

YEARBOOK 2023



TBM
KODIAK



EDITORIAL

Flying into 2024!

This issue of the Daher Aviator's Yearbook provides a summary of our main news and developments during the past year, as well as an initial look ahead. We've spotlighted the 2023 activity with a selection of stories from the Newsletters that were published throughout the year by our team at Daher's Aircraft Division.

If 2022 marked key milestones for Daher's aircraft activities – including our launch of the new Kodiak 900 and the TBM 960 – the past 12 months enabled us to build on these achievements in the marketplace. Each aircraft sale and delivery represented a journey that stems from the partnership and shared vision with our customers, operators, the Network and partners. It is a testament to the innovation and safety that define our brand, as highlighted in the 2023 Yearbook's stories.

The TBM 960 has become a true success, bringing together all of the innovation that we've pursued throughout the years. The TBM's "digital power" was enhanced with our introduction of the digitally-controlled PT6E-66XT turboprop engine and its systems on the TBM 960, joining the integration of the game-changing HomeSafe™ autoland that entered service on the TBM 940. Therefore, it's no surprise that we kept up the sales pace in 2023, with the 500th TBM 900-series aircraft delivery milestone achieved in less than nine years – including the 100th TBM 960 provided to a customer in under two years.

On the Kodiak side, we fully integrated this highly capable multi-role airplane into the Daher support and service organization. And as part of Daher's commitment to continuous improvement – applied successfully over the years for the TBM aircraft family – we introduced the Hartzell 5-blade composite propeller for Kodiak 100s, which will become standard in 2024 for new production aircraft.

The Newsletter articles reproduced in the 2023 Daher Aviator's Yearbook also highlight the enhancements in Kodiak manufacturing and assembly at the Sandpoint, Idaho industrial site – including a major Daher investment for an on-site paint facility that streamlines the production process.

Overall, Daher continues its commitment to the future of aviation – beginning with sustainability. This is why we are a vocal advocate for available and affordable Sustainable Aviation Fuel (SAF). We use every opportunity to underscore the potential of these new fuels in significantly reducing aviation's carbon footprint, while pursuing other advances – such as flight tests of the EcoPulse hybrid-electric demonstrator aircraft in a cooperation with Airbus and Safran.

Another commitment is summed up by our phrase: "Daher cares for those who care for aviation." From non-profits and volunteer groups to humanitarian organizations and government agencies, Daher always has been committed to assisting and supporting those who share our vision of safeguarding aviation for the benefit of all.

As an example, this year's EAA AirVenture fly-in featured a Daher spotlight on the Recreational Aviation Foundation (RAF) – a volunteer organization that preserves America's backcountry strips and ensures their availability for the aviation community and others. As part of its commitment to the RAF, Daher provided the use of a Kodiak to assist U.S. Forest Service personnel in delivering essential equipment and material to isolated grass strips that normally require pack animals for resupply. This valuable contribution is detailed by one of the Daher Newsletter articles republished in this Yearbook, along with a story on Daher's support for the Backcountry Aviation Defibrillator Project in deploying automated external defibrillators (AEDs) at four airstrips in Idaho.

Many of you also show your support for communities and organizations through aviation by transporting patients under medical treatment via the Corporate Angel Network (CAN) or similar organizations, participating in disaster relief, or simply serving remote areas. We invite you to share this kind of experience for future stories in Daher Newsletters and the Daher Aviator's Yearbook, as it helps underscore the value of general aviation.

We thank all of the contributors to this Yearbook: owners, operators, pilots and members of the Kodiak/TBM Network, and we look forward to your new stories for our upcoming issues.

On behalf of everyone at Daher's Aircraft Division, I wish you a happy New Year, safe flights, good tail winds and blue skies!

Nicolas Chabbert
Senior Vice President
Daher's Aircraft Division

SUMMARY

PHOTO CREDITS

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The picture on pp. 57-61 were sent by the owners; Daher : all other pages

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FLY SAFE

Hartzell's five-blade composite propellers on the Kodiak and TBM: "Myths vs. Facts"

With the introduction of Hartzell's five-blade composite propeller on the Kodiak 100, Daher's multi-mission aircraft joins the Kodiak 900 and TBM 960 in benefiting from the capabilities of this highly capable configuration.

To inform the aviator community on the ruggedness of Hartzell's composite blades – especially on an aircraft such as the Kodiak for off-airport operations, the company has created the following series of:

"MYTHS VS. FACTS"

MYTH:

Composite blades are fragile and not nearly as robust as traditional aluminum blades.

FACTS:

Composite blades are actually much tougher than aluminum blades; and Composite blades offer superior strength, damage resistance and repairability vs. aluminum.

MYTH:

Composite-bladed propellers require special pilot handling, especially on ground runs and reverse operations.

FACTS:

Reducing operations that cause unnecessary blade damage should be avoided on any propeller -composite or aluminum;

- However, composite-bladed propellers do NOT require any different handling than traditional aluminum blades operating in the same environment.

MYTH:

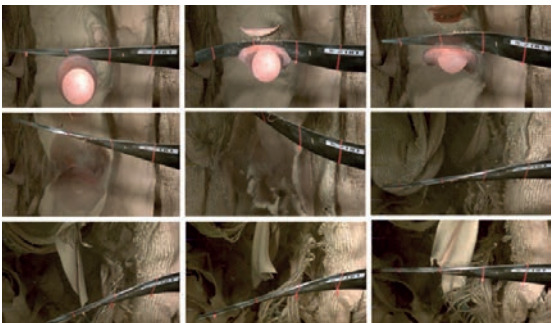
Composite blades are difficult to maintain, requiring special training and certifications to accomplish.

FACTS:

Repair categories are identical to aluminum blades:

- Minor repairs are performed by certified mechanics who follow publicly-available manuals and procedures ;
- Major repairs are performed at a propeller shop ;
- Factory-only repairs are performed by Hartzell.

A large number of propeller shops currently are certified to perform major repairs on composite blades, and the number of shops is continuing to grow.



This series of screenshots from a Hartzell video underscores the impact resistance of its composite propeller blades.

Daher is now delivering new-production Kodiak 100s equipped with Hartzell's composite five-blade propeller as an option, enhancing the aircraft's performance and further improving its sustainability.

The propeller retrofit for all in-service Kodiak 100s is offered via the Hartzell Top Prop program.

Key features of Hartzell composite propeller blades include a durable nickel-cobalt leading edge, a nickel erosion screen for FOD (foreign object damage) protection, urethane paint for improved erosion protection, and the use of aerospace-grade carbon fiber.

At a diameter of 96 inches, Hartzell's five-blade composite propeller on the Kodiak 100 has a ground clearance of 16.4 inches, retaining the aircraft's ability to operate from unprepared strips and in the amphibious version when equipped with floats.



Deliveries have begun for new-production Kodiak 100s equipped with Hartzell's five-blade composite propeller.



JAN FRIEDE - PILOT PROFILE

An African bush pilot is welcomed to the Daher aviator community

At this year's TBMOPA Europe meeting, one attendee had the unique distinction of being the newest TBM pilot - but who was still awaiting his first experience of flying the aircraft.

Jan Friede is the Chief Pilot/Safety Officer for the African Profile Safaris tour operator in Namibia, which utilizes Cessna Caravans and Cessna 210s. In addition to being a highly qualified African bush pilot, he now is taking on the additional role as the personal pilot for a TBM 960 owner who received his aircraft this week at Daher's Tarbes, France facility.

The owner lives in the U.K. with an extensive landholding in Namibia, and his TBM 960 will be used to connect the two locations – as well as to fly across Africa in exploring the continent's wonders.

“The owner is not a pilot, but he’s an adventurer who wants to discover different parts of Africa,”

therefore, we are a great match, as we will make discoveries across the continent together. And with the TBM, the continent – and the world – becomes much smaller.”

With 5,000 hours in his logbook, Friede's “day job” at African Profile Safaris involves flying customers throughout southern Africa, providing once-in-a-lifetime adventures on trips typically lasting seven to 14 days. Friede underscored that African Profile Safaris pilots “are fully qualified tour guides who happen to fly airplanes,” with extensive knowledge of the continent – including its parks and natural attractions.

“Throughout my career, I've been a true and proper bush pilot who flies to places where most people would never think about landing,” he explained. “While preparing to begin flying the TBM 960, I've been doing feasibility research on it for the past year – so I'm probably the pilot with the most knowledge on this aircraft without ever flying it!”

Friede's first real exposure to the TBM was related to the TBMOPA Europe meeting, having been aboard a TBM 940 as a passenger on a flight from Paris to the meeting in Anney for the event.

“The TBM is a truly awesome aircraft in every sense of the word,” he said. “It exceeded all of my expectations, even with the extensive research I've done.”

Friede is ready to use the Daher Me & My TBM application as he builds up flight time in the TBM 960: “It is a fantastic initiative, which I will use from the very start of my training. I can monitor my flying and see how I progress in the coming years. It's a great tool to improve skills and proficiency and for self-evaluation.”

He gives high marks to the welcome he has received from both Daher and TBM pilots. “For every single person that I have spoken to – whether they be at Daher or are TBM owners - their very first words are: ‘Welcome to the TBM family,’” Friede said. “This is unique in the aviation industry – and believe me, I know many people in this industry. It's clear that people love the TBM, including those who have been flying them for 20 years. They are as excited about the airplane as they were on the first day.”

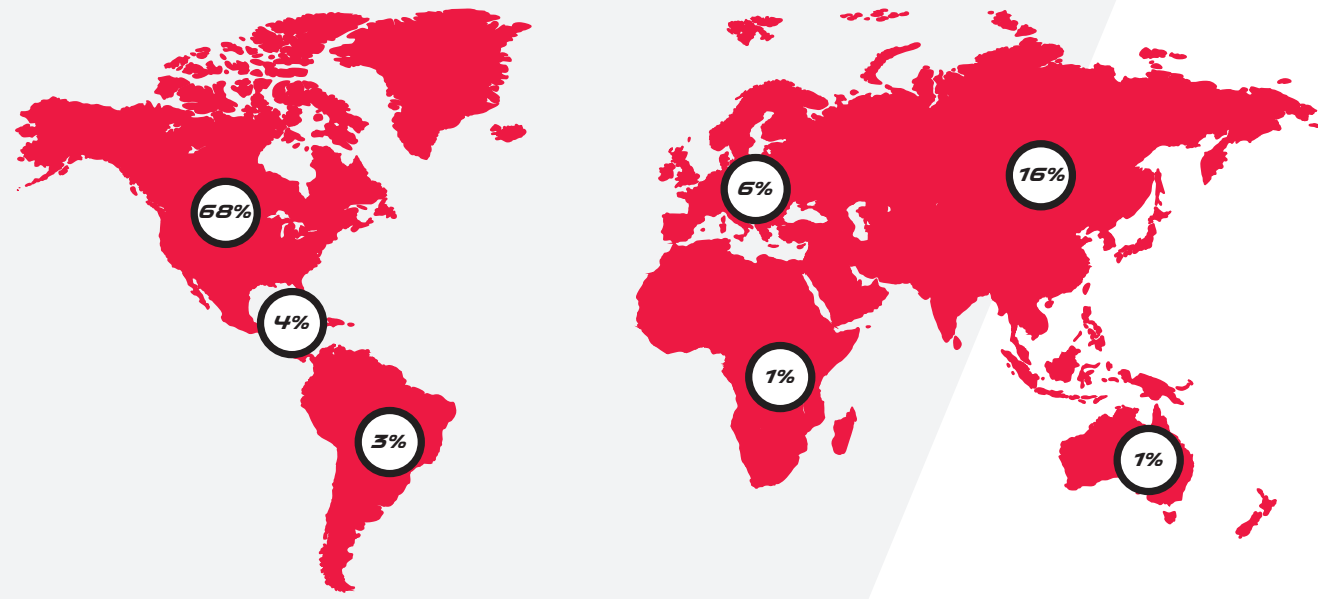
Friede looks forward to further exploring Africa in the TBM 960, building on his safari flights to locations that read like a travel guide to Africa, with destinations including Angola, Botswana, Kenya, Mozambique, Namibia, Rwanda, South Africa, Tanzania, Uganda, Zambia and Zimbabwe.



