2004	Initial Issue	Initial Issue, 14/07/2014
Issue 02	26/11/2004	Editorial changes	
Issue 03	10/02/2005	Editorial changes	
Issue 04	12/02/2006	Introduction of TBM700N (TBM850)	
Issue 05	21/04/2006	Correction to issue number of CRI A-1 in II.4(b) to issue 2 Introduction of Change Record	
Issue 06	21/12/2007	Introduction of MOD70-176-00 (G1000 Integrated Flight Deck) and MOD70-211-57 (Fuel Tank Extension) on TBM700N variant	
Issue 07	25/03/2009	Editorial changes due to change of ownership from EADS Socata to SOCATA-Daher. TC Holder name formally reverts to SOCATA	
Issue 08	27/02/2014	New presentation of the TBM700 Type Certificate Data Sheet to ease the search of data concerning the various TBM700 variants and major changes and to match last TCDS EASA template.	

Issue	Date	Changes	TC Issue No. & Date
		Correction of authorized weight in baggage compartments according to TBM700 variants. Correction of centre of gravity range table for TBM700C2 and TBM700N variants. Introduction of MOD70-0226-00 “G1000 Synthetic Vision System (SVS)” for TBM700 N variant equipped with MOD70-0176-00 or TBM700 A and TBM700 B variants (from s/n 14 to 243, except s/n 205 and 240) equipped with MOD70-0276-00. Introduction of MOD70-0275-00 “Multi-Mission aircraft” for all TBM700 variants equipped with MOD70-010-24 (Increase of on board generators capacitors). Introduction of MOD70-276-00 (G1000 Integrated Flight Deck – Retrofit program) associated to MOD70-158-28 Version B (Fuel gauging amplifier) for TBM700 A and TBM700 B variants from s/n 14 to 243, except s/n 205 and 240. Introduction of modifications MOD70-0234-24 (New electrical generation and primary distribution), MOD70-0322-00 (Aerodynamic efficiency Improvement), MOD70-0323-71 (Propulsion efficiency Improvement), MOD70-0324-00 (Human Machine interface improvement), MOD70-0325-21 (Cabin comfort Improvement), MOD70-0357-71 (Take-off and landing operation at 850 SHP) for TBM700 N equipped with MOD70-0176-00 (G1000 Integrated Flight Deck) from s/n 1000, s/n 687. Introduction of optional modification MOD70-0345-61 (Installation of a 5-blade propeller) for TBM700 N variant from s/n 1000, s/n 687	
Issue 09	20/03/2014	Corrected mistake in reference of applicable technical documentation for TBM 700 A and B variants. Correction of mistake in type identification of optional 5-blade propeller for TBM 700 N variant from s/n 1000, plus s/n 687	
Issue 10	06/04/2016	Adding of Operational Suitability Data (OSD): TBM700 A, B, C, N Master Minimum Equipment List causing a shift in the paragraph numbering all along the document Adding of SOCATA modification MOD70-0439-79 and POH TBM900 Edition 1 Creation of chapter IV in section E for TBM700 N Trade name "TBM 930”: Introduction of MOD70-0476-00 (Garmin G3000 Integrated Flight Deck)	

Issue	Date	Changes	TC Issue No. & Date
Issue 10 (con't)		Introduction of MOD70-0462-34 (MidContinent Standby Altitude module MD302) Introduction of MOD70-0423-34 (Safe Flight: Lift transducer and AOA computer installation) Introduction of Version C of MOD70-0226-00 (Synthetic Vision System in GARMIN Integrated Flight Deck) valid only for airplanes equipped with modification MOD70-0476-00	
Issue 11	08/09/2017	- Correction in Sections A, B, C, D and chapters E1 to EIII of cross-references to paragraph concerning current TBM700 MMEL and updating of MMEL revision. Correction of CRI F-02 issue number from Chapter EIV. Adding of SOCATA modification MOD70-0407-00 (Aural alerts evolution and V15 Software for G1000 Integrated Flight Deck on TBM850/900), applicable only on airplanes equipped with MOD70-0176-00 (G1000 Integrated Flight Deck) or MOD70-0539-00 (GARMIN G1000 Nxi Software and Hardware, plus LVL function). Closing of TBM 900 S/N eligibility. Adding of SOCATA optional modification MOD70-0388-25 (AMSAFE Airbag seat belts). Adding of SOCATA optional modification MOD70-0505-25 Version C (Cabinet installation: Lavatory compartment) and associated owner technical documentation. Adding of SOCATA optional modification MOD70-0510-27 (Stick shaker) and associated owner technical documentation. Creation of chapter E.V for TBM700 N Trade name "TBM 910"	
Issue 12	10/04/2018	Update of the template according to EASA template Change of manufacturer name : SOCATA becomes COMPAGNIE DAHER Adding of Section J : TBM700 N with MOD70-0549-00 G3000 2018 Integrated Flight deck and software V20.8X Adding of section L : Administrative section Paragraph numbering changed according to template	
Issue 13	12/04/2018	Change of name of TCH: SOCATA becomes DAHER AEROSPACE	

