

YEARBOOK 2025



TBM

KODIAK



Nicolas Chabbert, CEO - Daher Aircraft

EDITORIAL

The Daher Aviator community: Where passion and purpose take flight

As we look back on 2025, one message stands out across every story in this Yearbook: the Daher aviator community is stronger, more engaged and more mission-driven than ever.

From TBM and Kodiak owners/operators to our global service center Network – along with supply chain partners and the teams at Daher Aircraft – we have formed a global family connected by the shared values of safety, excellence and a deep passion for aviation.

Numerous 2025 milestones demonstrated the momentum across our aviator community, as reflected in this Yearbook's story selections from our monthly Fly Safe, Stay Safe Newsletters.

In 2025, we celebrated the delivery of the 600th TBM 900-series aircraft, which continues to be recognized for its speed, efficiency and automation – led by the best-selling TBM 960 version. The Kodiak product line also marked important achievements during the year by joining our connected-aircraft ecosystem with the “Me & My Kodiak” app, while also benefiting from new avionics and systems enhancements.

These Yearbook stories also highlight the vital role that our aircraft play in public-service and multi-mission operations. The delivery of Conair's first two TBM 960s as wildfire “birddogs” demonstrates how high-performance aircraft can support emergency response and environmental protection. Likewise, the Kodiak is proving its exceptional capabilities in public safety, as demonstrated by the Missouri Highway Patrol – the first agency to deploy the Kodiak 900 version for law enforcement duties.

A cornerstone of our overall strategy is defined by the phrase: “Daher cares for those who care for aviation.” In 2025, we saw this principle in action once again as our company-owned Kodiak 100 returned to the Pacific Northwest backcountry, delivering critical support to the U.S. Forest Service in partnership with the Recreational Aviation Foundation (RAF). As the eighth such joint effort in the past four years, the Daher/RAF initiative demonstrates how purposeful aviation helps sustain America's backcountry – preserving its wilderness as a vital natural resource and an irreplaceable recreational asset for the aviation community and the public alike.

Inspiring stories in the Fly Safe, Stay Safe Newsletter focused on the people who make our community unique. The article about Joshua Greenberg, whose TBM 960 has a custom paint scheme in honor of his great uncle – a World War II pilot killed during a B-24D mission over Europe – reminds us of the deep personal meaning that aviation holds for so many.

Our continuing series of “Coffee Talk” interviews puts a well-deserved spotlight on employees at Daher Aircraft...each with their own stories to tell, along with personalized answers to the Q&A's closing question: How do you drink your coffee?”

At Daher Aircraft, we take great pride in motivating the next generation of aviation leaders through such programs as the joint internship with GAMA – the General Aviation Manufacturers Association. Our industry thrives by encouraging promising students with real-world experience, and we are fully committed to building on the success of this trans-Atlantic internship program.

During 2025, TBM and Kodiak owners/operators once again made their voices heard. They ranked Daher Aircraft as #1 in the annual Customer Support Surveys conducted by Pro Pilot Magazine and Aviation International News, underscoring the dedication of our Daher Care teams and the service center Network in supporting every pilot, on every journey.

In reading the stories on the following pages, I hope you share my pride in being part of the remarkable Daher aviator community.

My thanks to everyone who contributed to this Yearbook, and to all who share their experiences with us. We look forward to hearing more of your stories in the year ahead.

Wishing you safe flights, good tailwinds and blue skies !

Nicolas Chabbert
CEO Daher Aircraft

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credits photos:

Laurence B Henry, 7minus, Drek Butler, AirborneFilms, Jean-Marie Urlacher, Anthony Larre, Maxime Fourcade



TBM Aviation Legacy

AVATION STORIES

A flyover of Daher's Tarbes industrial facility highlights 112 years of French aviation



Pictured against the blue sky of southwestern France, the Morane-Saulnier Type L flies over Daher's industrial facility at Tarbes-Lourdes-Pyrénées Airport.

Past and present came together this month when a replica Type L airplane performed an overflight of Daher's operation in Tarbes, France – spotlighting the country's aviation progress from the Aéroplanes Morane-Saulnier predecessor company in the early 1900s to today's production of TBM 960s.

The Type L replica was built by the Heritage Avions Morane-Saulnier – an association that brings together Daher Aircraft employees, dedicated retirees and others with the goal of preserving an important element of France's aviation legacy. The aircraft uses inspiration from the original Type L's design, with specific points of construction updated to ensure flight safety.

Pictured against the blue sky of southwestern France, the Morane-Saulnier Type L flies over Daher's industrial facility at Tarbes-Lourdes-Pyrénées Airport.

Since its maiden flight in February, this historic aircraft has logged six-plus hours with 35 takeoffs and landings from its base at the Tarbes-Laloubère aerodrome in southwestern France, which is near Daher's industrial site and TBM final assembly line at Tarbes-Lourdes-Pyrénées Airport. The Tarbes-Laloubère aerodrome's runway is oriented west/east, aligned with the region's prevalent winds – an important factor considering the Type L's takeoff/landing crosswind limit of two meters/second.

The Type L's aviator is Gilles Bellot, a former pilot at Daher and its SOCATA predecessor, who said the aircraft's heavy handling qualities requires hands-on piloting at all times, with the related control efforts felt in his arms and legs after each flight.

Originally developed in 1913 when World War I broke out, the Type L was the first in a long line of monoplane fighters produced by brothers Robert and Léon Morane and their partner Raymond Saulnier. Some 600 of these "parasol wing" aircraft were built, serving with the French air force of the era, along with the Royal Flying Corps, Royal Naval Air Service and the Imperial Russian Air Service. Additional Type Ls were produced outside of France under license.



Gilles Bellot pilots the Morane-Saulnier Type L replica in this photo taken at the Tarbes-Laloubère aerodrome.

“COFFEE TALK” WITH: PAUL CARELLI

Daher Aircraft’s Senior Director of Multi Missions and Business Development Americas



At the controls of Daher Aircraft’s Kodiak 900 multi-mission demonstrator aircraft, Paul Carelli makes a turn to the final approach at Sandpoint Airport – which is home to the Kodiak production and final assembly facility.

The coffee break is part of a typical workday, with many ways to mark this brief pause from the day’s activity. The following is part of a series of Q&A interviews with people at Daher’s Aircraft division, which concludes with a common question: How do you drink your coffee?

Question: Where are you located, and what are your current responsibilities at Daher Aircraft?

Answer: I’m based at Daher Aircraft’s Sandpoint, Idaho facility, which is home to the production and assembly of the Kodiak 100 and Kodiak 900. I joined Kodiak in 2017, and became the Director of Kodiak Flight Operations and Special Missions after Daher acquired the Kodiak aircraft product line in 2019. Subsequently, I was named as Daher Aircraft’s Senior Director of Multi Missions and Business Development for the Americas, with responsibilities for both the Kodiak and TBM aircraft families.

Question: What are the Kodiak’s attributes for multi-mission applications?

Answer: In my former role as a U.S. Navy squadron commander, what I really cared about was whether our aircraft were fully capable of enabling the pilots to

perform their missions and to bring them back home safely.

When customers are considering the Kodiak, I tell them they need to fly the aircraft to fully appreciate its capabilities and the high level of safety. Putting them in the pilot’s seat provides a true appreciation of such important Kodiak attributes as the STOL (short takeoff and landing) capabilities, the long loiter times and the excellent visibility with its high-mounted wing.

Another unique feature is the discontinuous leading edge wing design, which enables the Kodiak to continue flying even when most airplanes would stall. Based on my previous military experience, having an aircraft that is very “forgiving” and safe for aviators with different levels of flying experience and skills is extremely important.

Question: There has been a notable increase in Kodiak acquisitions by multi-mission operators. What’s behind this growth in the aircraft’s popularity – for both the Kodiak 100 and the Kodiak 900?

Answer: The Kodiak always has been a fantastic airplane. What has changed is the momentum that Daher brought since its acquisition of the Kodiak product line.

Based on Daher’s aircraft manufacturing DNA, the

company instinctively understands the Kodiak's capabilities for multi-mission applications, and put its full support and resources into developing and marketing the aircraft for this purpose.

As a result, we've seen a very steep upswing in Kodiak sales to all types of multi-mission customers under Daher's management. These operators talk among themselves, and the Kodiak's reputation has really spread throughout the various multi-mission communities.

Question: Has the Kodiak benefited from being part of Daher's turboprop-powered aircraft product line, along with the TBM family – even though these airplanes typically address different users?

Answer: Daher looked at how to develop and refine the Kodiak by putting the company's "fingerprint" on it. This led to significant steps forward for the multi-missions world, including the introduction of the larger, faster Kodiak 900 alongside the cornerstone Kodiak 100; the integration of a five-blade composite propeller on the Kodiak 100, which is used on the TBM 960 as well as the Kodiak 900; and the allocation of increased engineering capabilities for our integration of multi-mission systems aboard these aircraft.

Additionally, Daher's resources have enabled us to enhance the production process for Kodiak. Examples are the large new aircraft paint facility at Sandpoint, resulting from a \$2.7 million investment; along with the addition of a second final assembly line at Sandpoint for the parallel build-up of Kodiak 100s and Kodiak 900s after their basic airframes have been assembled.

Looking further ahead, Daher is creating a new final assembly line for its turboprop-powered aircraft families at Stuart, Florida, where the company currently is a Tier-1 manufacturer of large aerostructures for Boeing and Gulfstream Aerospace. This new facility will serve as Daher's second final assembly site for the TBM – which currently is built in France – and opens the future opportunity for building Kodiaks in augmenting the current final assembly capacity at Sandpoint.

Question: With your current multi-mission and business development responsibilities for both the Kodiak and TBM, do you see synergies between the two aircraft families?

Answer: Definitely! The TBM has a proven track record in such multi-mission duties as military/government VIP transportation and liaison, flight test support and the airlift of donor organs.

An exciting development is the TBM 960's selection as the Conair Group's new "birddog" airplane for the coordination of its wildfire air attack operations.

The birddog mission is highly demanding. Conair's decision to acquire TBM 960s included the advanced avionics for excellent situational awareness and reduced pilot workload, as well as the modern systems and the commitment from Daher for parts and support – which is extremely important when the airplane is compared to typical fleets of aging birddog aircraft in service today.

And while it's true that the TBM 960 has earned its reputation as a high-speed aircraft – with a maximum cruise speed of 330 KTAS – I always point out that the airplane not only is fast...it's quick. As an example, after performing a slow pass to surveil a wildfire area as the birddog aircraft, the TBM 960's powerful PT6E-66XT turboprop engine and five-blade propeller enable the airplane to quickly reposition, readying it for the lead-in of airtankers that drop water or retardant. This is extremely important in wildfire attack missions, when minutes really count.

Question:

How do you drink your coffee?