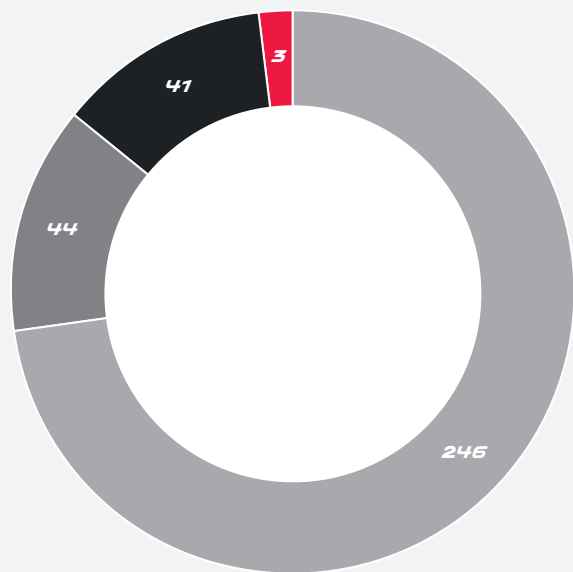
At the TBMOPA Europe meeting in Anney, France, Jan Friede shows his mobile telephone with the Me & My TBM app.



KODIAK WORLDWIDE FLEET DISTRIBUTION DECEMBER 2023



KODIAK FLEET DELIVERIES



- KODIAK 100 - SERIES I
- KODIAK 100 - SERIES II
- KODIAK 100 - SERIES III
- KODIAK 900

KODIAK FLEET FLIGHT HOURS



**334 KODIAKs
DELIVERED**

**384 100
HOURS FLOWN**

**28
SERVICE CENTERS**

G1000® NXI INTEGRATED FOR KODIAK

G1000 NXi retrofit

At the SUN 'n FUN Aerospace Expo, Daher and Garmin announced the G1000® NXi integrated flight deck retrofit for earlier-production Kodiak 100s, bringing next-generation avionics technology to in-service versions of this multi-role aircraft.

The upgrade is to be available through the Garmin dealer network; as well as Daher-operated maintenance facilities in Sandpoint, Idaho, Pompano Beach, Florida and Tarbes, France; along with Kodiak Authorized Service Centers.

Advantages of the G1000 NXi's modernized flight display include significant performance enhancements and innovative capabilities for Kodiak 100s,

providing improved flight planning, enhanced navigation and heightened situational awareness. In addition, the upgrade includes the GTX 345R transponder, offering benefits of ADS-B "In."

AMONG THE G1000 NXI'S FEATURES IN THE RETROFIT ON KODIAK 100S ARE:

- Improved processing power resulting in faster boot-ups, software loading, map rendering
- Supports display of ADS-B "In" benefits
- Flight Stream 510 (remote connection via Bluetooth for flight plans, database synchronization/updating, and ADSB data-in to PED)
- Latest graphical interfaces and software enhancements
- Brighter, smoother, more vivid displays with LED backlighting
- Compatible unlock cards
- Registration number added to PFD
- Enabled WireAware
- SurfaceWatch™ runway monitoring technology
- FIS-B weather and traffic included
- Enhanced guidance for visual approaches
- Geographical Map Overlay with the HSI
- Split-screen functionality
- European visual reporting points
- Display of sectional charts and IFR low/high enroute charts on the MFD
- Smart Airspace, highlighting the airspace nearest the aircraft's current altitude
- Database management improvements
- Compatibility with GWX 75 weather radar
- Six-pound weight reduction
- Compatible with all Kodiak factory legacy options on Kodiak 100s



The G1000® NXi integrated flight deck is shown as retrofitted for earlier production versions of the Kodiak 100.

DATA ANALYSIS FROM SOME 60,000 TBM FLIGHTS

Daher expands its “data world” capabilities in the support of TBM flight safety and operations



During the TBMOPA European Convention, Matthieu Noel—Betancourt of Daher's Aircraft Division provided an update on the company's use of data from the TBM fleet.

Daher is increasingly using data from the worldwide TBM fleet to focus on safety and operations, with some 60,000 flights now logged in the company's database.

“As systems aboard the TBM constantly evolve, data has become a key player for safety and ensuring that TBMs are flight-ready,”

Matthieu Noel--Betancourt, the Customer & Network Care Manager at Daher's Aircraft Division, told attendees at the TBMOPA European Convention.

Noel--Betancourt said the use of data has proven to be very effective in two key aspects: enabling pilots to become safer as well as more proficient; and solving issues encountered by TBM owners in a fast and efficient manner.

One key focus on data continues to be the Me & My TBM application, which has now been released in the sixth version since its 2018 introduction. Currently, the app is utilized by nearly 300 active users per month, with an average of 80 flights recorded every day – enabling pilots to self-assess their performance and monitor their scores as reported by the application.

“The Me & My TBM app allows pilots to review each flight in detail, with input generated on flight history and aircraft systems status,” Noel--Betancourt explained.

“Pilots who regularly use the app are continually improving their scores – thereby improving their flying skills.”

Based on customer feedback, Daher has put a focus on the approach and landing phases, with the app's scoring logic taking into account such datapoints as flap setting, approach speed, engine torque, descent rate and aircraft pitch at touchdown.

A new feature of the application's latest version is a report on the pilot's level of compliance with the Stabilized Approach Criteria. This report can be signed by the flight instructor and provided to the pilot's insurance provider.

Raphael Maitre, the Vice President of Customer Support at Daher's Aircraft Division, noted that the feedback from the TBM aviator community has been important for updates to the application's scoring logic, including input provided by TBMOPA members. In Version 6, the app's scoring assessment for the approach and landing phases has been adapted to begin at an altitude of 1,000 ft. (instead of the previous 500 ft. altitude), and the aircraft's pitch angle at 50 ft. is no longer counted in the scoring – but continues to be provided as an advisory.

Beyond the Me & My TBM app, Daher's wider evaluation of flight data has proven highly valuable for such aspects as data troubleshooting (for aircraft pressurization, autopilot, autothrottle, aircraft response, etc.), event monitoring (CAS messages, specific patterns/issues, etc.), and for overall fleet analysis.

“This wider use of data enables us to be faster in the identification of issues, as well as being more proactive in helping for troubleshooting – including coordinating maintenance with our Network service centers,” Noel--Betancourt concluded.



Among the new features of the Me & My TBM app's Version 6 is a report on the pilot's level of compliance with the Stabilized Approach Criteria.





FLY SAFE

Daher unveils the five-blade Hartzell composite propeller for Kodiak 100s



Hartzell's five blade composite propeller is shown on a Kodiak 100 (at left), and is displayed on Daher's exhibit stand at the SUN 'n FUN Aerospace Expo (right).

A FIVE-BLADE COMPOSITE PROPELLER FROM HARTZELL PROPELLER IS NOW BEING OFFERED ON THE KODIAK 100 FOR BOTH PRODUCTION AIRCRAFT AND AS A RETROFIT.

Announced at the SUN 'n FUN Aerospace Expo, this option enhances the turboprop-powered Kodiak 100's performance and further improves its sustainability. The propeller configuration will be 6.3 dB quieter and 13 lbs. lighter than the current four-blade metal propeller version, while reducing the aircraft's takeoff roll by six percent at maximum gross weight.

At maximum torque, the five-blade propeller turns at 2,000 rpm, which is 200 rpm slower than the current metal propeller configuration

In addition to reducing vibration aboard the aircraft, the propeller lowers the Kodiak 100's flyover noise to 77 dB(A) below the European EASA and German LBA authority's stringent 78 dB(A) requirement.

"As an already-recognized reference in the STOL (short takeoff and landing) and multi-mission categories, the Kodiak 100 will be even more capable and quieter with the five-blade composite propeller,"

said Nicolas Chabbert, the Senior Vice President of Daher's Aircraft Division.

Hartzell tailored the propeller for its application on the Kodiak 100 and incorporated the company's lightweight Raptor hub technology. The 96-inch-diameter propeller has a ground clearance of 19 inches, retaining the Kodiak 100's ability to operate from unprepared strips.

The propeller will be available as an option on new-production Kodiak 100 Series III aircraft in 2023 with deliveries beginning in June, and is to become a production standard in 2024. The retrofit option for all in-service Kodiak 100s is offered via the Hartzell Top Prop program.



FLY SAFE



Daher's service center at Tarbes now is capable of working on both the TBM and Kodiak aircraft types.

The Tarbes, France headquarters of Daher's Aircraft Division is home base for the organization that coordinates worldwide support for the growing fleet of TBM and Kodiak aircraft, along with the legacy airplanes produced by its SOCATA predecessor company.

This location benefits from its proximity to the key functions of Daher's Aircraft Division – from design, engineering and flight test to technical publications, maintenance, service engineering and spare parts.

"We fully benefit from this proximity every day,"

explained Matthieu Noel-Betrancourt, the Customer & Network Care Manager at Daher's Aircraft Division.

He added: "As examples, we can have direct interaction with the Engineering and Technical Publications departments for an upcoming Service Bulletin, while also being able to bring an aircraft operator's issue directly to the attention of our experts in avionics or maintenance."

The Daher teams that work with aircraft operators and with the Network of service centers are now under the TBM & Kodiak Care branding. It reflects the company's integration of its support resources for these two aircraft following Daher's 2019 acquisition of the Kodiak product line.

Daher's own service centers now work on both the TBM and Kodiak aircraft types, which also is the case for an increasing number of independent authorized service centers in Daher's global Network.

Tarbes, France is the "beating heart" of worldwide support for Daher's in-service aircraft fleets

Tarbes is at the center of Daher's digital initiatives, including the increasingly capable Me & My TBM application. This app leverages the company's big data expertise to collect, process and analyze more than four million data points generated each day by the TBM in-service fleet.

Through its evolution of the Me & My TBM app during the past five years – with the sixth version now in operation – Daher has continually enhanced the application's flight monitoring ability to help pilots improve their flying skills, while introducing features for maintenance and sustainability.

Another focus in the digital domain is the enhancement of the Daher Aircraft Division's CRM (Customer Relationship Management) system, with the upcoming changeover to a more modern platform. This project is in the specification phase for the launch of development next year. The new system is targeted to be operational in 2024, and it also will contribute to enhancing the capabilities of the team to interact with owners and members of the support Network.

In addition to overseeing global support for Daher's turboprop-powered fleet of 1,150-plus TBMs and more than 300 Kodiaks, the Tarbes operation manages the company's support for the piston engine-equipped legacy aircraft manufactured by Daher's predecessor, SOCATA – which encompasses an estimated 600 Rallye and 1,600 TB-series airplanes in service today.



Olivier Grabe, who coordinates Daher's customer support for legacy aircraft, is shown with a TB 30 Epsilon at the company's Tarbes, France operation.



SERVICE CENTERS

UNITED STATES

45 NORTH AVIATION	Traverse City - MICHIGAN
AERO CHARTER, INC.	Chesterfield - MISSOURI
ATLANTA TURBINE MANAGEMENT	Lawrence - GEORGIA
AVEX AVIATION LCC	Broomfield - COLORADO
AVEX AVIATION LCC	Camarillo - CALIFORNIA
COLUMBIA AIRCRAFT	Groton - CONNECTICUT
CUTTER AVIATION	Addison - TEXAS
CUTTER AVIATION	San Antonio - TEXAS
DAHER AIRCRAFT	Pompano Beach - FLORIDA
ELLIOTT AVIATION	Eden Prairie - MINNESOTA
ELLIOTT AVIATION	Des Moines - IOWA
EXEC AERO	Orlando - FLORIDA
FTAIR	Memphis - TENNESSEE
JAMES AERONAUTICS, LLC	Louisburg - NORTH CAROLINA
KODIAK AIRCRAFT	Sandpoint - IDAHO
LOGAN	County Springfield - ILLINOIS
METAL INNOVATION INC	Aurora - OREGON
MUNCIE AVIATION	Muncie - INDIANA
RICE LAKE AIR CENTER	Cameron - WISCONSIN
SIGNATURE TECHNICAIR	Greensboro - NORTH CAROLINA

CANADA

AVWORKS AEROSPACE	Springbank - ALBERTA
CORPORATE AIRCRAFT RESTORATIONS	Oshawa - ONTARIO

MEXICO

AEROVITRO	Monterrey, Nuevo Leon
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SOUTH AMERICA

AEROSERVICIO S.A.	Santiago - CHILE
AMERICA DO SUL	Sorocaba - BRAZIL
EAGLE COPTERS SOUTH AMERICA S.A.	Santiago - CHILE
VOAR	Uberlandia - BRAZIL