Issue	Date	Changes	TC Issue No. & Date
Issue 14	17/05/2019	Editorial corrections: - in Sections A, B, C, D: correction of eligible Serial numbers. - All sections: correction of cross-reference to general data section. - Correction of some cross-references to Notes paragraph. - Correction of G.III paragraph 5 data further to re-issue of the TCDS at new EASA template. - Adding of missing data in G.III paragraphs 8.4 and 8.6 further to re-issue of the TCDS at new EASA template. - Correction of J.I paragraph 3 data concerning CRI F-14 further to re-issue of the TCDS at new EASA template. - Adding of J.III paragraph 2 missing data concerning applicability of MOD70-0549-00. - Correction of J.III paragraph 3 data further to re-issue of the TCDS at new EASA template. - Section K becomes Section M due to adding of Sections K and L, as well as Section L, which becomes Section N. Adding Section K for TBM910 with new following major modifications: - MOD70-0539-00 Version H (G1000 Nxi Integrated Flight Deck Phase II), - MOD70-0632-34 (Magnetometer MD032 integration) only applicable with MOD70-0462-34 (MD302 Magnetometer), - MOD70-0619-11 (Modification of cabin interior markings) and - MOD70-0570-30 (Automatic advisory In Flight ice detection system) Adding of Section L for TBM940 with new following major modifications: - MOD70-0649-00 (G3000 Software V21.25), - MOD70-0632-34 (Magnetometer MD032 integration) only applicable with MOD70-0462-34 (MD302 Magnetometer), - MOD70-0619-11 (Modification of cabin interior markings) - MOD70-0570-30 (Automatic advisory In Flight ice detection system)And And - MOD70-0550-00 (Auto-throttle) and CRI F110	

Issue	Date	Changes	TC Issue No. & Date
Issue 15	28/07/2020	Update according to the EASA TCDS template Issue 2 of 2019: - New heading page and content review - TC holder name deleted in Sections A, B, C and D, paragraph General. Other modifications: - Manufacturer name changed in Sections A, B, C and D, paragraph General: SOCATA becomes COMPAGNIE DAHER. - All Sections when applicable: o Corrections of airspeeds to be consistent with AFM data. o Paragraphs OSD: Update of MMEL revision and approval date - Section F, paragraphs F.III and F.V: Adding of details for MOD70-0315-25 Cabin multi-configuration - Section G: o Paragraph G.IV : Correction of Supplement 50 edition and revision valid for TBM900 airplanes o Paragraph G.V: correction of an oversight: addition of Supplement 53 Edition 1 Revision 2 for airplanes equipped with optional MOD70-0505-25 Version C "Cabinet installation: Lavatory compartment". - Sections H, I and J: Closing of effectivity for TBM930 airplanes and TBM910 airplanes pre-2019 - Sections I and J: Correction of title - Corrections of error concerning fuel total usable capacity in gallons for TBM930 and TBM940 airplanes Section L: Introduction of new Major Change: MOD70-0650-34 "Emergency Autoland/HomeSafe System" - Paragraph L.I: EASA approval date + Eligible S/N - Paragraph L.II: o Adding of reference date for determining the applicable requirements o Special conditions: Adding of CRIs F-201 and F-202 - Paragraph L.III: Paragrahs Description and OSD modified according to integration of MOD70-0650-34 - Paragraph L.IV, Flight Manual and Maintenance Manual Editions and revisions modified to be valid for airplanes equipped with MOD70-0650-34 - Paragraph L.V: Addition of a note for MOD70-0650-34	
Issue 16	25/03/2022	Section M: introduction of new Major Changes: MOD70-0621-76: « Engine power increase, Engine Control and e-Throttle », MOD70-0665-61: « 5 blades Raptor Propeller », MOD70-0753-00: « Software Upgrade », MOD70-0646-21: « ENVIRO components Based ECS», MOD70-0680-10: « Weight and Balance Modification »:	
Issue 17	11 July 2022	Section M.II: Corrections of Airworthiness Requirements and Requirements elected to comply sections	
Issue 18	20 December 2022	Table of content update. Change of TCH address in heading page and Section O.	

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