Answer:

The U.S. Navy way...black and strong!



In his office at Sandpoint, Paul Carelli holds a coffee mug from the Conair Group – which is one of Daher Aircraft's newest multi-mission customers, having selected the TBM 960 as its "birddog" aircraft for wildfire attack operations.

CUSTOMER PROFILE

The first TBM 960s are delivered as “birddog” aircraft for wildfire air attack missions

The utilization of Daher’s TBM and Kodiak aircraft families in multi-mission duties has marked an important milestone with the deliveries of two new-production TBM 960s as “birddog” airplanes for the Conair Group Inc.’s operations in fighting wildfires.

These surveillance aircraft will be dispatched by Conair to continuously fly over a fire, monitoring fire activity, assessing risks, and strategizing airtanker drops. During the 2025 fire season, both TBM 960s will deploy in Canada, with a government agency Air Attack Officer in the right seat and a Conair pilot in the left. The Air Attack Officer communicates with all pilots of rotary and fixed-wing aircraft involved in aerial firefighting, along with the ground crews – ensuring safe and effective operations. Conair’s selection of the TBM 960 – which was made following this Canadian-based company’s in-depth analysis of 50 aircraft types – marks the TBM’s first application in wildfire air attack operations.

Daher Aircraft’s other turboprop-powered product line – the Kodiak – has been utilized in the wildfire coordination role for many years with such operators as Bridger Aerospace, headquartered in Montana.

Among the many advantages cited by Conair in its choice of the pressurized, turboprop-powered TBM 960 are the aircraft’s superior performance, modern design standards, advanced technology, high reliability and strong support from Daher as the OEM (original equipment manufacturer).

As wildfire air attack missions are highly demanding, the TBM 960’s designed-in safety and situational awareness benefits for Conair’s operations include: Daher’s digital TBM e-copilot® technology for electronic stability, under-speed protection, and an emergency descent mode; the EPECS single-lever, dual-channel digital control for the engine and propeller; the advanced doppler radar system that detects lightning and turbulence; and the aircraft’s HomeSafe™ emergency autoland system.



One of the two TBM 960s acquired by Conair is shown at the Tarbes-Lourdes-Pyrénées Airport in southwest France prior to its delivery from Daher Aircraft’s headquarters and TBM production facility.

“We are planning for our future by selecting the TBM 960 in the modernization of our birddog fleet,” explained Matt Bradley, Conair’s President & CEO. “Modernizing with the TBM 960 ensures our birddog aircraft aren’t grounded when needed the most due to a lack of spare parts, increased maintenance, or obsolescence.”

Conair is retrofitting its TBM 960s with avionics and equipment specific to wildfire operations, enabling them to provide tactical and strategic direction for aerial firefighting aircraft that operate overhead of the

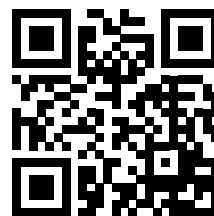


In its role as a “birddog” aircraft, the Conair TBM 960s will operate continuously over a wildfire to monitor fire activity, assess risks and strategize airtanker drops.



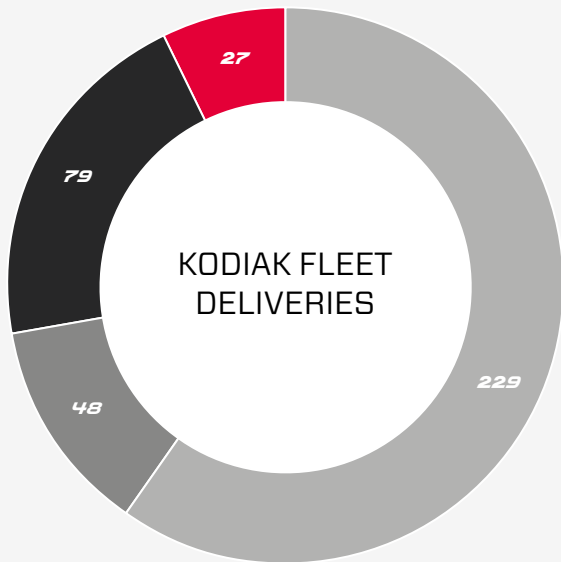
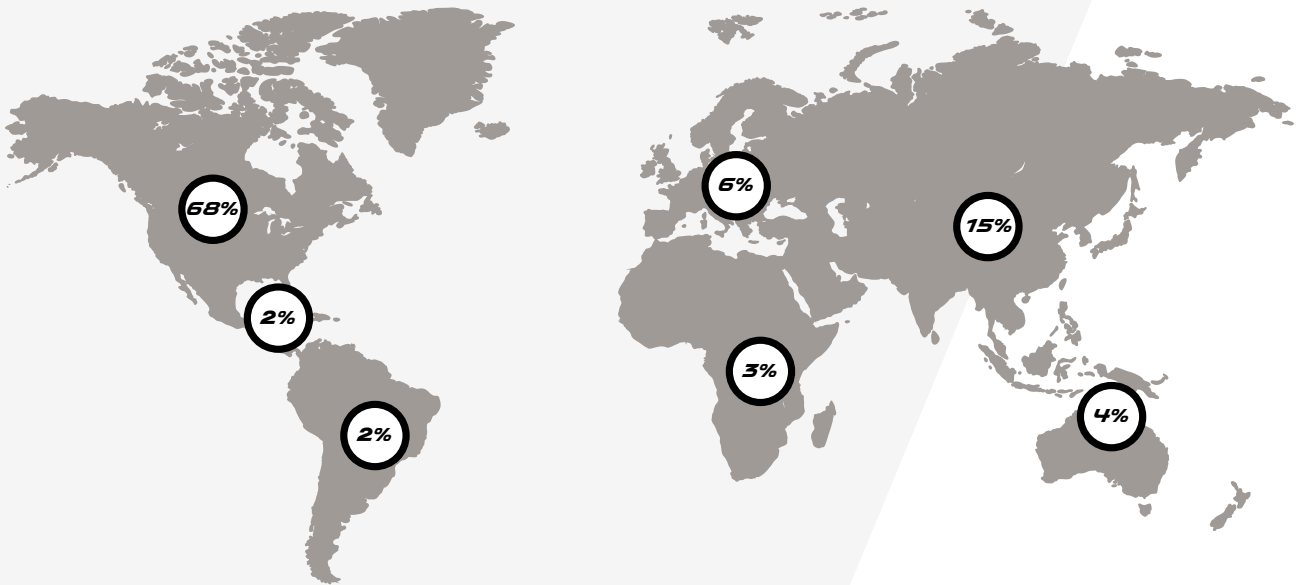
CONAIR AERIAL FIREFIGHTING

WEBSITE: WWW.CONAIR.CA



KODIAK WORLDWIDE FLEET DISTRIBUTION

OCTOBER 2025



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

**383 KODIAKS
DELIVERED**

**474,360
HOURS FLOWN**

KODIAK FLEET FLIGHT HOURS



ME AND MY KODIAK

The Kodiak joins Daher Aircraft's connected airplane family with the Me & My Kodiak" app



Daher Aircraft's development of the Me & My Kodiak mobile application for the Kodiak airplane family – which was announced during EAA AirVenture – expands the company's digital technology to further enhance operational efficiency and overall safety for its turboprop-powered aircraft product lines.

Compatible with smartphones and tablets, the Me & My Kodiak app features three core functions: Remote Aircraft Status, My Kodiak Docs, and Contacts. Details of the application were provided during Daher Aircraft's opening press conference at this week's EAA AirVenture air show and fly-in at Oshkosh, Wisconsin.

Building on the success of the Me & My TBM application – which was launched in 2018 and is now used by over 400 TBM operators worldwide – the Kodiak-specific app is available in its demo version and leverages Daher's experience in digital aircraft services and connectivity.

The Me & My Kodiak app's "Remote Aircraft Status" function enables users to remotely check key parameters such as fuel quantity, oxygen levels and the volume of TKS de-icing fluid, along with oil temperature and battery charge. This capability is powered by Garmin's PlaneSync™ connected aircraft management system via the GDL® 60 datalink.

By enabling such remote visibility of the aircraft's status, operators can verify servicing, validate pre-flight conditions and optimize time spent on the ground – streamlining the preparations for each flight.

The "My Kodiak Docs" feature of the Me & My Kodiak app provides facilitated access to essential and up-to-date aircraft documentation, including Maintenance Manuals, Illustrated Parts Catalogs, Line Maintenance Manuals, Service Bulletins, briefing cards and posters.

Within this feature, the Flight Ops page is dedicated to assisting with the aircraft's operation; the Resources page presents a full range of aircraft information and knowledge; and the Maintenance page offers useful documentation for Kodiak maintenance.

The app's "Contact" feature facilitates access to the Daher Aircraft's customer support team whenever needed – with direct outreach by verbal contact and email.

Also included in the Me & My Kodiak app's functionality is the ability to share data with authorized pilots and crews, as well as manage multiple Kodiak aircraft.

"One of the app's biggest benefits is that pilots no longer need to wonder about such details as: How much fuel do I have on board before arriving at the airport?" explained Matthieu Noel-Betrancourt, the Customer & Network Care Manager, during Daher Aircraft's EAA AirVenture press conference.

"Another great feature is that access to all of the documentation we publish is available from smartphones and tablets, with no need to log into a website – and everything is automatically synced and up-to-date. As a result, the application is a real game-changer for operators."

DOWNLOAD THE DEMO VERSION OF THE ME & MY KODIAK APPLICATION:



Username:
aircraftdemo@daher.com
Password:
Demodaher1



CUSTOMER PROFILE

Joshua Greenberg TBM 960 – S/N 1584

The customized paint scheme of Joshua Greenberg's new TBM 960 has a very special significance, honoring his great uncle – a World War II aviator whose memory has long inspired the Greenberg family, and whose legacy continues with today's U.S. Air Force.

Greenberg acquired the TBM 960, stepping up from a turboprop Piper Jetprop, and having previously owned a piston engine-powered Beechcraft Bonanza A36.

Proudly displayed under the TBM 960's left- and right-hand cockpit windows is the name of Greenberg's relative: Lt. Colonel Addison Baker, and the symbol of the Medal of Honor that was awarded posthumously in recognition of his final mission – flying a B-24D Liberator on an August 1943 bombing raid of the Ploiești oil fields and refineries in Romania. On the TBM 960's tail is the insignia of the World War II-era U.S. Army Air Forces.

The World War II raid was part of "Operation Tidal Wave," and when its formation leader made a wrong turn during the approach, Col. Baker and several other pilots broke formation and led the aircraft in their 93rd Bomb Group back north and west toward Ploiești. After taking two direct flak hits, Col. Baker and his copilot stayed on course as long as they could – trying to gain altitude so their crewmen might have some chance of bailing out. Despite their attempts, the B-24D crashed, killing all 10 crewmembers aboard.