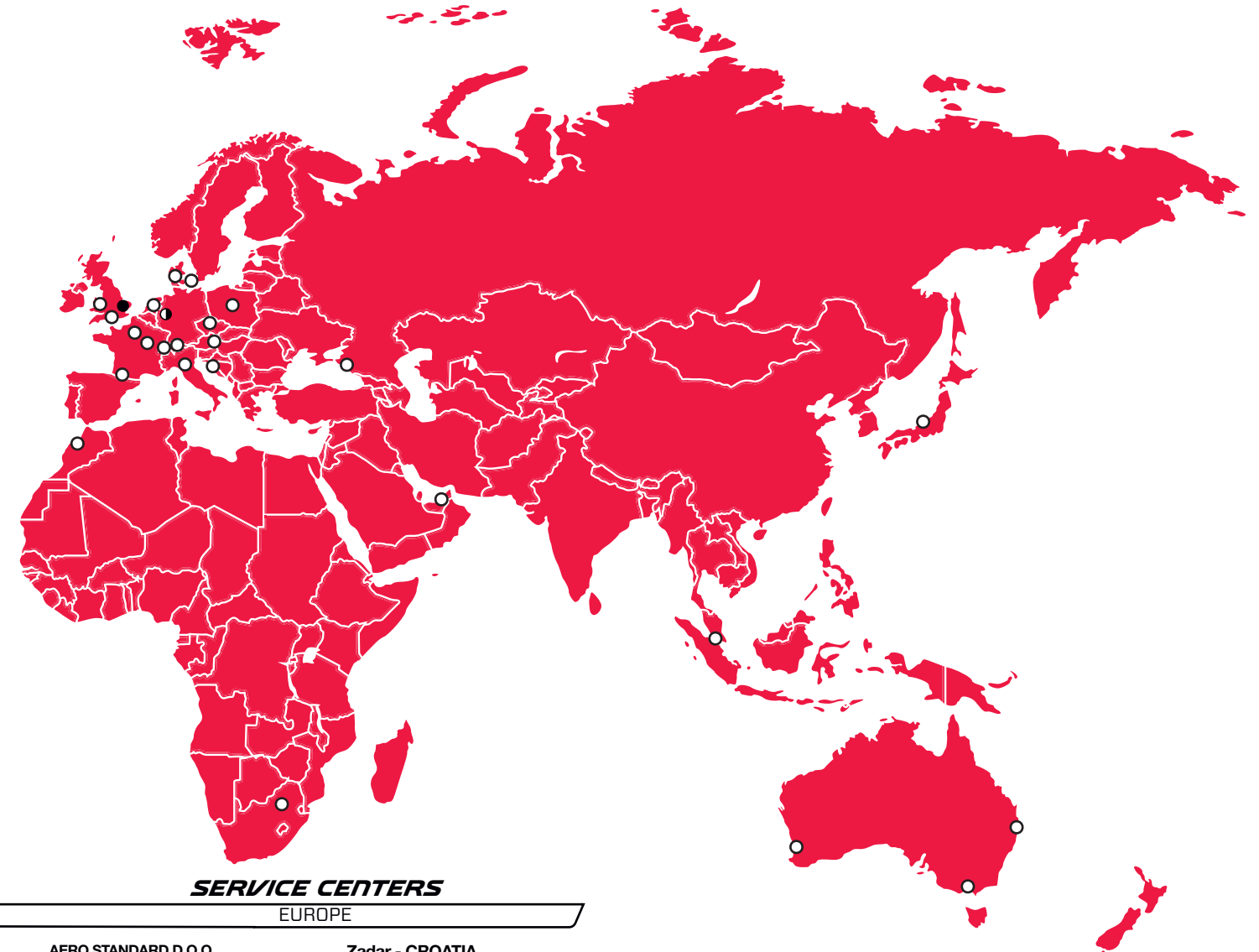
AUTHORIZED DISTRIBUTORS

UNITED STATES

AVEX AVIATION LCC	Camarillo - CALIFORNIA
AVEX AVIATION LCC	Broomfield - COLORADO
COLUMBIA AIRCRAFT	Groton - CONNECTICUT
CUTTER AVIATION	San Antonio - TEXAS
DAHER AIRCRAFT INC.	Pompano Beach - FLORIDA
ELLIOTT AVIATION	Eden Prairie - MINNESOTA
MUNCIE AVIATION	Muncie - INDIANA

MEXICO

AEROELICA SA DE CV	Toluca, EDO. DE MEXICO
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SERVICE CENTERS

EUROPE

AERO STANDARD D.O.O	Zadar - CROATIA
AAL	Altenrhein - SWITZERLAND
AIR SERVICE VAMDRUMP APS	Vamdrump - DENMARK
BARTOLINI AIR MAINTENANCE	Lodz - POLAND
COMPAGNIA AERONAUTICA EMILIANA	Parma - ITALY
DAHER AIRCRAFT	Tarbes - FRANCE
DAHER AIRCRAFT	Toussus le Noble - FRANCE
HRADECKA LETECKA SERVISNI SRO	Hradec Kralove, CZECH REPUBLIC
KEMPEN AIRCRAFT MAINTENANCE BV	Px Budel - NETHERLANDS
MCA AVIATION LTD	Bournemouth - ENGLAND, UK
MECANAIR SA	Ecuvillens - SWITZERLAND
RGV AVIATION LIMITED	Gloucestershire - ENGLAND, UK
RHEINLAND AIR SERVICE	Moechengladbach - GERMANY
TROYES AVIATION	La Chapelle St Luc - FRANCE
UNI-FLY	Odense - DENMARK
URBE AERO GMBH	Wiener Neustadt - AUSTRIA

MIDDLE EAST

GAMA AVIATION	Sharjah - UNITED ARAB EMIRATES
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AUSTRALIA

AIR GOLD COAST PTY LTD	Coolangatta - QUEENLAND
AIRFLITE PTY LTD	Moorabbin - VICTORIA
AIRFLITE PTY LTD	Jandakot - WESTERN AUSTRALIA

AFRICA

208 AVIATION CC	Pretoria - REPUBLIC OF SOUTH AFRICA
MDS AVIATION	Aïn Harrouda - MOROCCO

ASIA

JET AVIATION	Singapore - SINGAPORE
OKAYAMA AIR SERVICE CO. LTD	Okayama - JAPAN

AUTHORIZED DISTRIBUTORS

EUROPE

FLYING SMART LTD	London - ENGLAND, UK
RHEINLAND AIR SERVICE	Moechengladbach - GERMANY





DAVID HERMEL, PILOT PROFILE

As a five-time TBM owner, David Hermel gives high marks to Daher's turboprop-powered aircraft family

David Hermel – who just took delivery of a new TBM 960 – has a simple answer when asked why this is the fifth TBM family aircraft that he has owned: “It’s because of the TBM’s excellent reliability, the great service I receive as an owner, plus the love and care that the Daher team puts into building the airplane.”

Operating from Wyoming’s 46U Alpine Airpark near Jackson Hole, Hermel was the previous owner of a TBM 850, TBM 900, TBM 930 and TBM 940. Having retired after selling his distributor business in Minnesota, he flies for pleasure to destinations that include Florida and the Bahamas – often with his wife.

“The TBM is unmatched with its ‘bang for the buck,”

Hermel explained. “What other aircraft can efficiently fly 1,700 nautical miles nonstop, and uses the less-expensive jet fuel?”

Taking full advantage of the TBM’s range and reliability, Hermel is looking forward to a true adventure later this year. He will be joined by Dirk Reuter (a record-setting TBM pilot) for a voyage to the South Pacific – returning via South America with stopovers that include Chile’s famous Easter Island.

For safety and enhanced situational awareness, Hermel said he appreciates the TBM’s e-copilot® systems, including the ESP (Enhanced Safety Protection), USP (Under Speed Protection) and EDM (Emergency Descent Mode). With the TBM 960, this has been expanded with Daher’s integration of the HomeSafe™ emergency autoland system, as well as the dual-channel digital EPECS IEngine and Propeller Electronic Control System).



At the recent SUN 'n FUN Aerospace Expo in Florida, David Hermel visited the cockpit of the TBM 960 demonstrator aircraft displayed on Daher's exhibit stand.

Training and education are important factors for Hermel in maintaining his piloting proficiency, and he undergoes recurrent training twice a year. Hermel gives high marks as well to the safety seminars offered by dealers in the Daher-approved Network, which enables “continuous learning” about the aircraft and its systems – and also provided the opportunity for his wife to go through a companion familiarization course.

“Additionally, the TBM Owners and Pilots Association is the best organization of its type,” Hermel added. “I’m always learning something with the TB-MOPA group.”

Another focus is the Me & My TBM application, which enables Hermel to self-assess his skills, particularly during landings. “The Me & My TBM app is a great way for a pilot to self-rate his or her performance, and makes us concentrate on the key aspects of flying,” he concluded.



Configured in the black and pewter grey version of Daher’s Sirocco paint scheme, David Hermel’s TBM 960 (S/N 1471) is readied for delivery from the Tarbes, France production facility for TBM.



TBMOPA'S COMMITMENT TO TBM AIRCRAFT SAFETY

*The 2023 TBMOPA Annual Convention:
Flight safety remains the association's top priority*



The "Daher and More" session was one of the TBMOPA 2023 Annual Convention's highlights, generating a lively discussion with attendees after the panel discussion's conclusion.

The 2023 Annual Convention of the TBM Owners and Pilots Association (TBMOPA) marked a new step in the organization's commitment to serving Daher TBM aviators with its focus on flight safety and operational efficiency.

In wrapping up his year-long chairmanship at this month's event in Colorado Springs, Colorado, Andrew Cragg highlighted the TBMOPA achievements during the past 12 months – meeting deadlines set for ambitious goals in its strategic plan and benefiting from the involvement of many volunteers.

"These goals include the creation of a comprehensive safety program that will serve as a model for other general aviation associations, and will be a significant benefit to members who wish to maintain their aircraft and aviator skills at the highest level," Cragg noted. "They also involve the development of a modern, information-dense website that will attract new members and make a safer pilot of anyone who flies a TBM."

Daher continues its high level of support for the TBMOPA, including co-sponsorship of the 2023 Annual Convention and a high-level presence at the event with a team led by Nicolas Chabbert, Senior Vice President of Daher's Aircraft Division; and Raphael Maitre, the Vice President of Customer Support.

"The TBMOPA has always put the priority on flight safety, and I want to particularly recognize the association's emphasis on this important topic under the leadership of Chairman Andrew Cragg,"

stated Nicolas Chabbert. "The TBMOPA's annual convention is one of the priority gatherings for Daher each year, providing a unique opportunity to bring together customers, suppliers, and our Network of authorized service centers," Chabbert added.



Nearly 90 TBM aircraft – from the cornerstone TBM 700 to the TBM 960 version – were flown by owners and operators to Colorado Springs Municipal Airport (KCOS) for the TBMOPA's 2023 Annual Convention.



At the 2023 Annual Convention, the meeting's revamped format resulted in an increased number of panel discussions that generated greater interaction among participants and attendees.

Among them was a session entitled: "Daher and More," involving Nicolas Chabbert; Raphael Maitre; Paulo Castro, the Director of Customer Support; Matthieu Noe--Betancourt, Customer & Network Care Manager; Alejandro Prem, Training & Knowledge Manager; and Jeffrey Lenorovitz, Daher Vice President – Communications.

This session provided an overview of the TBM product line's development, including the origins of the aircraft's designation. It was derived from the initial cooperation with Mooney on an airplane having a targeted 300-kt. cruise speed. "TB" represented the French partner's industrial site in Tarbes; and "M" for Mooney.

The cornerstone TBM 700 was rolled out by the Daher predecessor company, SOCATA, in June 1988, followed by its maiden flight one month later. A total of 10 variants have evolved as the TBM advanced in terms of safety, performance and efficiency: the TBM 700A (1990); TBM 700B (1998); TBM 700C (2003); TBM 850 Legacy (2005); TBM 850 G1000 (2008); TBM 900 (2014); TBM 930 (2016); TBM 910 (2017); TBM 940 (2019); and TBM 960 (2022).

Topping the success of this evolution is the TBM 960 – the fastest-selling of any TBM version, with 100-plus TBM 960s currently on order (exceeding two years of production), and 80 deliveries completed as of mid-July.