"Col. Baker was a great uncle on my mother's side. I heard stories about his days as an aviator, which was part of my motivation to become a pilot. Today, it is with incredible family pride that we think of him every time we fly the TBM 960."

Greenberg runs a large health care company and utilizes the TBM 960 for both business and family travel. "The TBM 960 is an amazing and incredible platform; it's everything that I was hoping for," he added. "This is a significant upgrade from my previous aircraft on all fronts: robustness, speed and weather capability. And I really appreciate the support and attention from Daher Aircraft since acquiring the airplane."

With a total of some 1,200 hours of overall flight time, Greenberg has logged approximately 35 hours in the TBM 960 since taking delivery late last month via AVEX – a Daher-authorized distributor and Network service station member. He received SIMCOM's TBM initial training course in Florida; followed by in-aircraft training with SIMCOM in Arizona.



Joshua Greenberg and his TBM 960

The legacy of Greenberg's great uncle continues today, as Col. Baker's World War II command later became the U.S. Air Force Weapons School, and subsequently evolved into the U.S. Space Force – the independent branch of the U.S. military that is focused on space-related military operations.

Col. Baker's history had an additional symbolic chapter, as his remains were found and identified by the U.S. Department of Defense unit responsible for searching the remains of WWII service members in former theaters of war.

"The Department of Defense notified us that 79 years after his death, Col. Baker's remains were identified from a large mass burial site of unknown soldiers from battles in Romania," Greenberg concluded. "His remains were returned for a full military burial at Arlington Cemetery attended by our entire extended family – including my son, Addison, who is Col. Baker's namesake. The ceremony included a flyover of a U.S. Air Force B-52, and it was incredibly emotional."



Joshua Greenberg's TBM 960 includes the homage to his great uncle, Lt. Colonel Addison Baker, along with the Medal of Honor awarded posthumously to the World War II aviator.



KODIAK MULTI-MISSION AIRCRAFT

The multi-mission Kodiak 900 assists in two felony arrests with its advanced detection and tracking capabilities



The Trakka TC300 Gen 2 sensor is mounted on the left wing strut of Daher Aircraft's Kodiak 900 multi-mission Demonstrator aircraft.

Daher Aircraft's Kodiak 900 multi-mission demonstrator aircraft, which is equipped with advanced surveillance and tracking systems, played a crucial role in supporting two felony arrests during recent back-to-back evaluation flights with a state law enforcement agency.

These recent deployments – aimed at showcasing the Kodiak 900's capabilities for public safety – demonstrated how the Kodiak aircraft family can be a powerful tool that is highly stable and safe, with affordable operating costs, as well as being adaptable in a full range of mission applications and high-stakes operations.

During the first evaluation mission, the Kodiak tracked a stolen vehicle; while the second involved the surveillance of a high-speed pursuit. In both situations, the suspects were taken into custody based on guidance provided from the Kodiak to officers on the ground.

The Kodiak 900 demonstrator aircraft used in these evaluations is equipped with a Trakka TC300 Gen 2 sensor and a Rapid Imaging Solutions mission system, which includes an advanced mission console, fixed camera mount, and a cellular digital direction-finding (DDF) system. The DDF system, capable of filtering devices by area code or user group, is a key tool in search & rescue - enhancing situational awareness during active missions.

Paul Carelli, Daher Aircraft's Senior Director of Multi-Mission and Business Development for the Americas, was the pilot-in-command for both of the law enforcement evaluation missions, and he was accompanied by an observer officer from the state agency who was aboard to monitor the surveillance systems.

"The Kodiak's ability to operate covertly at higher altitudes, combined with its advanced mission equipment, proved invaluable during these real-life situations."

During the first flight, the observer officer was notified by his agency of a stolen vehicle – which then was detected and identified by the Kodiak 900 within 52 seconds. Discretely operating at an altitude of approximately 7,000 feet MSL (approximately 5,000 feet AGL), the aircraft provided critical aerial surveillance that enabled ground units to track the suspects as they fled through city streets at speeds exceeding 100 mph.

As this agency has a "no-pursuit" policy for high-speed situations, its ground units backed off while aerial surveillance was maintained continually by the Kodiak 900. The suspects drove into a neighborhood where they parked the car and tried to blend in by walking away with a baby stroller. Carelli underscored that the Kodiak's stealthy, high-altitude presence ensured the suspects were unaware of the aircraft's location, allowing officers to safely apprehend them without escalating the situation.

After a lunch break, the Kodiak 900 was airborne again, when it was called to action to track a suspect vehicle involved in a high-speed pursuit. After the pursuit culminated in a crash, the Kodiak maintained aerial surveillance while the suspect fled on foot. The aircraft's surveillance capabilities allowed officers to quickly locate and arrest this suspect.



Carelli said the law enforcement agency – which primarily operates helicopters for aerial surveillance – was impressed by the Kodiak 900’s combination of persistence, stealth and versatility. It also saw the value of combining both fixed-wing and rotary-wing assets, based on the mission scenario.

“Helicopters can be a ‘force multiplier,’ but they are often detected by suspects because of their noise. The Kodiak enables us to remain unseen and unheard from our higher altitude vantage point, giving law enforcement the upper hand without interference.”



Carelli added that helicopters typically operate in congested airspace, and their crews must constantly coordinate with air traffic control, which makes operations more complex.”

The Kodiak’s ability to perform extended loiter times of up to 10 hours, and its low operating costs make it a valuable asset for law enforcement agencies looking for long-endurance and cost-efficient aerial support.

Additionally, its STOL (short takeoff and landing) capability allows the airplane to operate from unprepared airstrips, making it ideal for rural and off-grid emergency operations. Daher Aircraft is conducting a series of evaluations flights with the Kodiak 900 multi-mission demonstrator, and has brought the aircraft for the recent Airborne Public Safety Association’s APSCON conference as well as EAA AirVenture.



The Kodiak 900 multi-mission demonstrator’s equipment includes the Trakka TC300 Gen 2 sensor (top photo), and the Rapid Imaging Solutions mission system with console.



Both the Kodiak 900 and Kodiak 100 are platforms that are well adapted to multi mission applications, from law enforcement and environmental monitoring to air ambulance and liaison missions.

EAA AIRVENTURE

Daher Aircraft's Nicolas Chabbert is honored by the RAF for his backcountry aviation support



At EAA AirVenture, RAF Chairman John J. McKenna, Jr. (at right) presents the Golden Pulaski Award to Daher Aircraft CEO Nicolas Chabbert.

At EAA AirVenture in Oshkosh, the Recreational Aviation Foundation (RAF) recognized Daher Aircraft CEO Nicolas Chabbert with the organization's prestigious Golden Pulaski Award – a tribute to his steadfast commitment to backcountry aviation in the United States.

The award, conferred during Daher's opening-day press conference, celebrates individuals who embody courage, service, and innovation – traits that are associated with Edward Pulaski, a legendary U.S. Forest Service ranger and inventor of the firefighting tool that bears his name. Pulaski also is remembered for saving the lives of 40 firefighters during the historic Big Burn fire of 1910.

Chabbert and Daher Aircraft were singled out for the hands-on partnership with the RAF, especially through the strategic use of the Kodiak 100 and Kodiak 900. These airplanes have played a pivotal role in supporting RAF missions across remote areas, enabling the delivery of both people and materials for critical backcountry projects.

"The Daher-built Kodiaks are extremely versatile aircraft that have enabled the RAF to support remote backcountry improvement projects that otherwise would be impossible to accomplish," said RAF Chairman John J. McKenna, Jr. in presenting the award.

"To say that the Kodiak 100 and Kodiak 900 have been game changers for us is an understatement!"

The impact of this partnership was especially clear during a mission to Moose Creek, Idaho, when RAF volunteers helped reestablish a backcountry airstrip after a wildfire. With the Kodiak's deployment, the RAF was able to transport teams and supplies.

"Nicolas Chabbert and Daher Aircraft allowed us to use the Kodiak 100 and Kodiak 900...and suddenly we're able to move teams and materials and things that the Forest Service can't do – at least not in a timely fashion," McKenna added. "The esteem that the U.S. Forest Service has for our organization went up three levels – which is probably among the most valuable things the Kodiaks' utilization has given us."

Looking ahead, Daher's commitment continues, with more Kodiak missions planned for late 2025 to assist with backcountry infrastructure efforts in Idaho.

With over 13,000 supporters and volunteers in all 50 states, the RAF works to preserve, improve, and create recreational airstrips. Its mission ensures these remote and cherished places remain accessible for generations of pilots and outdoor enthusiasts to come.

Learn more about the RAF at: www.TheRAF.org.

The Golden Pulaski Award is named after Edward Pulaski, a legendary U.S. Forest Service ranger and inventor of the firefighting tool that bears his name.



Daher Aircraft achieves a “clean sweep” with top rankings in the 2025 Pro Pilot and AIN Product Support Surveys



Operators of Daher Aircraft’s TBM and Kodiak airplane families provided input for the 2025 Product Support Surveys conducted by Aviation International News and Professional Pilot magazine.

Daher Aircraft has set an industry benchmark with top scores in the 2025 Product Support surveys conducted by both Aviation International News (AIN) and Professional Pilot (Pro Pilot) magazine – being voted no. 1 in the turboprop-powered sector with its TBM and Kodiak airplanes, while also outperforming other airframe manufacturers in many categories of these highly-respected annual appraisals.

“Being recognized as the best – not only in our sector, but across the various air frame manufacturers– is a testament to the dedication of our Daher Care global support teams and the unwavering focus on operational excellence,” said Nicolas Chabbert, the CEO of Daher Aircraft.

“I personally want to thank our customers for their continued loyalty, and we are committed to earning this trust every year.”

In the Pro Pilot assessment, Daher Aircraft topped the turboprop-powered airplane sector for the fifth consecutive year. It netted first place ratings in all seven survey categories: company response time, spares availability, cost of parts, speed in AOG (Aircraft on Ground) service, technical manuals, technical representatives, and service satisfaction.

The Pro Pilot survey marked its 35th year in 2025, and this latest evaluation was the third time that both the TBM and Kodiak airplane families were judged by operators. Daher acquired the utility/multi-mission Kodiak product line in 2019, joining the fast and efficient TBM.

Operators’ feedback quoted in the 2025 Pro Pilot survey included: “Daher staff has been very responsive to AOG issues and provides fantastic overall support for

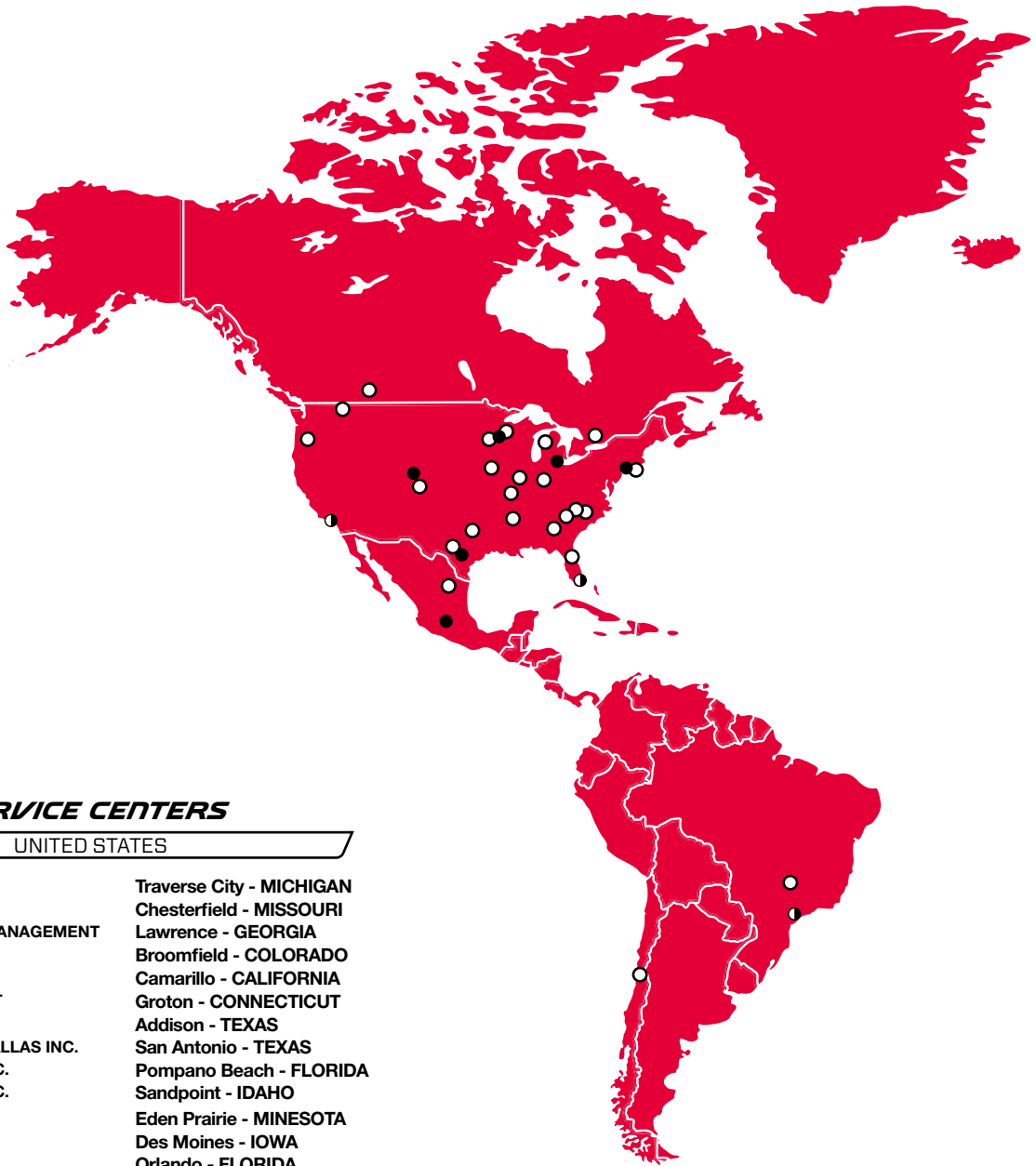
our TBM 850;” and: “Have received outstanding support from Daher and its service center network. The product support team is highly responsive and very competent.”

For the AIN survey, 2025 was the first year that Daher Aircraft qualified for inclusion in this publication’s product support evaluation. Daher Aircraft’s mark of 9.65 in aircraft reliability was the highest in any of AIN’s survey categories this year. The company also led the turboprop-powered airplane sector in the rating of parts availability, cost of parts, AOG response, technical manuals, and technical representatives.

In reviewing the 2025 survey’s results, AIN’s writeup on Daher Aircraft noted that the company continues to innovate and invest in applications for users, including its “Me & My TBM” and “Me & My Kodiak” apps – which collect and process flight data to enhance aircraft monitoring, diagnostics and maintenance. AIN’s review also highlighted the introduction of Daher Aircraft’s Safe Horizons™ flight safety program – including e-learning – as part of the emphasis on providing owners/operators with the knowledge and tools to maintain and fly their aircraft at the highest levels of safety.

Raphaël Maitre, the Vice President of Customer Support at Daher Aircraft, stated: “The AIN and Pro Pilot survey results are a direct outcome of Daher Aircraft’s long-term strategy to invest in digital tools, training initiatives and global infrastructure to support our aircraft in the field.”

He added: “Through the expertise and commitment of our authorized service centers, along with the scope of AOG support and user-centric innovations such as the Aviator Marketplace, our goal is simple: deliver unmatched service quality to each owner and operator, while striving for continual improvement.”



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 DALLAS INC.	San Antonio - TEXAS
DAHER AIRCRAFT INC.	Pompano Beach - FLORIDA
DAHER AIRCRAFT INC.	Sandpoint - IDAHO
ELLIOTT AVIATION	Eden Prairie - MINNESOTA
ELLIOTT AVIATION	Des Moines - IOWA
EXEC AERO	Orlando - FLORIDA
FT AIR	Memphis - TENNESSEE
METAL INNOVATIONS INC.	Aurora - OREGON
MUNCIE AVIATION	Muncie - INDIANA
RICE LAKE AIR CENTER	Cameron - WISCONSIN
SYNERGY FLIGHT CENTER	Bloomington - ILLINOIS
TECHNICAIR INT	Winston - NORTH CAROLINA
VICTORY LANE AVIATION	Concord - 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
VOAR	Uberlandia - BRAZIL

AUTHORIZED DISTRIBUTORS

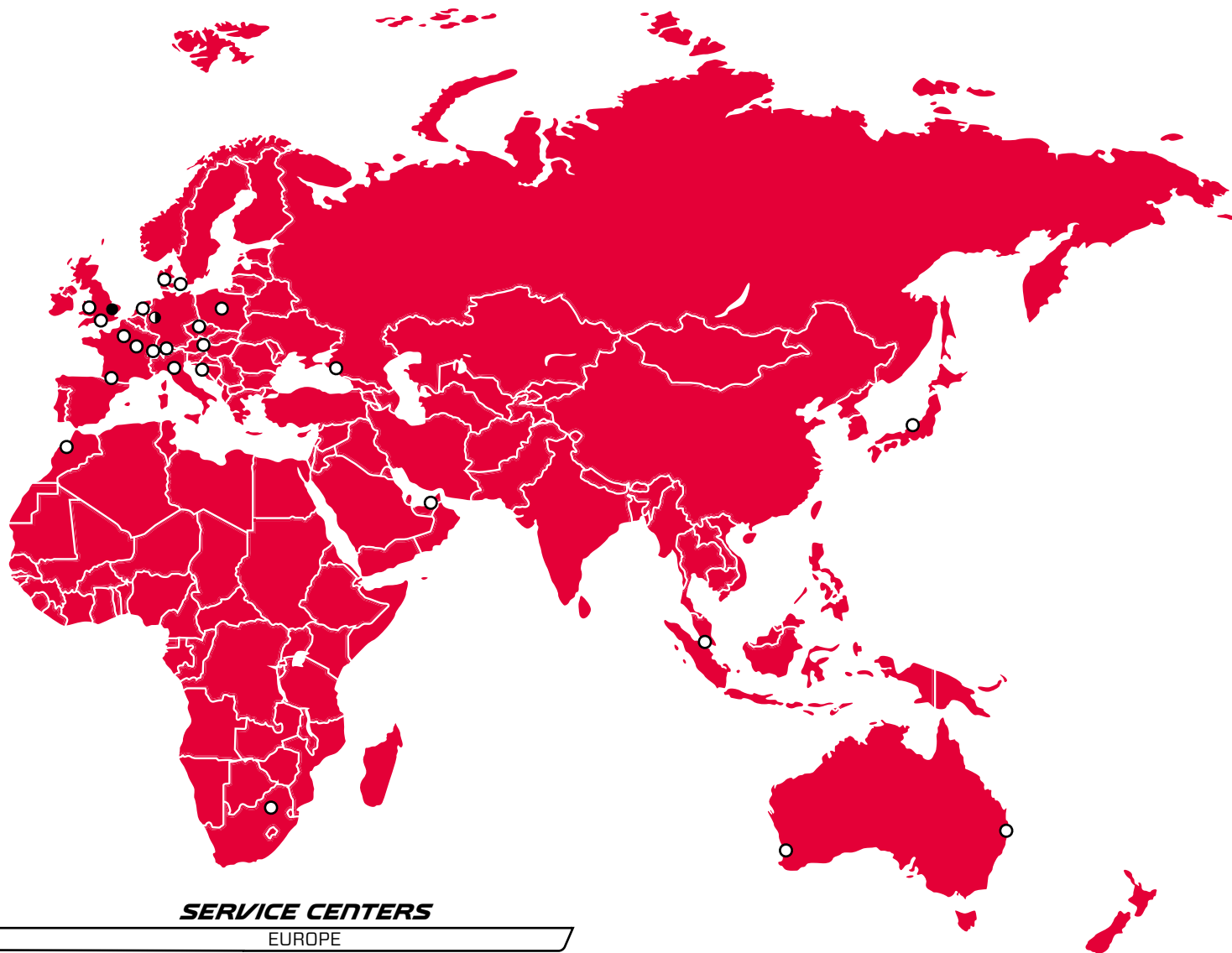
UNITED STATES

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

SOUTH AMERICA

AEROELICA SA DE CV	Toluca, MEXICO
DAHER AIRCRAFT BRASIL	Sao Paulo, BRAZIL

TBM NETWORK



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	Px Budel - NETHERLANDS
MCA AVIATION LTD	Bournemouth - ENGLAND, UK
MECANAIR SA	Ecuwillens - SWITZERLAND
RGV AVIATION LIMITED	Gloucestershire - ENGLAND, UK
RHEINLAND AIR SERVICE	Moechengladbach - GERMANY
SIMAVIA	Yerevan, ARMENIA
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	Perth - WESTERN AUSTRALIA

AFRICA

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

ASIA

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

AUTHORIZED DISTRIBUTORS

EUROPE

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

“COFFEE TALK” WITH: RAPHAËL MAITRE —

Daher Aircraft’s Vice President Customer Support

For Raphaël Maitre, coffee is more than a morning routine – it’s a metaphor for how he approaches his role at Daher Aircraft. “Every day, I’m one of the first to arrive in the office,” he explained. “And the first thing I do is clean up the coffee machine. It can be a bit messy from the day before, and I like things to be in order. So, I refill the water, wipe everything down and reset it for the day. Then, I enjoy a long espresso while reading my first emails.”