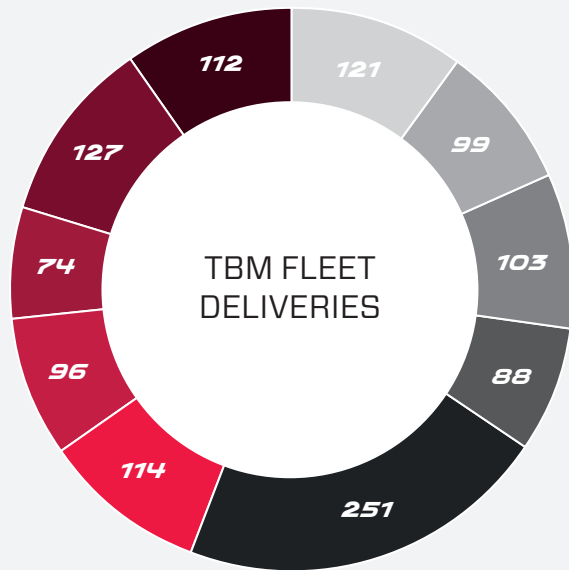
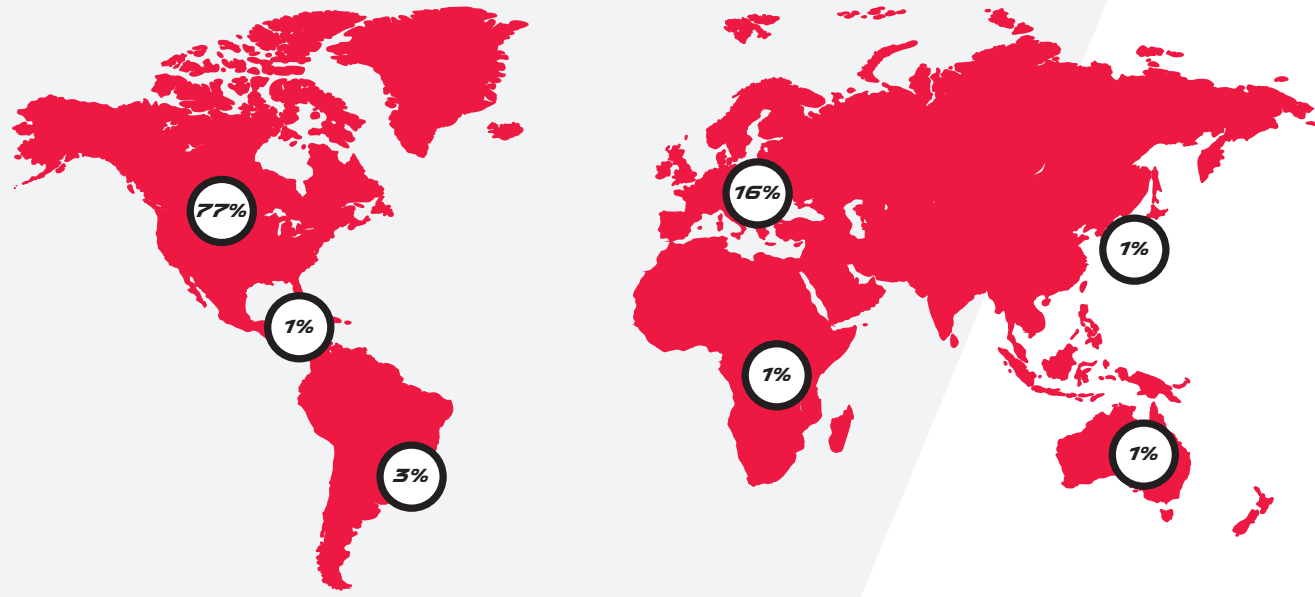
The "Daher and More" session also spotlighted the TBM fleet's flight time total of a combined 2.6 million flight hours, and it noted the upcoming milestone of the 1,150th TBM delivery overall.

During the TBM Annual Convention's live auction of donated TBM equipment, systems, and accessories – as well as travel experiences and adventures – a new record high of \$260,000 was raised for the TBMOPA Foundation. This 501(c)(3) charity contributes to the future of aviation through scholarships that support the Able Flight nonprofit aviation organization, enabling flight training and aviation career training scholarships for pilots with a variety of physical disabilities (including wounded or disabled veterans). The TBMOPA Foundation also offers an annual scholarship at the Embry-Riddle Aeronautical University for a student from an underrepresented community.

Daher's contribution to the auction was a themed Canadian adventure package for two, based on the amphibious capabilities of the company's Kodiak multi-role aircraft. It included a Kodiak flight experience at Hydravion Aventure's Hydrobase (seaplane base) on Quebec's Saint-Maurice River.

TBM WORLDWIDE FLEET DISTRIBUTION

DECEMBER 2023



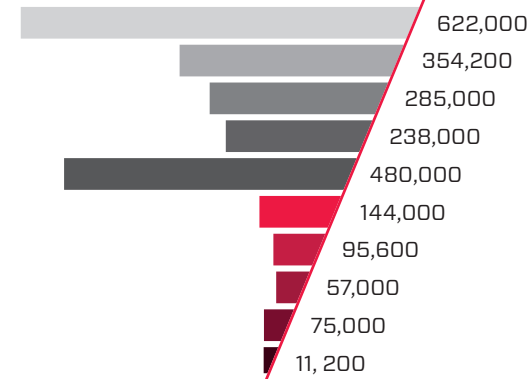
- TBM 700 A
- TBM 700 B
- TBM 700 C
- TBM 850
- TBM 850 (G1000)
- TBM 900
- TBM 930
- TBM 910
- TBM 940
- TBM 960

1,185 TBMs DELIVERED

2.37 MILLION HOURS FLOWN

50 SERVICE CENTERS

TBM FLEET FLIGHT HOURS





WITH DAHER, YOU'LL NEVER FLY ALONE!

Daher offers the Kodiak and TBM's best-in-class warranty protection and all-inclusive maintenance packages for new aircraft. And now, we've reinforced our commitment to customer satisfaction by bringing together all support services and teams under a single brand: Kodiak and TBM Care. This is why our turboprop aircraft families both remain the choice of aviators worldwide.

Ask a Kodiak & TBM Care Experts
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OUR PRIORITIES: SAFETY AND EFFICIENCY

THE TBMOPA EUROPEAN CONVENTION

The 2023 TBMOPA Annual Convention: Flight safety remains the association's top priority



The ramp at Haute-Savoie Mont-Blanc Annecy Airport was alive with TBM activity as owners and operators arrived in southeastern France for the 2023 TBMOPA Europe Convention.

This month's TBMOPA Europe Convention brought together owners and operators from Europe and Africa for three days of briefings and social activity, reinforcing this association's role in unifying the TBM aviator community for safe and efficient flight operations.

Nicolas Chabbert, the Senior Vice President of Daher's Aircraft Division, underscored the importance of TBMOPA for Daher, enabling the company to keep in touch with the growing number of TBM owners and operators as aircraft deliveries surpass the 1,160 mark.

"We remain firmly committed to working with TBMOPA with the goal of continual improvement in flight safety,"

Chabbert said during his opening remarks at the convention adding:

"As importantly, we all need to work together in defending the general aviation sector with the increasing pressure today on environmental issues, especially in Europe."

He commended TBMOPA for opening the association's membership to Kodiak aircraft

customers after Daher's acquisition of this multi-role aircraft, with the offer of an initial six-month complimentary membership already attracting a number of Kodiak owners/operators.

Chabbert noted that Kodiak provides multiple advantages for Daher by widening the product line, increasing the scope of its service center Network, and creating synergy as the result of TBM/Kodiak commonality in engines, propellers and avionics suppliers.

David Fabry, who organized the 2023 TBMOPA European Convention, said the event attracted more than 70 attendees to the Imperial Palace hotel in Annecy, France, with 25 TBMs arriving at the Haute-Savoie Mont-Blanc Annecy Airport. Fabry is the founder of Flying Smart, a U.K.-based authorized TBM distributor.



During his TBMOPA European Convention briefing, Nicolas Chabbert provided a TBM program update and outlined Daher's strategy to support the future of general aviation.

DELIVERY OF LIFESAVING DEFIBRILATORS

Daher delivers lifesaving defibrillators to backcountry Idaho airfields with Kodiak 100s



Daher's Kodiak 100 takes off from Johnson Creek to complete one of the company-sponsored defibrillator deployment flights in coordination with the Backcountry Aviation Defibrillator Project.

Daher has provided two Kodiak 100s – along with pilots, fuel and logistics assistance – to deploy automated external defibrillators (AEDs) at four remote airstrips across the state of Idaho, continuing its support for the availability of backcountry airfields that are valuable resources for everything from outdoor adventures to serving agencies/organizations that protect the environment.

Using the Kodiak's exceptional short takeoff and landing (STOL) capabilities, these flights were performed in coordination with the Backcountry Aviation Defibrillator Project. Deliveries of the AEDs were made to Cavanaugh Bay (66S) in northern Idaho, not far from Daher's Kodiak production site at Sandpoint; to Big Creek (U60) and Johnson Creek (3U2) in the state's central portion; and to Smiley Creek (U87) in south-central Idaho.

Sam Perez, the Backcountry Aviation Defibrillator Project's organizer, thanked Daher for its support with the Kodiak 100s. "The Idaho Aviation Association is exceptionally grateful for Daher's generosity and support of our mission to install these lifesaving defibrillators in Idaho's remote backcountry airstrips," he said. "We could not have done so without the help of Daher and our many donors who helped pay for defibrillator units. Now, aviators and general aviation enthusiasts who use these remote airstrips will have a fighting chance should a cardiovascular event occur."

The flights were performed earlier this month, and are the perfect complement to Daher's ongoing support of the Recreational Aviation Foundation –

for which the company recently utilized a Kodiak to airlift U.S. Forest Service personnel and equipment into two isolated grass strips in the mountains of southeastern Idaho.

"At Daher, our philosophy is: 'We support those who care for aviation,' and the Backcountry Aviation Defibrillator Project flights are a continuation of this commitment,"

explained Nicolas Chabbert, the Senior Vice President of Daher's Aircraft Division and CEO of Kodiak Aircraft, who piloted one of the Kodiak 100 defibrillator delivery missions.

According to Sam Sandifer, technical advisor for the Backcountry Aviation Defibrillator Project, the goal is to position AEDs at high-traffic remote airstrips by deploying ZOLL 3 units that communicate via Wi-Fi to display their operational status. In the future, the defibrillators are expected to broadcast their availability and status using flight planning applications. The AEDs are acquired through donations to The Gem State Aviation Fund, a 501(c) (3) corporation that promotes aviation-related charitable and educational activities, primarily within the state of Idaho.

The defibrillator that was airlifted to Cavanaugh Bay is sponsored by Daher. The other AEDs were donated by: Lynn and Shirley McCullough (owners of a Daher TBM 910) for installation at Big Creek; Dr. Jon Berman (at Smiley Creek); and Rick Bosshardt (for Johnson Creek).



Delivering the Daher-sponsored ZOLL 3 defibrillator to Cavanaugh Bay with the Kodiak 100 are: Nicolas Chabbert, Senior Vice President of Daher's Aircraft Division and CEO of Kodiak Aircraft (second from left); with David Schuck, Senior Advisor at Kodiak Aircraft (at left). They are joined by Sam Perez, organizer of the Backcountry Aviation Defibrillator Project (at right); and Don McIntosh, District 1 Director for the Idaho Aviation Association.



Marcel Leblanc, Kodiak Aircraft's vice-president engineering and test pilot also participated to the defibrillator project by landing on remote airfields in the back country.