A career based on passion

Maitre began his professional career as a mechanical engineer, working in the space division of Aerospatiale (now ArianeGroup) on precision manufacturing and structural components for the European Ariane launch vehicle.

At this point, he already had identified his aviation-oriented future. “I had created a TBM drawing in the MacDraw vector graphics application,” he stated. “I kept it on my wall and said: “That’s where I want to be.”

The goal became a reality in 1999 when he joined SOCATA – the predecessor company to Daher – as part of the technical support team. Since then, Maitre has taken on multiple roles: managing the engineering teams, overseeing the launch of the TBM 900 program, and ultimately returning to supporting the owners and operators of TBM and Kodiak aircraft as Vice President of Customer Support.

In parallel, he realized the dream of becoming a private pilot – using his home base in the Tarbes region to fly over southwest France and the region’s Pyrenees mountains with a French-built Robin DR401 or SOCATA TB 20 Trinidad.

Maitre also received his Class Rating in the Kodiak aircraft: “It was a great first-hand experience to go through the training...wrapping up with the check ride that validates a pilot’s understanding of the aircraft’s operation and systems. Although my relationship with the TBM goes back many years, I’m now a big fan of the Kodiak 100 and Kodiak 900 too!”

Raphaël Maitre received his Class Rating in the Kodiak, providing him with a perspective on training processes.

“You never fly alone”

When asked how he defines Daher’s approach to customer support, Maitre has a straightforward answer:



During EAA AirVenture, Raphaël Maitre takes a break on the Daher Aircraft exhibit stand’s Skydeck from his busy schedule of customer support meetings.

“It’s about presence and engagement. This is reflected in our slogan: With Daher, you never fly alone.”

Daher Aircraft’s support team takes this mantra seriously, whether it’s troubleshooting in the field, collaborating with service centers, or meeting pilots face-to-face at events throughout the year.

“We want owners to feel like they’re part of a family. It’s not just a product – it’s a community.

This sense of connection comes with a responsibility: to be accessible, to listen carefully, and act quickly. He cites a recent example when one of the company members in the Daher service Network deployed on short notice to assist returning a grounded aircraft to flight status, resolving the situation within 24 hours. “That’s what matters: being creative, responsive, and human,” Maitre added.

He’s a strong supporter of Safe Horizons™, Daher’s safety awareness program. “Technical flying skills are essential, but soft skills – like judgment, communications, and situational awareness – are what truly keep pilots safe,” Maitre emphasizes.

Serving two communities, one philosophy

Since Daher Aircraft’s acquisition of the Kodiak product line in 2019, Maitre has overseen the integration of customer support for this multi-role airplane into the already-established resources for the TBM family. And while TBM and Kodiak operators may differ in how they use their aircraft (many Kodiak customers are institutional and mission-based users, while a higher percentage of TBM customers are owner/operators) – the core values remain.



Raphaël Maître received his Class Rating in the Kodiak, providing him with a perspective on training processes.

“Whether it’s a government agency or humanitarian organization that utilizes a Kodiak...or a TBM owner traveling with the family or for business...both need to feel supported, to be heard, and to fly safely,” he says. “And our job is to provide that continuity across continents, cultures, and mission profiles.”

Growing the network that covers a broad range of customers

Daher continues to expand its service Network, including two new additions announced during the EAA AirVenture fly-in: Victory Lane Aviation in North Carolina for TBM; and Silver Sky Aviation in Wasilla, Alaska for Kodiak.

Maitre views the Network growth as both a technical and cultural endeavor. “In addition to looking for Network customer service partners who are skilled, they also need to be aligned with the spirit of what we are providing. This isn’t just maintenance and support activity, its helping people fly safely and with confidence.”

His blend of professionalism and passion is what keeps Maitre motivated after more than two decades with the company. “There’s nothing better than seeing an aircraft back in the air, a pilot feeling supported, and a team working together like family.”

A final sip

As for his coffee ritual every morning in Tarbes?

“It’s just how I start the day right,” he concluded.

“Making sure things are clean, working, and ready—for myself and for everyone else. It’s the same thing we do in customer support. We’re here first, to make sure our owners and operators are ready to fly – safely.”



At EAA AirVenture, Raphaël Maître prepares his morning coffee on the Daher Aircraft exhibit stand.





KODIAK AVIONICS

Daher Aircraft's continual improvement and kodiak 900 in 2025



Daher's continual improvement for the Kodiak 100 and Kodiak 900 in 2025

Daher Aircraft's continual improvement strategy brings new avionics and systems enhancements to its Kodiak product line in 2025

Lakeland Florida, USA, April 1, 2025 – Daher Aircraft today announced a range of avionics and systems enhancements for its Kodiak 900 and Kodiak Series III airplanes in 2025, further improving their operability, maintainability and flight safety – along with increasing the commonality between these two versions and the company's TBM 960 aircraft.

The improvements involve both standard and optional equipment, and are being applied on new production Kodiaks delivered beginning this year from Daher Aircraft's Sandpoint, Idaho manufacturing and final assembly facility.

Enhancements for the Kodiak were detailed by Daher Aircraft CEO Nicolas Chabbert during the company's show-opening press conference at the SUN 'n FUN Aerospace Expo in Lakeland, Florida.

Chabbert also announced the delivery target of 30

Kodiak aircraft in 2025, a 15 percent increase from the previous year; along with the planned deliveries of 62 TBM 960s from Daher Aircraft's production/final assembly facility in Tarbes, France, representing a nearly 11 percent increase from 2024.

“The Kodiak is benefitting once again from Daher Aircraft's commitment to continual improvement across its product lines, reflecting advancements in technology and systems, as well as meeting the evolving operational requirements of our customers.”

Enhancements applied to both the cornerstone Kodiak 100 Series III version and the new, larger Kodiak 900 include Garmin's GDL 60® datalink and PlaneSync™ technology. This provides a “connected aircraft” solution that enables rapid and wireless downloads of navigation and database updates, automatic database logging for simplified flight and engine performance tracking, along with remote access and aircraft wake-up for the check of fuel and system status via 4G LTE or Wi-Fi. Also available is an ADS-B OFF mode for special mission operations.

“With PlaneSync™, the Kodiak 900 and Kodiak 100 Series III fleets now have a single advanced connectivity solution, which is harmonized as well with the TBM 960 – thereby empowering pilots with smarter, simpler, and more efficient operations.”

Another enhancement for the Kodiak 900 and Kodiak 100 Series III in 2025 is the integration of new external lights from Whelen Aerospace Technologies for landing, taxi and navigation/strobe recognition – all of which improve nighttime visibility, day/night safety, and offer longer service life.

The Avionics One package for the Kodiak 900 and Kodiak 100 Series III has the following new options in 2025: Garmin’s all-digital GWX 8000 StormOptix doppler weather radar, with volumetric scanning and automatic threat analysis; the all-digital GRA55 radar altimeter with state-of-the-art digital signal processing technology for increased accuracy; and the GTX345D diversity transponder with intuitive situational awareness tools for reduced pilot workload, providing real-time traffic and weather information in the cockpit and delivering enhanced signal reception.

An upgrade for Kodiak 100 Series III aircraft in 2025 is the incorporation of an MD302 Standby Attitude Module and its associated MD32 magnetometer, which already equip the Kodiak 900. Produced by Mid-Continent Instruments and Avionics, the MD302 Standby Attitude Module is a two-inch digital standby instrument that provides attitude, altitude, airspeed, slip, vertical trend and heading in a unique two-screen display. Independent heading reference for the MD302 is delivered by the MD32 magnetometer without the need for special installation hardware or orientation limitations.

Daher Aircraft acquired the Kodiak product line in 2019 and has invested millions of dollars to evolve these “go-anywhere” aircraft – renowned for their STOL (short takeoff and landing) capabilities in remote and challenging environments, rugged durability and payload capacity.

Since the acquisition, Daher Aircraft introduced the Series III version of the cornerstone Kodiak 100, and launched the larger Kodiak 900.

Production capability at Daher Aircraft’s Sandpoint, Idaho facility has been improved with the creation of a \$2.7 million aircraft paint facility, along with the addition of a second final assembly line that “mirrors” the build-up of Kodiak 100s and Kodiak 900s once their basic airframes have been assembled.

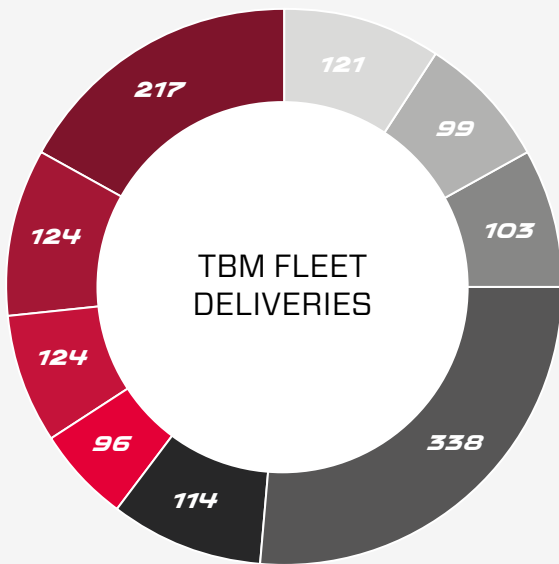
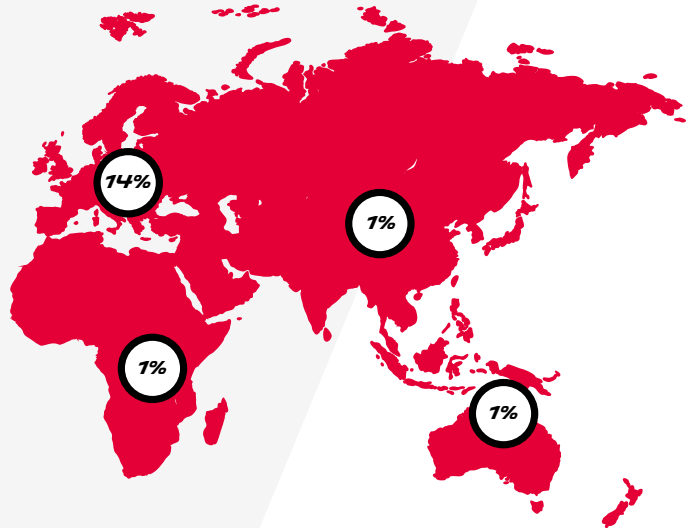
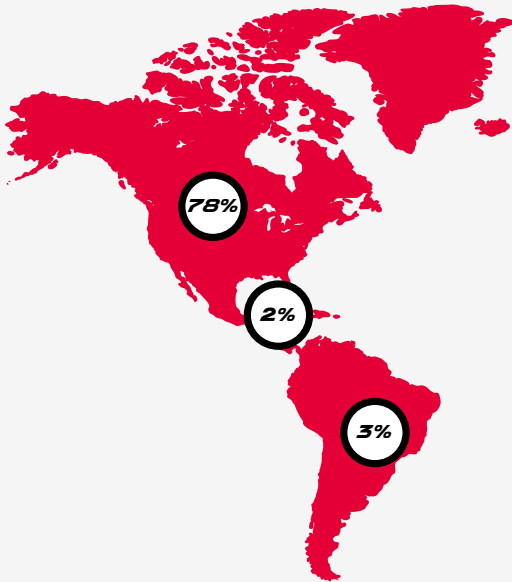
Looking to the future, a new North American final assembly line for Daher Aircraft is being created at the Stuart, Florida industrial site of Daher’s parent company, where large aerostructures currently are assembled. This new final assembly line will enter operation next year by building TBM aircraft, with the possibility of adding Kodiak final assembly at a later date.