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COVINGTON AIRCRAFT	Okmulgee - OKLAHOMA
CENTRAL FLYING SERVICE	Little rock - ARIZONA
CUTTER AVIATION	Phoenix - ARIZONA
DAHER AIRCRAFT INC.	Pompano - FLORIDA
FARGO JET CENTER	Fargo - NORTH DAKOTA
FLIGHTLINE GROUPE INC.	Tallahassee - FLORIDA
KODIAK AIRCRAFT	Sandpoint - IDAHO
LEGACY AIR INC.	Broomfield - COLORADO
MAINE AVIATION	Portland - MAINE
MATHER AVIATION	Mather - CALIFORNIA
METAL INNOVATIONS	Aurora - OREGON
MID-CONTINENT AVIATION SERVICES	Wichita - KANSAS
MUNCIE AVIATION	Muncie - INDIANA
PREMIER JET CENTER	Eden Prairie - MINNESOTA
TURBO AIR	Boise - IDAHO

CANADA

AVIATION UNLIMITED	Oshawa - ONTARIO
SEALAND AVIATION LTD.	BRITISH COLUMBIA

MEXICO

AEROVITRO	Monterrey, Nuevo Leon
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SOUTH AMERICA

MTX AVIATION	Sao Paulo - BRAZIL
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AUTHORIZED DISTRIBUTORS

UNITED STATES

DAHER AIRCRAFT INC.	Pompano beach - FLORIDA
FLIGHTLINE GROUP	Tallahassee - FLORIDA
KODIAK AIRCRAFT	Sandpoint - IDAHO

CANADA

AVIATION UNLIMITED	Oshawa - ONTARIO
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SERVICE CENTERS

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DAHER AIRCRAFT	Tarbes - FRANCE
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RHEINLAND AIR SERVICE	Mönchengladbach - GERMANY

AUSTRALIA

AIRFLITE PTY LTD.	Perth - WESTERN AUSTRALIA
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AFRICA

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AVIATION CENTRE LTD.	Windhoek - NAMIBIA
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AUTHORIZED DISTRIBUTORS

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KODIAK
AUTHORIZED
DISTRIBUTOR

KODIAK
SERVICE
CENTER

THE G600 TXi AVIONICS RETROFIT

Daher launches the G600 TXi avionics retrofit for TBM 700s/TBM 850s at its Tarbes facility

A modern cockpit is key to the further improvement of flight safety, ensuring an environment that is functional and which provides optimum situational awareness.

The cockpits of TBM aircraft have evolved with the introduction of new versions as part of Daher's continual improvement strategy for its aircraft families.

This also is true for legacy aircraft, underscoring the company's commitment to the entire Daher aviator community – as reflected by its launch of Garmin G600 TXi avionics upgrades for TBM 700s and TBM 850s at the Tarbes, France headquarters facility of Daher's Aircraft Division.

The G600 TXi upgrade delivers a cost-effective and highly capable touchscreen glass cockpit suite for the early-production TBMs.

"Performing this upgrade at Tarbes benefits from the full resources and know-how of Daher's Aircraft Division – with the expertise that comes from those who design and build the TBM," explained Fabien Secorro, the Retrofit Manager in Service Engineering – Customer Support.

Secorro said these resources cover the entire G600 TXi upgrade process. It begins with the customer's selection of equipment and options, followed by the manufacture of the new cockpit panel and the upgrade installation – both of which are made to TBM production-level quality.

Another advantage of the G600 TXi installation as performed at Daher's Tarbes facility is the use of all-new wire harnesses for the upgrade – including high-speed data bus (HSDB) protocol/Ethernet wiring – and the removal of unused wiring to reduce weight, he added.



These photos compare TBM 700 cockpits, showing the "before" and "after" of a typical G600 TXi avionics upgrade.



With Daher's priority on quality work and safety, the G600 TXi upgrade performed in Tarbes, France uses all-new wire harnesses, along with the removal of unused wiring to reduce weight.

KODIAK 900



POWERPLANT

Type:	P&W Canada PT6A-140A turboprop	
Nominal power:	900 shp	
Usable fuel capacity:	322 US gal	1,219 liters

INTERNAL DIMENSIONS

Maximum cabin width	4 ft 6 in	1.37 m
Maximum cabin length	15 ft 10 in	4.83 m
Maximum cabin height	4 ft 9 in	1.45 m
Maximum volume in cabin	309 cu ft	8.75 cu m

EXTERNAL DIMENSIONS

Length	37.7 ft	11.4 m
Wingspan	45 ft	13.70 m
Height	16 ft 1 in	4.9 m
Wing area	240 ft ²	22.3 m ²

LOADING

Base Aircraft Empty Weight	4,470 lb	2,027 kg
Base Aircraft Useful Load	3,630 lb	1,647 kg
Maximum ramp weight (MRW)	8,100 lb	3,674 kg
Maximum takeoff weight	8,000 lb	3,629 kg

PERFORMANCE (ISA CONDITIONS, MTOW, NO WIND)

Maximum cruise speed at		
12,000 ft.	210 KTAS	389 km/h
Rate of climb	1,724 ft/min	8.7 m/s
Rate of climb at 10,000 ft.	1,273 ft/min	6.4 m/s
Certified ceiling	25,000 ft	7,620 m

RUNWAY DISTANCES

(ISA conditions, MTOW, no wind, 50 ft. obstacle clearance)

Takeoff	1,015 ft	309 m
Landing	1,460 ft	445 m

MAXIMUM RANGE

(Max. fuel, ISA, MTOW, no wind, one pilot, 45 min fuel reserve)

@ 12,000 ft		
210 KTAS cruise speed	969 NM	1,794 km
Endurance @ 210 KTAS, 12,000 ft (3,658 m.)		4.3 hours

PRODUCT SUPPORT SURVEY

Daher makes a clean sweep of Pro Pilot's 2023 Product Support Survey with TBM and Kodiak

PROFESSIONAL PILOT

2023 Turboprop Product Support Award



Daher 1st In 2023 PP Corporate Aircraft Product Support Survey, TP Division

SVP of Daher's Aircraft Division Nicolas Chabbert, VP of Customer Support Raphael Maitre, Dir of Customer Support Paulo Castro, Deputy Director of Customer and Network Care Erin Duebendorfer, VP of Aircraft Sourcing and Parts Delphine Bourdallé, Special Projects and AOG Mgr & NTSB Liaison Philippe Santoro, Customer and Network Care Mgr Matthieu Noel-Bétrancourt, and Dir of Training and Standards Wayman Luy.

Members of the TBM & Kodiak Care team joined with management of Daher's Aircraft Division for a "family photo" at the recent EAA AirVenture Oshkosh fly-in.

Customer service and operational safety go hand-in-hand as the top priorities at Daher, and the results of Professional Pilot's 2023 Product Support survey have once again confirmed the company's commitment to these critical areas.

For the third consecutive year, Daher topped the turboprop airplane division of Professional Pilot (Pro Pilot) magazine's annual Product Support Survey, with both the TBM and Kodiak aircraft included in this leading industry publication's ratings for the first time.

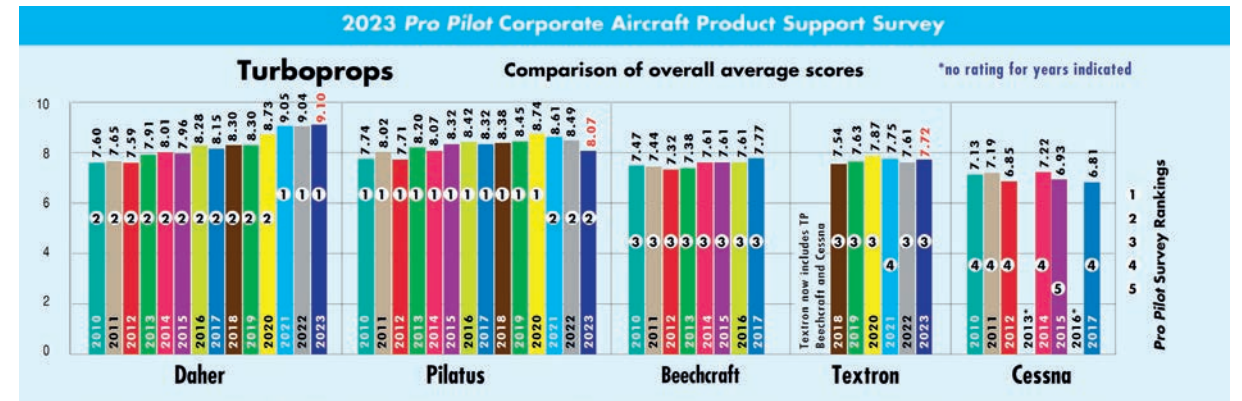
In achieving the no. 1 position, Daher swept the 2023 Pro Pilot survey's turboprop division with top marks in all seven categories for which aircraft owners and operators are asked to judge: company response time; spares availability; cost of parts; speed in AOG service (aircraft on ground); technical manuals, technical representatives; and service satisfaction.

"My thanks go to the TBM and Kodiak owners/operators who participated in the 2023 Pro Pilot survey," said Nicolas Chabbert, Senior Vice President of Daher's Aircraft Division. "I also want to acknowledge the dedication of our own TBM & Kodiak Care

teams, as well as members of the global Service Center Network."

Professional Pilot's annual Product Support Survey is considered a benchmark in the rating of aircraft manufacturers' after-sales service quality – with 2023 marking the 33rd year of the publication's evaluation.

The latest survey includes both product types in Daher's turboprop aircraft product line, with Pro Pilot incorporating Kodiak and TBM for the first time since Daher acquired Kodiak in 2019. Pro Pilot's policy is to rate newly acquired product lines separately for three years after an acquisition; therefore, Kodiak joins TBM for ratings under Daher's identity in the magazine's evaluations as of 2023.



Pro Pilot's Product Support Survey shows the turboprop division rankings from 2010 to 2023, with Daher in the top position for the past three consecutive years.

Raphael Maitre, the Vice President of Customer Support at Daher's Aircraft Division, said the company is constantly evolving its support strategy to meet the needs of TBM and Kodiak owners/operators. This includes the successful integration of Kodiak services into the company's expanded and strengthened support Network, along with a unification of its own Kodiak & TBM Care team.

"Additionally, we have taken great strides in putting 'digital power' to work for our aircraft operators, with our Me & My TBM cloud-based application as one example," Maitre added. "This app has taken us from preventive maintenance to a new era of predictive maintenance by bringing together some 600 parameters from every TBM flight – including data points from the engine, propeller system, autopilot and autothrottle, landing gear, and cabin pressurization."

Paulo Castro, the Director of Customer Support at Daher's Aircraft Division, confirmed that feedback from the yearly Pro Pilot survey enables Daher to concentrate its efforts on continual improvement.

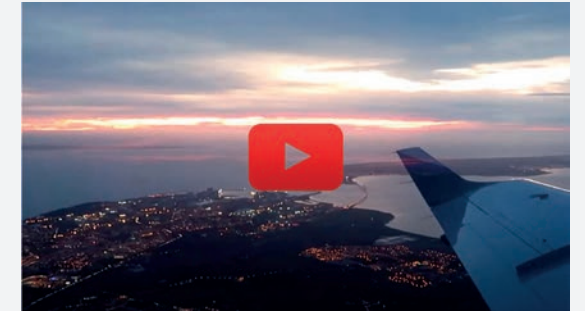
In addition to providing a voice for owners and operators, the survey's results can affect the value of TBMs and Kodiaks – both new and pre-owned, Castro stated. "Therefore, input from TBM and Kodiak owners/operators is needed for this annual evaluation to be a true reflection of the support that Daher provides," he concluded. "We're committed to keeping our best-in-class support, and we look forward to the active participation of the TBM and Kodiak aviator community in next year's survey."



TOP VIDEOS OF THE YEAR



Kodiak Grand Canyon
The Grand Canyon is one of the world's natural wonders, which is explored by YouTuber Kodiak MD while flying his Kodiak 100 during a trip that includes a landing at the Bar Ten Airstrip in Whitmore, Arizona, as well as a stopover at a nearby human-made wonder...Las Vegas.



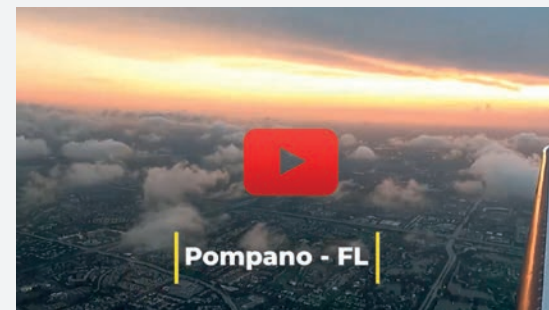
TBM 940 winter flight across the English Channel
With this video from the "Jay_B explorations" YouTube channel, take a TBM 940 winter flight across the English Channel to La Rochelle in France for lunch, followed by a night flight back to Oxford in the U.K.



At the recent SUN 'n FUN Aerospace Expo, John Hunt participated in the "Innovation Preview" forum, providing an overview of the Kodiak aircraft family's evolution under Daher's ownership (video by Aero-News Network)



Daher's ongoing series of "Tech Talks" videos provide useful information on various aspects of owning and operating the TBM and Kodiak



Andre Castellini, the globe-trotting TBM owner and pilot based in Brazil, provides a ride-along video for the delivery of his newest aircraft: a TBM 960



The 2023 EAA AirVenture fly-in, Daher underscored the company's continued backing of "those who care for aviation," which focused this year on the Recreational Aviation Foundation (RAF) and "The Gathering" fund-raising event by the EAA for education and outreach programs.