More than 365 Kodiaks have been delivered worldwide in the Kodiak 100 and Kodiak 900 versions, with the global fleet accumulating a combined total of approximately 433,000 flight hours. The customer and user base includes humanitarian organizations, companies and businesses, individual owners, along with a rapidly growing number of multi mission operators in the public service, environmental and law enforcement sectors.



TBM WORLDWIDE FLEET DISTRIBUTION

OCTOBER 2025

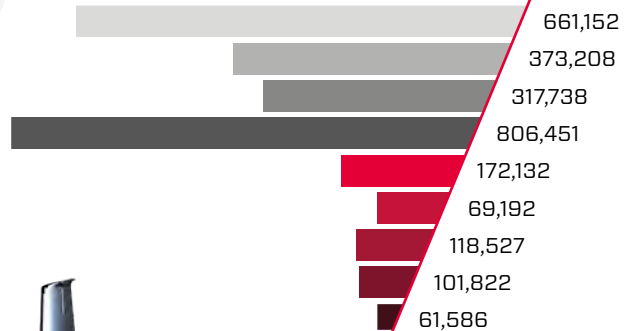


- TBM 700A
- TBM 700B
- TBM 700C
- TBM 850
- TBM 900
- TBM 930
- TBM 910
- TBM 940
- TBM 960

1,285 TBMS DELIVERED

2.69 MILLION HOURS FLOWN

TBM FLEET FLIGHT HOURS





N900KX

N690AP

N490KQ

KODIAK 100

KODIAK 100

DAHER-PARIS AIR SHOW

Daher's TBM airplane family: delivery of the 600th aircraft in the TBM 900-series, and counting!



Jim's TBM 960 on the tarmac at Tarbes-Lourdes-Pyrénées Airport

Daher Aircraft's turboprop-powered TBM airplane family marked a new milestone with today's delivery of the 600th aircraft in the TBM 900-series, which was provided to its customer at the Paris Air Show.

The TBM 900-series is the best-seller in the TBM's history, and underscores the continual improvement applied to this product line of fast, efficient general aviation/business aviation airplanes.

To date, more than 1,260 TBMs have been produced overall in six variants since the airplane's 1990 service entry, beginning with the TBM 700 and TBM 850; and followed by the five versions in the TBM 900-series: the TBM 900, TBM 910, TBM 930, TBM 940 and TBM 960. The global TBM fleet has logged more than 2.6 million flight hours in service around the world.

Daher's milestone TBM 900-series aircraft is a TBM 960 version received by Jim Baum, a U.S.-based businessman who has been an operations executive in various technology firms for the past 30 years, and also

manages the Minus 7 air-to-air visual communications company for aviation video and photography. As with more than half of the TBM customer base, Baum is a repeat buyer, having owned a TBM 940 and a TBM 930.

Nicholas Chabbert, the CEO of Daher Aircraft's division, said the TBM's continued market demand reflects the aircraft's combination of efficiency, sustainability and speed – backed by the global Daher Care support Network.

"We remain committed to the TBM product line's competitiveness with an emphasis on listening to the customer and applying proven technology for further enhancements in sustainability, maintainability, flight safety and operability."

Daher's introduction of the first TBM 900-series aircraft was in 2014 with the TBM 900 version, featuring such

aerodynamic improvements as the addition of winglets, the use of new engine cowlings, and the integration of Hartzell's five-blade scimitar propeller.

In 2016, the TBM 900-series family was augmented by the TBM 930, equipped with Garmin's touchscreen-controlled G3000 integrated flight deck. This variant incorporated the initial elements of TBM e-copilot® functionality, which lowers pilot workload and provides better situational awareness.

Daher Aircraft further evolved the TBM 900 series in 2018 with the mid-category TBM 910, featuring Garmin's G1000 NXi avionics.

In 2019, production of the TBM 930 was succeeded by the TBM 940, which integrated the autothrottle function in its G3000 avionics suite. In 2020, the TBM 940 became one of the first aircraft equipped with the revolutionary HomeSafe™ emergency autoland system.

The TBM 960 is the latest TBM 900-series version, unveiled by Daher Aircraft in 2022 and integrating the new PT6E-66XT turboprop engine – purpose-built by Pratt & Whitney Canada for this aircraft, as well as Hartzell Propeller's five-blade composite propeller with the Raptor™ lightweight hub. Both the engine and propeller system are linked to the TBM 960's dual-channel digital Engine and Propeller Electronic Control System (EPECS).

The EPECS optimizes powerplant performance from the engine's startup to landing, while reducing pilot

workload by integrating all functions and protecting the engine's life. It also enables the aircraft to be flown with more precise settings: at Daher's recommended cruise setting of 308 kts., the fuel consumption is only 57 U.S. gallons per hour – a 10 percent fuel economy for more sustainability when compared to the maximum cruise setting.

The TBM 960 benefits from a full range of TBM e-copilot® functions: an icing protection system; flight envelope monitoring through the Electronic Stability and Protection (ESP) and the Under-speed Protection (USP) systems; the Emergency Descent Mode (EDM) function; as well as the HomeSafe™ emergency autoland system.

Daher's use of digital power for the TBM 960 extends into the aircraft's Prestige cabin, featuring an all-new environmental control system. Other enhancements include improved cabin style and comfort with ergonomically-enhanced seats, LED ambience strip lighting in the overhead ceiling panel, and electronically-dimmable windows – all controlled by a Passenger Comfort Display (PCD).

Along with the TBM aircraft family's continued popularity among individual owners and business operators, it continues to prove itself in multi-mission applications. Building on the TBM's application in military command/VIP transportation, flight test support and the airlift of time-sensitive cargo, it has now entered service as a "birddog" aircraft in support of wildfire air attack missions.



The 600th TBM 900-series airplane was delivered to its U.S. customer, Jim Baum (at right), on Daher Aircraft's static display exhibit stand during the Paris Air Show. Presenting this TBM 960 version was Nicolas Chabbert, CEO of the Daher Aircraft division (at center), and Michel Adam de Villers, Vice President of Sales for the Daher Aircraft Division.

AIRCRAFT/GAMA INTERSHIP PROGRAM —

The Daher Aircraft/GAMA internship program offers industry experience to promising students in the U.S. and Europe



Assigned to Daher Aircraft's Sandpoint, Idaho facility during the 2025 international internship were Olivier Legrand and Joël Schlüter

July 21, 2025, EAA AirVenture, Four aerospace engineering students from the U.S. and Europe are completing their international internships this week in a joint program sponsored by Daher Aircraft and the General Aviation Manufacturers Association (GAMA).

Wrapping up their internship experience by working alongside the Daher Aircraft team during the EAA AirVenture air show and fly-in at Oshkosh, Wisconsin are two Americans: Oliver Rosewell from Purdue University in Indiana, and Michael Novak who is attending the University of Virginia; along with Olivier Legrand, a French student at ICAM (Institut Catholique d'Arts et Métiers) in Lille, and Joël Schlüter, a German national pursuing his studies at the Evering Institute – Bordeaux .

Rosewell and Novak spent their summer at Daher Aircraft's headquarters and TBM airplane family production/final assembly facility in Tarbes, France; while Legrand and Schlüter were based at the company's Kodiak airplane family's production site and final assembly line in Sandpoint, Idaho.

This annual internship program – now in its third year – underscores the shared commitment of Daher and GAMA to identify and motivate the next generation

of aviation leaders. It enables selected students to gain hands-on experience in international aerospace environments and encourages global collaboration for a deeper understanding of the general aviation sector on a global scale. "Our internship is much more than a transatlantic exchange," said Nicolas Chabbert, the CEO of Daher Aircraft.

"It's about providing an immersive real-world experience for students, underscoring how innovation, quality, and teamwork translate across cultures. As with the previous year's interns, we look forward to seeing how these four young talents grow into tomorrow's aviation leaders."

GAMA President and CEO James Viola added: "The Daher/GAMA internship program exemplifies our industry's dedication to talent development.

By enabling students to work side-by-side with engineers and managers on two continents, we are fostering the advancement of their careers while also strengthening the foundation of the global aerospace community."

Meaningful contributions on both sides of the Atlantic At Daher Aircraft's Tarbes facility in France, Oliver Rosewell worked with the TBM paint department to refine 3D paint modeling and projection techniques, helping to document and optimize a process that eventually could be adapted for use in the newer paint facility created at Sandpoint for Kodiak.

Michael Novak focused on flight physics, combining semi-empirical and computational methods to explore two related questions: How could reducing the wing area of a TBM-category aircraft increase its maximum speed? And, given the reduced wing area and higher speed, how could double slotted flaps improve the aircraft's stall performance?

During Olivier Legrand's assignment to Daher Aircraft's Sandpoint site, he supported both the Customer Service and Engineering Departments, developing Field Service Instructions for the integration of upgraded USB ports in the Kodiak 100 airplane – a task that required coordination with technicians and the understanding of detailed installation requirements.

Joël Schlüter focused on avionics, working on the Kodiak aircraft's test bench for the autopilot, as well as learning about the processes to test and improve avionics software and hardware on the test bench.

A shared international experience

The four interns have come together this week at Oshkosh, where they are assisting the Daher Aircraft team in logistics and event activity during EAA AirVenture – which is one of the world's largest aviation events. This opportunity also enables them to share their related internship experiences from both sides of the Atlantic.

"For me, the Daher/GAMA internship was a bridge – connecting my academic studies with real-world aerospace challenges in a truly international setting," said Legrand.

Schlüter added, "It confirmed for me that avionics and hands-on systems work is what I want to pursue. It's been enriching, challenging, and incredibly rewarding."

Reflecting on his internship, Novak noted, "This was a powerful experience that gave me a global perspective on how engineering and design decisions are made in the aerospace industry."