DAHER ACKNOWLEDGES TBM & KODIAK AVIATORS

Daher's awards ceremony at EAA AirVenture recognizes TBM and Kodiak operators for excellence

Daher has established a new annual tradition during the EAA AirVenture air show with its presentation of awards to TBM and Kodiak aviators for their excellence in flight operations and safety.

The following photo report provides highlights of last week's awards ceremony, which was held at Daher's Oshkosh exhibit stand.



Daher's Me & My TBM cloud-based application, which is now in its sixth version, continues to provide valuable data on the TBM fleet for Daher while also helping pilots to become more proficient and safer.

At Oshkosh, TBM 960 owner Tom McGrath (at right, in the photo above) received a Daher trophy for a recorded top ground speed in the Me & My TBM app of 492 kts., which was logged during a flight between Colonel James Jabara Airport (KAAO) in Wichita, Kansas and Manassas Regional Airport (KHEF) in Virginia. He received his award from a special guest: the French/Swiss professional racing driver (and pilot) Romain Grosjean.

In the photo above, at right, Grosjean presented a trophy to Bryan Dunsirn for a Me & My TBM app score of 99.8% while flying his TBM 910 during the most recent 25 consecutive flights. In addition to the award for this near-perfect performance, Dunsirn also received a special gift: a pair of Grosjean's signed racing gloves.

A total of 13 TBM aviators in attendance at EAA AirVenture had Top Aviator Scores of 90% and higher with the Me & My TBM app while flying TBM 850s, TBM 900s, TBM 910s, TBM 940s and TBM 960s during their most recent 25 consecutive flights.

They were: David Hatter, Kenneth Painter, Howard Janzen, Zain Asgar, Jim Thorpe, Ray McFeetors, Steve Walsh, Scott Marshall, Timothy Kingcade, Jim Penn, Jeff Karpel, Olivier Robert, and John Buzza. Many of them were present at Daher's Oshkosh awards ceremony to receive their trophies (in the photo below, at left), joined by Josh Richling, the crew chief for STOL Drag World Champion Steve Henry.



Daher's trophy for excellence by a Kodiak fleet operator was awarded to Bridger Aerospace, which operates Kodiak 100s in the suppression of wildfires. Accepting the Daher trophy was Jeff Maclean, Bridger Aerospace's Manager of Maintenance Operations (photo above, at right).

At the awards ceremony, Daher also announced the winner of its trophy for excellence by a Kodiak owner/operator: the Marco family.

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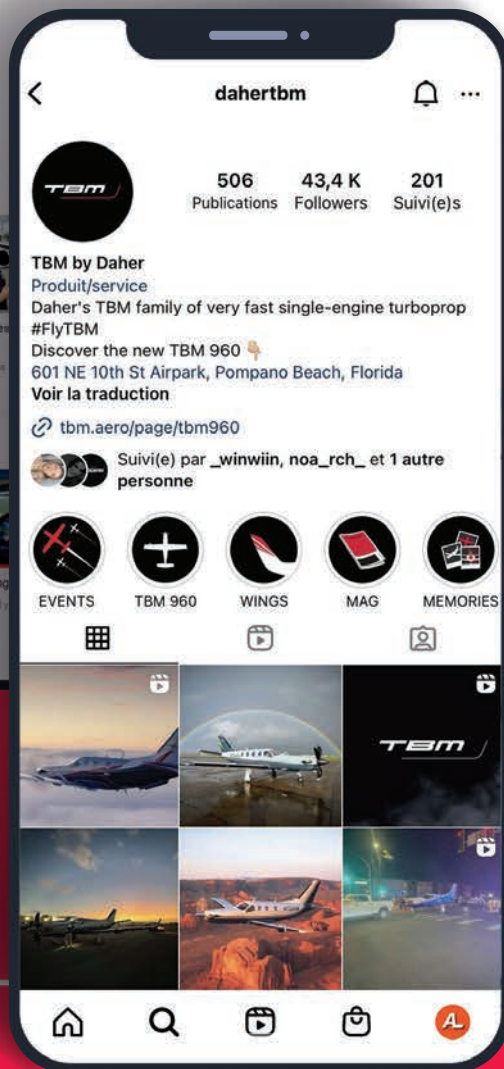
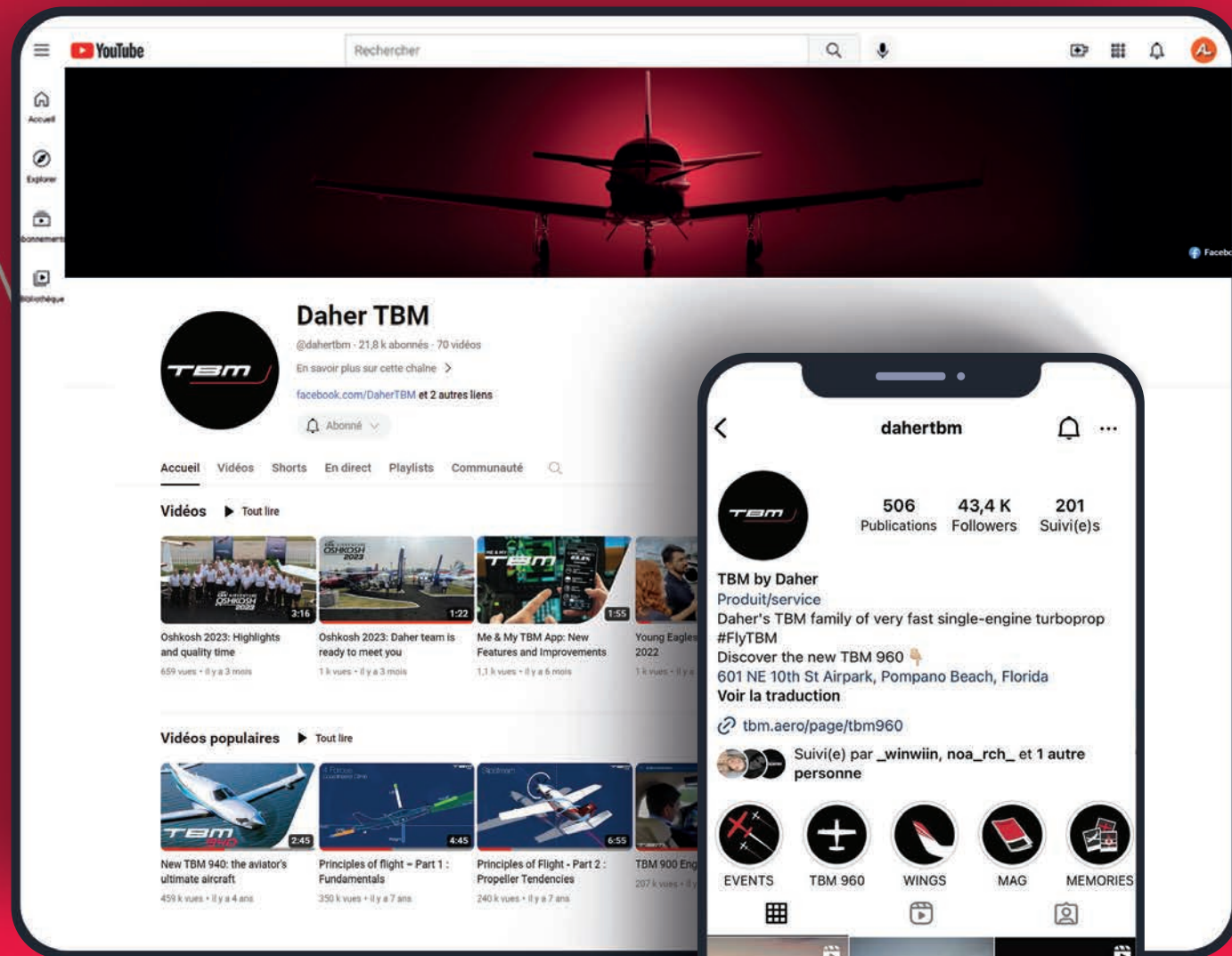
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LAUREL CATTO - PILOT PROFILE

Laurel Catto takes performance to new levels with the TBM 930 and her hangar construction business



As a pilot with approximately 400 flight hours in the TBM 930 (and 1,400 hours overall), Laurel Catto attended her first TBMOPA Annual Convention at the association's 2023 event in Colorado Springs, Colorado.

Describing herself as a "recovering lawyer," Catto is heavily involved in the front end of the hangar development process at High Performance Hangars, with the company's

team subsequently stepping in for the actual construction phase.

"Performance" is the operational word for Laurel Catto: from flying her TBM 930 (S/N 1176) to managing a family business that builds hangars at airports across the U.S.

Catto said there is a tremendous demand today for hangars in the U.S., and High Performance Hangars currently is building structures at three airports across the country. The company's hangars stand out on the field with single slope roofs and modern, color block designs.

She stepped up to the TBM 930 from operating a Cessna Turbo Stationair T206H, using the aircraft in company travel for her business – High Performance Hangars. With the tail number N930J, Catto has given her TBM the name "Jolene" after the famous Dolly Parton song.

Most recently completed was the Beta hanger at Canyonlands Regional Airport in Moab, Utah. The company's flagship project is a 12-hangar development at Garfield County Airport, Rifle, Colorado (a primary alternate to Aspen). Also in progress is a 10-hangar development at Georgetown Scott County Airport, Kentucky (an alternate to the airport at Catto's hometown of Lexington, Kentucky).

"Jolene is a 'getting there' airplane – for business and for visiting friends and family in Kentucky and Texas, as well as on both coasts of the United States," Catto explained while attending the TBMOPA 2023 Annual Convention.

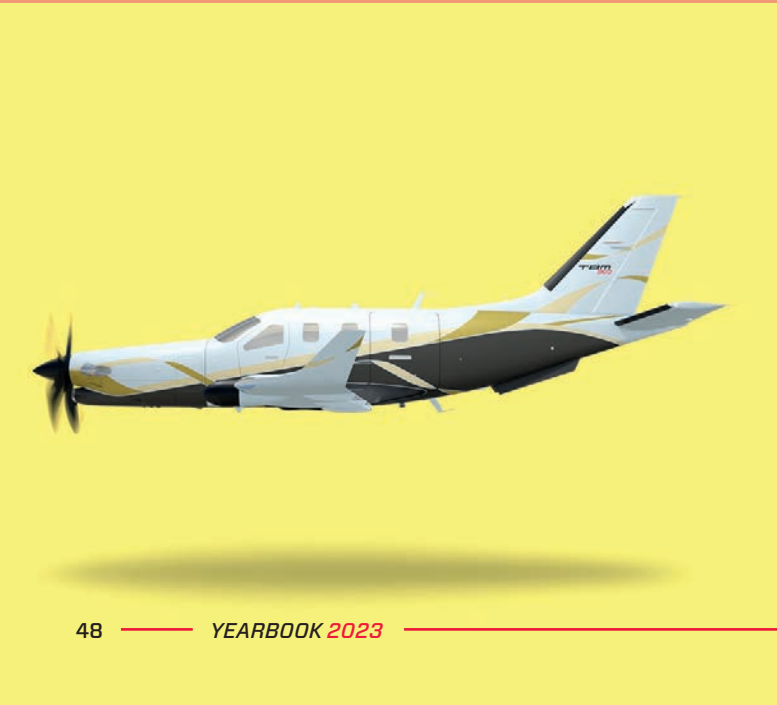
"We're targeting turboprop and light jet owners who don't want their aircraft parked on the ramp," she explained. "In delivering to this market, our hangars typically have 60 X 18-ft. doors."

"The Stationair wasn't up for the 'getting there' missions. For my husband, John, and me, the main lesson of the COVID-19 lockdown was a new priority to spend time with the people we care about."

The 2023 TBMOPA Annual Convention was the first for Catto. "Coming from a corporate and legal background, I understand the power of corporate culture," she said. "And I'm impressed at the culture of safety and self-awareness TBMOPA is building through its partnership with Daher and the suppliers. I hope the TBM pilot community will maximize the tools we're being given by benchmarking safety goals for the fleet. We'll be more successful if we work together and celebrate our successes."

She spent the first year of TBM ownership focused on training to safely achieve the step up from her turbocharged piston to the faster and much more capable TBM 930, logging 200 hours of mentored piloting time and earning her commercial pilot's license in the process. She has since added 200 more TBM hours to her logbook for a total flight time of 1,400 hours.