For Rosewell, who first visited the Tarbes aircraft facility with his father at age 12: "It was a full-circle moment. This internship allowed me to contribute to real projects and it reaffirmed my passion for aviation."

The Daher Aircraft/GAMA International Internship Started in 2007 – and re-energized with GAMA in 2023 – the internship assigns American and European students to Daher Aircraft's facilities in Tarbes, France, and Sandpoint, Idaho. Interns are selected based on academic performance, career aspirations and interest in global aviation careers.

The program emphasizes practical experience in engineering, manufacturing, product support and other disciplines, along with cross-cultural collaboration.



Michael Novak and Oliver Rosewell spent the summer at the company's Tarbes facility.

FLY SAFE, STAY SAFE

MII Aero and Daher Aircraft team up to provide a TBM training experience for high school students



MII Aero technicians were joined by high school students during the TBM Initial Systems Training classes conducted by Daher Aircraft's Alejandro Prem at the Salem-Keizer Public Schools' CTEC (Career Technical Education Center).



Daher Aircraft's TBM Initial Systems Training classes with MII Aero technicians and students from Salem-Keizer Public Schools' CTEC (Career Technical Education Center) included a close-up look at this TBM-family aircraft.

MII Aero and Daher Aircraft team up to provide a TBM training experience for high school students

Daher Aircraft's technician training for authorized Network Service Centers took on a new dimension when sessions with MII Aero in Salem, Oregon were opened to local high school students – providing insights into future career opportunities.

The sessions, which covered initial systems training on the TBM aircraft family, were organized with the latest group of MII Aero technicians as this Network Service Center further expands its maintenance, repair and overhaul activities in the new, larger operation at Oregon's Salem-Willamette Valley Airport (KSLE).

Alejandro Prem, the Training & Knowledge Manager for Daher Aircraft's customer Care support program, conducted these learning sessions – which included students enrolled in the Aviation Program at the Salem-Keizer Public Schools' CTEC (Career Technical Education Center). The training was held in a classroom setting at the CTEC, which also is located at Salem-Willamette Valley Airport.

MII Aero technicians were joined by high school students during the TBM Initial Systems Training classes conducted by Daher Aircraft's Alejandro Prem at the Salem-Keizer Public Schools' CTEC (Career Technical Education Center).

The CTEC prepares students for potential future careers by developing professional skills, technical knowledge, academic foundation and real-world experience.

Craig Wilmes, MII Aero's Principal and Chief Operating Officer, said a key element of his family-

owned company's strategy is to take a longer view of its business by encouraging new talent to enter the aviation industry.

"In expanding our technician staff to meet MII Aero's growing business activity, the factory-approved training from Daher Aircraft is extremely important. I hope this outreach will encourage some of the students to continue their studies - and perhaps become part of the MII Aero team."

MII Aero has been a Daher-approved Kodiak Service Center for 15-plus years, and more recently added the TBM family to its portfolio of services. The company – which rebranded to MII Aero from the previous identity as Metal Innovations Incorporated – has expanded its territory for the Daher-built TBM and Kodiak aircraft to cover the states of Oregon, Washington, Idaho, Montana, Wyoming and Alaska, along with British Columbia and Alberta in Canada.

Daher Aircraft's TBM Initial Systems Training classes with MII Aero technicians and students from Salem-Keizer Public Schools' CTEC (Career Technical Education Center) included a close-up look at this TBM-family aircraft.

MII Aero specializes in complex repairs, STC development and discontinued parts, along with designing and manufacturing tooling solutions that range from intricate form dies to comprehensive fuselage alignment tools. Kim Wilmes, MII Aero's CEO, said the company remains at the forefront of technological advancements by utilizing such resources as 3-D scanning and 3-D printing for rapid prototyping and the manufacturing of precision parts.

MII Aero website: www.miaero.biz

CUSTOMER EXPERIENCE

TBM and Kodiak operators rank Daher #1 in the Pro Pilot and AIN customer support surveys



Daher Aircraft's Pompano Beach, Florida facility is among the network of 69 authorized Service Centers that support TBM and Kodiak owners/operators around the world.

Daher Aircraft has secured the top spot in the industry's two most respected product support surveys – conducted annually by Professional Pilot magazine and Aviation International News (AIN) – based on feedback from the Daher aviator community of TBM and Kodiak owners/operators.

In the 2025 results, Daher ranked #1 in the turboprop category across both surveys, reflecting the high marks in response time, parts availability, AOG support, technical documentation, and field service.

“Recognition like this reflects our long-term focus on delivering value in every aspect of customer support,” said Nicolas Chabbert, the CEO of Daher Aircraft

“The commitment of our teams, our partners, and the trust of our customers are what drive that effort.”

Key takeaways from the 2025 surveys include:

•Pro Pilot Survey

-Daher received first-place rankings in all seven service categories, including spares availability, AOG response, technical representatives, and overall service satisfaction;

-This marks the fifth consecutive year Daher Aircraft has led the Pro Pilot survey's turboprop category;

-Both the TBM and Kodiak were evaluated; the Kodiak joined the survey in 2023, following the product line's acquisition by Daher in 2019.

•AIN Survey

-2025 was Daher Aircraft's first year of eligibility in this survey, and it received a 9.65 score for aircraft reliability – the highest individual rating across the entire survey of

qualifying manufacturers of general aviation/business aviation airplanes and helicopters;

-Daher also led the turboprop segment in parts availability, AOG support, cost of parts, and technical support;

-AIN highlighted Daher Aircraft's development of user-focused tools such as the “Me & My TBM” and “Me & My Kodiak” cloud-based applications, along with the Safe Horizons™ flight safety program.

Raphaël Maitre, the Vice President of Customer Support, noted: “These results reflect the collective effort of our own teams and our Service Center partners. Whether it's digital tools, training, or AOG response, everything is aimed at delivering consistent, high-quality support in the field.”

For TBM and Kodiak owners/operators, service providers and partners, the “clean sweep” of top rankings in the two 2025 product support surveys underscore Daher Aircraft's dedication to being a support-driven manufacturer focused on operational safety, reliability and customer trust.



Daher Aircraft CEO Nicolas Chabbert (at left) joins managers of the Daher Care customer support team (from left to right): William Hosey, Warranty Manager; Nicholas De Brizzi, Supply Chain Manager; Ron Guynn, Customer and Network Care Manager; Paulo Castro - Director of Customer Support; Philippe Santoro, Special Projects and AOG manager, and NTSB liaison; and Alejandro Prem - Maintenance Training Manager.



SERVICE CENTERS

UNITED STATES

AMERICAN KODIAK	Denton - TEXAS
BROADIE'S AIRCRAFT	Fort Worth - TEXAS
CENTRAL FLYING SERVICE	Little rock - ARKANSAS
COVINGTON AIRCRAFT	Okmulgee - OKLAHOMA
CUTTER AVIATION	Phoenix - ARIZONA
DAHER AIRCRAFT INC.	Pompano - FLORIDA
DAHER AIRCRAFT INC.	Sandpoint - IDAHO
FARGO JET CENTER	Fargo - NORTH DAKOTA
FLIGHTLINE GROUPE INC.	Tallahassee - FLORIDA
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
SILVER SKY AVIATION	Wasilla - ALASKA
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
DAHER AIRCRAFT INC.	Sandpoint - IDAHO
FLIGHTLINE GROUP	Tallahassee - FLORIDA
EXCLUSIVE AIRCRAFT SALES	Eden prairie - MINNESOTA

CANADA

AVIATION UNLIMITED	Oshawa - ONTARIO
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SOUTH AMERICA

DAHER AIRCRAFT BRASIL	Sao Paulo, BRAZIL
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KODIAK NETWORK



SERVICE CENTERS

EUROPE

DAHER AIRCRAFT
MECANAIR SA
RGV AVIATION LTD.
RHEINLAND AIR SERVICE

Tarbes - FRANCE
Ecuwillens - SWITZERLAND
Gloucestershire - ENGLAND, UK
Mönchengladbach - GERMANY

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AIR GOLD COAST

Perth - WESTERN AUSTRALIA
Bilinga - QUEENSLAND

AFRICA

208 AVIATION CC
AVIATION CENTRE LTD.
SKYCORE AVIATION LTD.

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APSCON 2025

At APSCON 2025, Daher highlights the expanding law enforcement customer base for its Kodiak multi-mission aircraft



The Missouri Highway Patrol is the first operator to utilize Daher Aircraft's larger Kodiak 900 version in the multi-mission role.

Daher Aircraft's presence at this month's Airborne Public Safety Association Conference and Expo (APSCON) will showcase the rapidly growing law enforcement utilization of its Kodiak 100 and Kodiak 900 airplane family.

During APSCON 2025, the company is exhibiting a fully surveillance-equipped Kodiak 900, underscoring the platform's capabilities for public safety and multi-mission aviation.

“The Kodiak’s increasing utilization by law enforcement reflects a growing recognition of the airplane’s exceptional capabilities for public safety – from endurance and versatility to cost-efficiency and in-the-field adaptability,”

said Nicolas Chabbert, CEO of the Daher Aircraft division.

For the five-day APSCON 2025 event, Daher will present its Kodiak 900 multi-mission demonstrator aircraft integrated with a Trakka TC300 Gen 2 sensor and the Rapid Imaging Solutions mission system in an equipment fit that includes an advanced mission console, a retractable camera mount and a cellular digital direction-finding (DDF) system.

The DDF system is capable of filtering devices by area code or user group – which is a valuable tool in search & rescue, disaster response and tactical operations.

This Kodiak 900 multi-mission demonstrator also will be part of Daher Aircraft's presence at the EAA AirVenture fly-in at Oshkosh, Wisconsin during July – where the aircraft will be available for demo flights from Appleton International Airport.

Key Kodiak attributes for law enforcement agencies

- Designed for rugged performance with STOL (short takeoff and landing) capability, the Kodiak 100 and Kodiak 900 can operate from unprepared airstrips– an important advantage for rural and off-grid emergency operations.
- The excellent handling qualities of these airplanes throughout their flight envelope include resistance to stalls and spins.

Among the Kodiak's other attributes are:

- Extended loiter times of up to 10 hours;
- Low operating costs;
- High electrical output to support cameras, radios, consoles, and mission avionics; and
- The spacious cabin, climate control and crew comfort for long-duration missions that typically are associated with larger twin-engine aircraft.

“Kodiak offers capabilities that are comparable with helicopters in certain mission scenarios, especially for on-scene persistence – but with significantly lower operating costs and longer flight range,” added Paul Carelli, Daher Aircraft's Senior Director of Multi-Missions and Business Development for the Americas.

“The Kodiak is a force multiplier when augmenting helicopter fleets, as well as when deployed as a stand-alone surveillance platform.”