High Performance Hangars' website: www.highperformancehangars.com



FRANK BORMAN

Remembering Frank Borman: a true supporter of an international aviation industry

Frank Borman – the test pilot, astronaut and “god-father” of the TBM 700 at its 1988 rollout ceremony – passed away at the age of 95.

While at the U.S. NASA space agency, he commanded the Gemini 7 mission in 1966 and Apollo 8 in 1968, subsequently retiring and taking top management roles at Eastern Air Lines – a major U.S. air carrier at the time.



Frank Borman shakes the hand of Denis Legrand, the SOCATA technical director and test pilot, after their aerobatic flight in a TB 30 aircraft.

Following a spectacular roll-out light show, Borman christened the TBM 700. While TBM 700 had yet to take flight — it would occur a month later — Legrand arranged an aerobatic session for Borman at the controls of a SOCATA-built TB 30.



Frank Borman (at right) joined French synchronized swimming champion Muriel Hermine at the TBM 700's rollout ceremony.

Borman ultimately was able to experience the TBM 700's capabilities first-hand, performing a test flight on the 001 prototype with Legrand in April 1989. According to an article in Flying Magazine, Borman clearly understood the TBM's capabilities, stating that SOCATA had: "...done a good job with the handling qualities, and the air- plane's so quiet you can't believe it. I think they've got a winner." He correctly predicted that any concerns from potential operators about the airplane's single-engine status would prove to be insubstantial, adding: "The reliability of a turboprop just puts it in a different category."

Borman was an advocate for true international competition in the aviation industry. His efforts that contributed to Eastern Air Lines' landmark order for European-built Airbus A300 jetliners opened many doors in the United States, especially during a time when selling non-American-made airplanes was a challenging prospect. He acknowledged that the growing aviation expertise outside of the U.S. – particularly in Europe – could lead to the production and marketing of safe, efficient aircraft.

After stepping down from Eastern in 1986, he was asked to attend the TBM 700's rollout event at Tarbes in June 1988 by Pierre Gautier, CEO of the SOCATA predecessor company to Daher, and Denis Legrand, the technical director and test pilot.



Frank Borman and Denis Legrand



POWERPLANT

Type:	P&W Canada PT6E-66XT turboprop	
Thermodynamic power:	1844 hp	
Nominal power:	850 shp	
Usable fuel capacity:	292 US gal	1,106 liters

INTERNAL DIMENSIONS

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

LOADING

Basic empty weight	4,806 lb	2,180 kg
Maximum ramp weight (MRW)	7,650 lb	3,470 kg
Maximum takeoff weight	7,615 lb	3,454 kg
Maximum zero fuel weight	6,252 lb	2,836 kg
Maximum payload	1,446 lb	656 kg
Maximum payload with full fuel	888 lb	403 kg
Maximum luggage in storage areas (4 seats)	507 lb	230 kg
Maximum luggage in storage areas (6 seats)	330 lb	150 kg
Maximum luggage volume (large net)	30 ¼ cu.ft	0.989 cu.m

PERFORMANCE (ISA CONDITIONS, MTOW, NO WIND)

Maximum cruise speed at long-range settings	252 KTAS	467 km/h
Maximum cruise speed at 28,000 ft.	330 KTAS	611 km/h
Time to climb to 31,000 ft.		18 min 45 sec
Certified ceiling	31,000 ft	9,449 m

RUNWAY DISTANCES

(ISA conditions, MTOW, no wind, 50 ft. obstacle clearance)

Takeoff	2,535 ft	773 m
Landing	2,430 ft	741 m

MAXIMUM RANGE WITH MAXIMUM FUEL

(ISA conditions, MTOW, no wind, one pilot, 45 min fuel reserve)

@ 31,000 ft		
252 KTAS cruise speed	1,730 nm	3,204 km
290 KTAS cruise speed	1,585 nm	2,935 km
326 KTAS cruise speed	1,440 nm	2,666 km



FLYING MAGAZINE'S AWARD FOR THE KODIAK 900

*FLYING magazine's "Editors' Choice Award" spotlights
Daher's development of the Kodiak 900*

Daher's strategy of developing the new, enlarged Kodiak 900 while still retaining the excellent flight characteristics of its workhorse Kodiak 100 version was recognized with FLYING magazine's Editors' Choice Award, which was presented during last week's EAA AirVenture air show.

The new model took the high-performing, short-field wing of the Kodiak 100 series and stretched the fuselage, incorporated the cargo pod cohesively into the belly, powered it with a new Pratt & Whitney PT6A-140A turboprop, and streamlined it all behind a cowl that performs wonders in reducing drag."



In concluding the award write-up, the FLYING description said: The answer to the question, 'What's next in town-and-country flying?' has been firmly answered with the Kodiak 900, which is why we gave it our Editors' Choice Award this year.

With the Kodiak 900, Daher has opened up a new market segment and kept the good habits of the series from which it has been born.

Julie Boatman, FLYING Media Group's Editor-in-Chief (at left) joins Daher team members for the presentation of the Editors' Choice Award at an evening reception and dinner during the EAA AirVenture air show.

"Merging two 'aviation families' into one cohesive aircraft manufacturer - as Daher and Kodiak have accomplished over the past four years - deserves a round of applause," the FLYING editors explained in their award description. "To bring forth as its first consolidated effort a backcountry beauty like the Daher Kodiak 900 within that time frame is impressive indeed."

FLYING is one of the most respected aviation publications, and the parent FLYING Media Group has grown with the acquisition of numerous media brands, including magazines and online portals. Its editors are known for their comprehensive coverage of the aviation industry, as well as their perspectives on technology and trends.

The FLYING award description noted that the Kodiak 900 began as a "Kodiak 2.0 vision" years ago within the team of the previous Quest ownership "Daher's horsepower in advanced aircraft design and manufacturing propelled the project into FAA type certification in July 2022," the Flying editors noted.



The FLYING Editor's Choice Award is shown EAA AirVenture, (photo on top), along with the Kodiak 900 on Daher's exhibit stand.

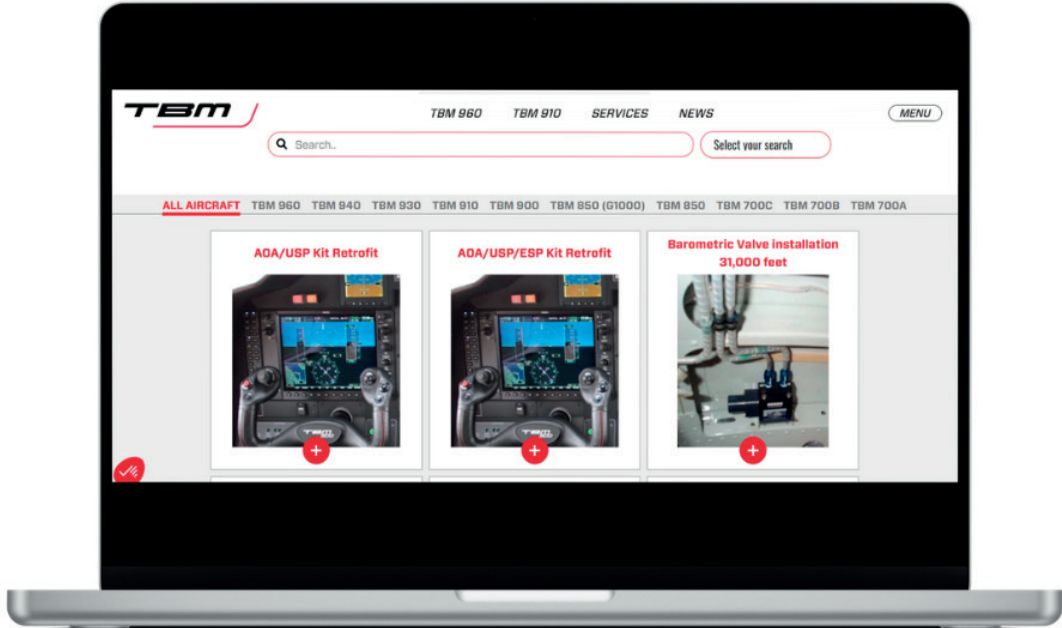


UPGRADE CATALOG

Daher's latest TBM Upgrade Catalog makes its debut at the TBMOPA Annual Convention

Daher's exhibit at the 2023 TBMOPA Annual Convention was a busy place, with many attendees taking time to review the newest catalog of retrofits, enhancements and improvements offered by Daher for the complete family of TBM aircraft.

This latest 128-page issue covers a full scope of Daher-approved upgrades in the categories of enhanced safety and increased performance, along with augmented comfort and style.



"The Upgrade Catalog is part of Daher's commitment to ensure that owners/operators of all TBMs – going back to the earlier-production aircraft – benefit from our continual focus on safety, as well as efficiency and comfort," explained Matthieu Noel--Betrancourt, the Customer & Network Care Manager at Daher's Aircraft Division.

He added that by regularly expanding the upgrade offerings, Daher customers benefit from the latest technology while bringing improvements to the value of their aircraft: "Even the earliest TBMs can offer many more years of flying enjoyment to their owners."

Noel--Betrancourt said a major effort goes into each upgrade – backed by the engineering, flight test and certification resources of Daher's Aircraft Division as the TBM manufacturer. The company

works with suppliers in developing and producing the appropriate equipment and systems, while also coordinating and informing its global service Network for the upgrades' availability and installation.

According to Noel--Betrancourt, a popular enhancement is the Vapor Cycle Cooling System upgrade, which serves as a highly cost-effective alternative for the current system on glass cockpit equipped TBM 850s, TBM 900s, TBM 910s, TBM 930s and TBM 940s. As the installation is relatively elaborate, Daher has ensured that the personnel at its service Network are trained and familiar with all steps involved in the upgrade. To date, 120 of the Vapor Cycle Cooling System upgrades have been ordered – with excellent feedback from owners and operators.



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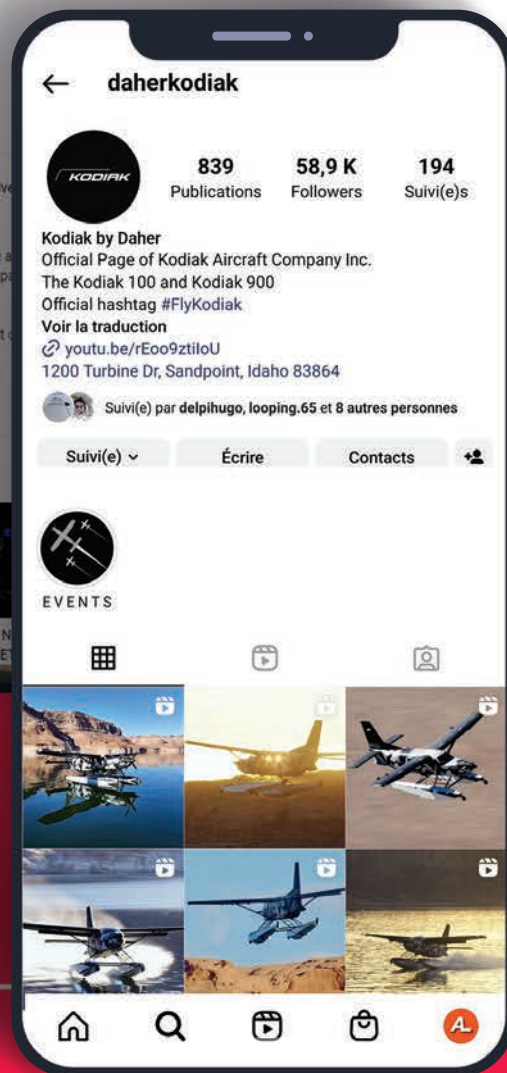
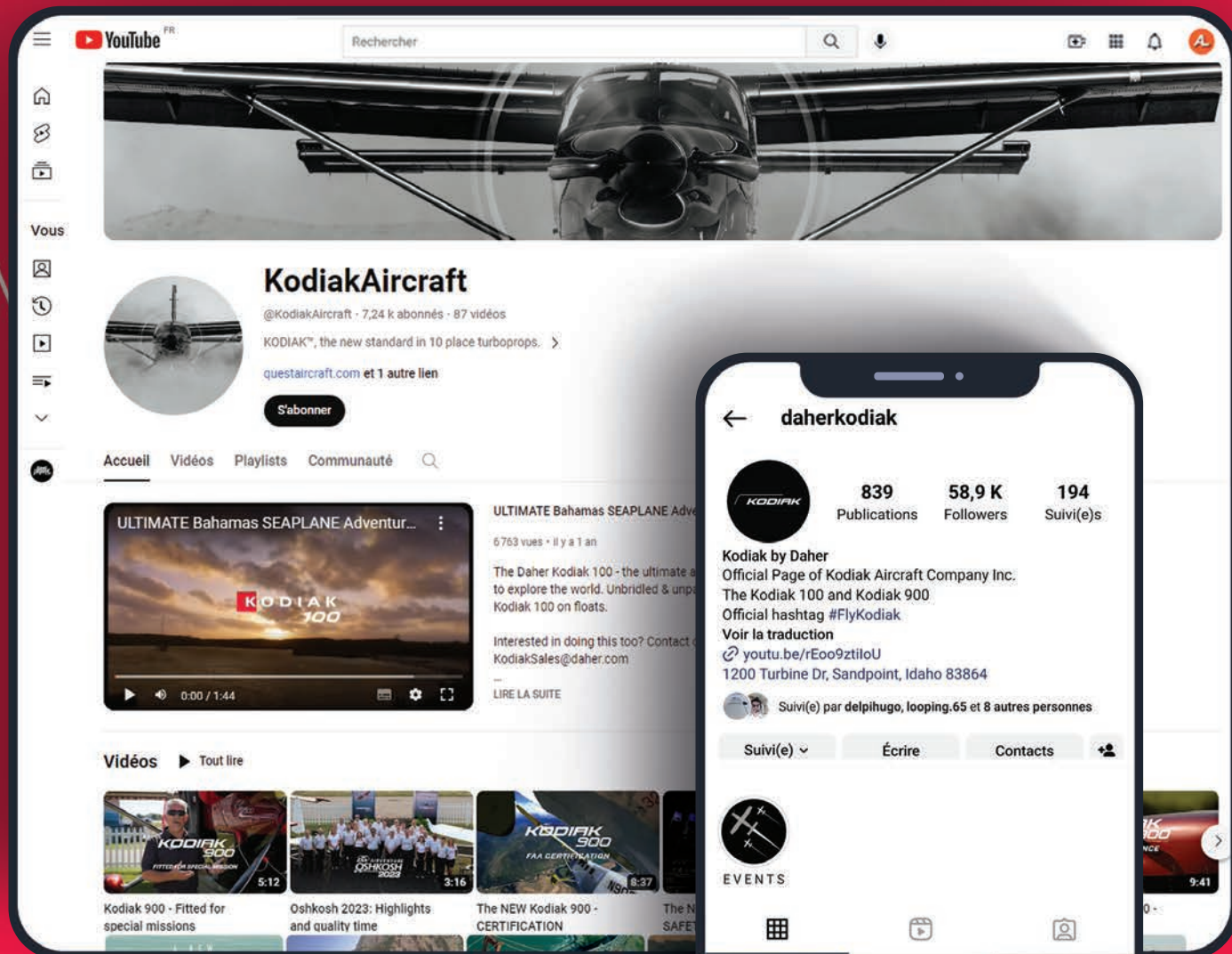
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TBM & KODIAK LOVERS

1,500 TBMs & Kodiaks produced... and many more stories

The following pages contain selections of TBM and Kodiak photos, sorted by serial number, with details provided by their owners and operators. These images reflect the diversity of operations performed by the aircraft – business flights, mission services such as the Kodiak deploying skydivers, or purely for private purposes. Some owners fly alone, others with their family and pets...while business colleagues join on certain flights. The pictures are from around the world: North America, Europe and South America, with some from Asia and Australia.

Helping in this photo collection task was the TBM Owners and Pilots Association (TBMOPA) which celebrated its 20th anniversary in 2023. The association gathers owners and operators of TBM aircraft in promoting safety, while also maximizing the pleasure and utility of their ownership experience. With Daher's

integration of the Kodiak aircraft into the company's airplane family, TBMOPA is now opening the association's membership to Kodiak owners/operators.

The photos show an interesting cross-section of the Kodiak and TBM active fleets, highlighting customer loyalty through various aspects. Some are "repeat buyers" who have owned a progression of TBM aircraft as the product line has evolved...in certain cases owning their fifth or sixth TBM acquired over the years.

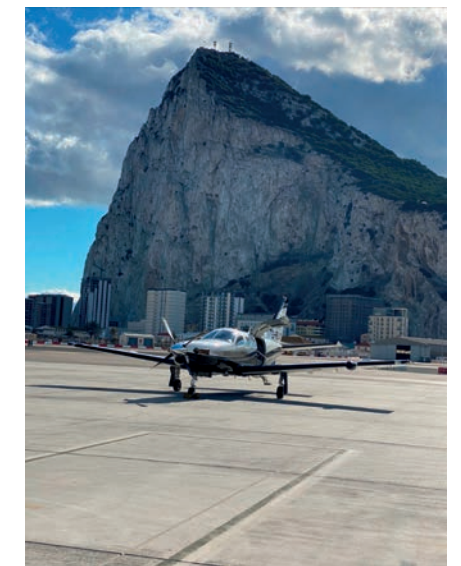
Pictures and feedback are always welcomed for future editions of the Daher Newsletters and for use in the annual Yearbook. Submit the photos to: d.bacou@daher.com and w.ferreira@daher.com, or share them on social media with the **#TBMlovers** or **#Kodiaklovers** hashtags.



TBM 850(S/N 375)
Donnie Shelton's TBM 850 is ready for a winter departure from the ice-covered ramp at Cody, Wyoming.



Kodiak into the wild
The Kodiak goes almost anywhere with ease, including backcountry strips



S/N 302 and the Rock of Gibraltar
During a stopover at Gibraltar International Airport (LXGB) on the southern tip of the Iberian Peninsula, John George's TBM 700 is framed by the Rock of Gibraltar's distinctive shape.



TBM 700 (S/N 292)

Greg Langham's TBM 700 is perfectly aligned with a rainbow in this photo taken at Springdale Municipal Airport (KASG) in Arkansas



Kodiak 900 (S/N 1)

Rocky Mountain High! This Kodiak 900 is ready to depart from Colorado on another flying adventure.



Kodiak 100 (S/N 0145)
John Witte's Kodiak 100 is the perfect aircraft to explore Alaska from his home base of Anchorage.



TBM 700 (S/N3)

Owned by a European pilot, this TBM 700 is one of the oldest TBMs flying today and still looks young with its clean lines and styling that are unique to Daher's family of fast and efficient turboprop powered aircraft.



TBM 850 (S/N 511)

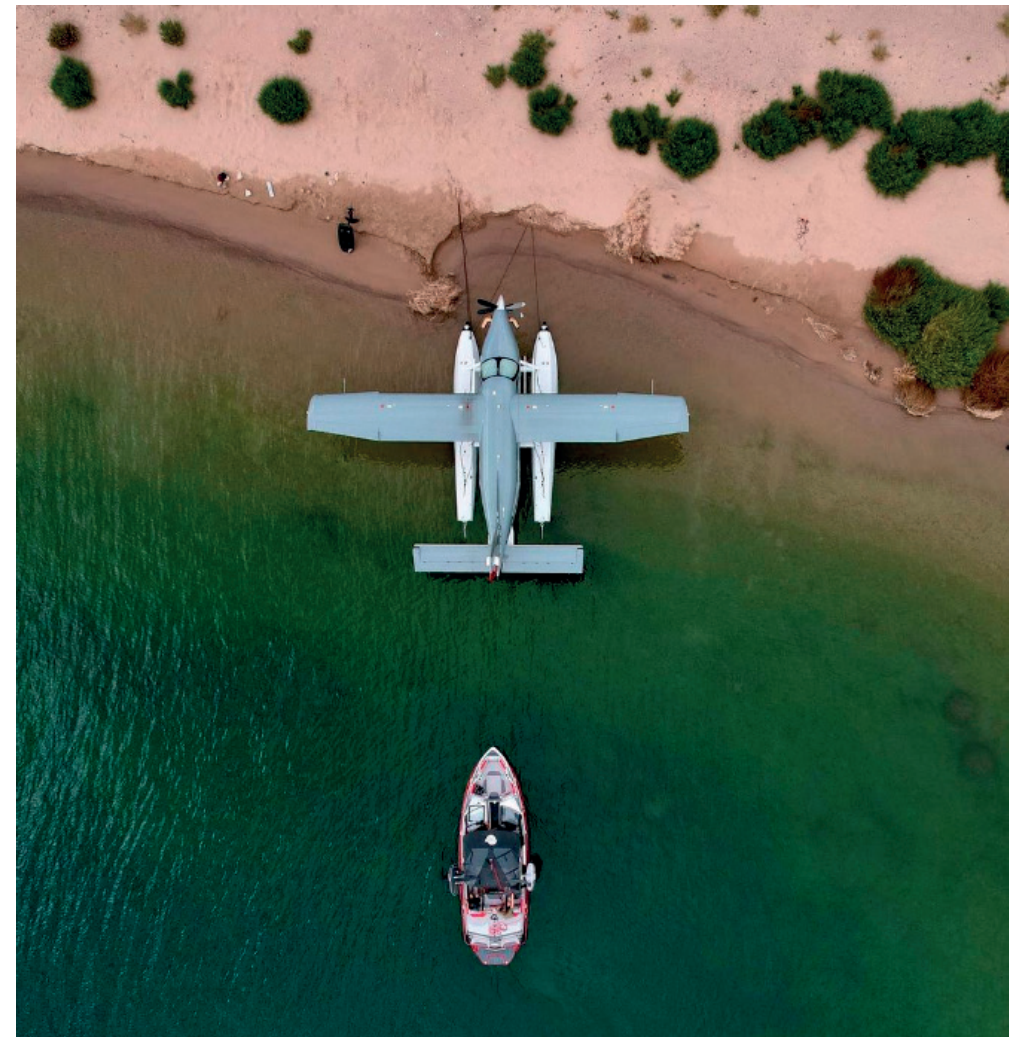
Hello Manhattan! Stanislas Chareyre, who is part of the Daher ferry pilot community, provided this beautiful photo of the "Big Apple" as seen over the right wing of a TBM 850 from an altitude of 1,500 feet.

TBM 960 S/N 1468

Sporting Daher's Sirocco paint scheme, TBM 960 heads to Lakeland Linder International Airport in Florida for its appearance at the SUN 'n FUN Aerospace Expo.



Night view in Kodiak 100



Kodiak 100 (S/N 299)
Lake Life: just chilling on a sunny day

Kodiak 100 (S/N 127)

Hydravion adventure, based near Trois-Rivières, is now operating two Kodiak 100 with amphibious floats to offer touristic flight experience as well as carrying professionals to remote locations in the northern Canadian bush.



2024 EVENTS

Join us in celebrating
the passion of aviation

Meet us events around the globe to discover Daher's latest aircraft and innovation. The following is a partial list of upcoming events where we plan to present the TBM & Kodiak aircraft:

EUROPE

April 17 to 20

Aero Friedrichshafen - Friedrichshafen, Germany

May 17 to 18

The Elite London - Wycombe Air Park, Bucks, UK

May 28 to 30

EBACE - Geneva, Switzerland

June 6 to 8

France Air Expo - Lyon, France



NORTH AMERICA

April 9 to April 14

Sun'N Fun - Lakeland, Florida, USA

July 22 to July 28

EAA Air Venture - Oshkosh, Wisconsin, USA

September 18 to 22

TBMOA convention - Palm Springs, California, USA



Daher's agenda of air shows and events is regularly updated on the tbm.aero and kodiak.aero websites.

DAHER



TBM

KODIAK

Speak to a Daher aircraft expert:

Kodiak +1 509-951-9 452 / TBM +33 6 07 38 05 07

FAMILY VALUES

The TBM 960 and Kodiak 900 bring an exciting new dimension to Daher's single-engine turboprop aircraft family. Retaining Kodiak's legendary capabilities as a go-anywhere workhorse, our enlarged and refined Kodiak 900 becomes the ultimate getaway vehicle.

The TBM 960 benefits from the latest integration of digital power, including its e-throttle and digitally-controlled cabin. With reduced fuel consumption, both the Kodiak 900 and TBM 960 are aligned with Daher's commitment to sustainability and improving the carbon footprint of general aviation.

DAHER, WHERE SAFETY — AND EFFICIENCY — COME FIRST.

kodiak.aero | tbm.aero



www.kodiak.aero - www.tbm.aero

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