Daher Aircraft continues to develop its onboard mission system integration capabilities, evolving from radio and communications equipment into full-suite installations. The Missouri Highway Patrol's Kodiak 900 project marks Daher's first in-house complete integration of a Kodiak for public safety use.

Looking ahead, Daher expects law enforcement and other public safety missions to represent a growing share of the Kodiak's production output from Daher Aircraft's industrial facility in Sandpoint, Idaho. “The demand for cost-effective, high-endurance platforms is only increasing,” said Carelli. “We're ready to meet this need with aircraft that are designed to adapt to real world mission needs.”

The latest Series III version of the workhorse turbo prop-powered Kodiak 100 is a 10-seat unpressurized aircraft equipped with Garmin G1000 NXi avionics. Introduced in 2021, it incorporates enhancements for improved flight safety, greater cabin comfort, augmented operational capabilities from both unimproved strips and on water with floats, as well as upgraded quality and more comprehensive maintenance coverage.

Daher unveiled the Kodiak 900 version in 2022, providing a larger aircraft that inherits the Kodiak 100's off-runway/backcountry legacy and modern avionics. The Kodiak's fuselage length has been extended by 3.9 feet to provide more passenger room and cargo space in for Kodiak 900. Its cruise speed is increased to 210 KTAS, and the aircraft can carry a greater useful load while offering a maximum range of 1,129 nm.

In addition to the Kodiak airplane family, Daher Aircraft's other turboprop-powered product line – the fast and efficient TBM – also is expanding its multi-mission applications. The most recent development is the Conair Group's introduction of the TBM 960 version as a modern “birddog” airplane in support of wildfire air attack operations. Serving in the “birddog” role, the TBM 960 is deployed by Conair over fire zones to monitor the affected areas, assess risks, and strategize airtanker drops of water/retardant.



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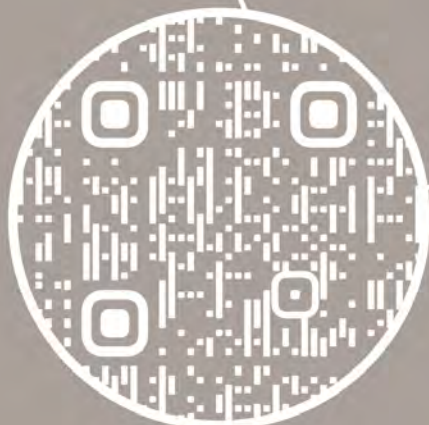
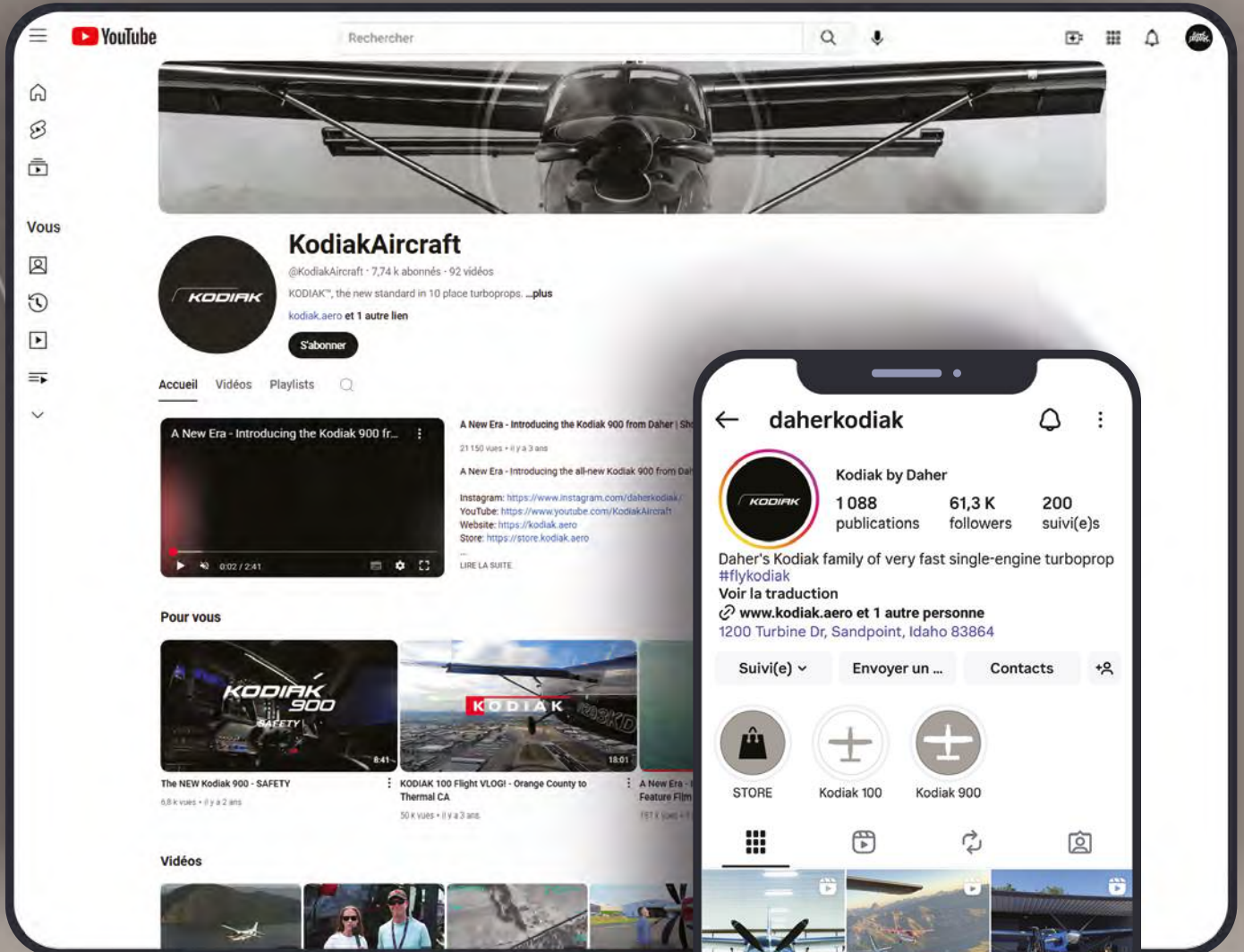
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CUSTOMER PROFILE

Flying forward: Jim Baum's journey with his TBMs and the spirit of innovation



Minus 7's Baron 58TC is shown during the air-to-air video/photo shoot for Daher Aircraft in June. Jim Baum is visible in the front right seat while Grayson Baum is at the operator's position in the cabin, shooting photos through the open window. For this portion of the mission, the cinema camera is in its stowed position under the airplane.

When Jim Baum took delivery of Daher Aircraft's milestone 600th TBM 900-series airplane at this year's Paris Air Show, the handover didn't just represent a number: it marked another chapter in a personal and professional aviation journey that spans over three decades and more than 6,000 flight hours.

As a U.S.-based businessman who has been an operations executive with technology firms for the past 30 years, Baum's flying career includes a focus on high-performance aircraft and the commitment to safety and training, which parallels his passion for innovation. Today, in addition to flying his new TBM 960, he also co-manages the Minus 7 air-to-air visual communications company specializing in aerial cinematic and photo content for aviation and natural history productions.

From taildraggers to turboprops

Baum's aviation story began in 1988 while he was still in graduate school. Inspired by his mother – a World War II Civil Air Patrol pilot who flew sorties looking for German U boats over the Chesapeake Bay, as well as a flight with his high school librarian in a Cessna 172 – he pursued flying alongside a flourishing tech career.

Over the years, Baum worked his way up from Cessnas and a Grumman Tiger to pressurized singles like the Cessna P210, which he eventually converted into a turbine-powered Silver Eagle version. That aircraft marked his entry into turboprop-powered flying, but the step up into the TBM changed everything.

His new TBM 960 (tail number N960VT) is the third TBM-series aircraft owned by Baum, which follows a TBM 930 and TBM 940.

"The TBM fundamentally transformed my world of aviation," Baum said. "When I acquired the TBM 930 in 2016, it wasn't just about flying anymore – it was about traveling."

Together with his wife, he embarked on adventure flights across North America, Cuba, and even around the world on a 69-day, 26-country journey through Europe, the Middle East, and Asia. Later came the TBM 940, which took them through South America during the early days of COVID, with the couple narrowly escaping quarantines with just hours to spare before border closures.

The path to the TBM 960

Baum's decision to upgrade to the TBM 960 was both practical and strategic. Confirming that its increased automation brings enhanced operational safety and improved situational awareness, the acquisition also focused on value continuity.

“I tend to fly the airplanes to about 1,000 hours, staying within the framework of Daher Aircraft’s warranty, and then trade up,” he explained. “It keeps me at the high end of the product line, which helps with resale value and ensures I always have the latest safety features.”

With over 2,200 hours in TBMs alone, Baum's approach to flying aircraft such as the TBM emphasizes a core philosophy: stay current, stay sharp.

“I fly about 300 hours a year and I live in the Northeast U.S., so I’m in IMC [Instrument Meteorological Conditions] frequently, he said. “I’ve never been out of instrument currency in over 20 years.”

In addition to annual sessions at Daher's training partner, SIMCOM, Baum continues to build skills, having earned commercial, multi-engine, tailwheel, and seaplane ratings: “Constant training matters. And I'm a regular aviation ‘student’ – I read every NTSB accident report, I follow the forums of the TBM Owners and Pilots Association, and I constantly visualize scenarios. That's how I stay safe.”

A family affair: high-speed cinematic storytelling

Flying the TBM isn't Baum's only aviation connection. Alongside his son, Grayson Baum, he's involved in the management of Minus 7, an air-to-air cinematography/photography company that has made a name for itself in the world of high-end aerial media. Minus 7 captures dynamic air-to-air footage that rivals jet platforms, but at a fraction of the operating cost – utilizing the company's Beechcraft Baron 58TC equipped with an 8K RED V-Raptor camera and 25-250 CINE lens, integrated on a precision-engineered GSS gimbal.

“With the Baron, we can shoot at flight speeds from 90 to 180 knots and deliver cinematic-quality video at 120 frames per second,” Baum said. “This gives us a great middle ground as an aerial platform positioned between the capabilities of helicopters and jets.”

From promotional shoots for aircraft manufacturers to action sports documentaries, Minus 7 has filmed everything from backcountry airport operations to

complex formation sorties, and even climbers on remote Alaskan glaciers. The company's home base is Durango, Colorado, which is in the GMT -7 time zone, hence the Minus 7 name.

Its 2025 schedule included two days of air-to-air video and photo sequences in June for Daher Aircraft, staging from the Sandpoint, Idaho facility for formation flights with a new-production Kodiak 900, the Kodiak 900 multi-mission demonstrator aircraft and a Kodiak 100 on floats – which were joined by a TBM 960.

TBM support that goes the distance

While building up the flight time in his TBMs and crossing continents, Baum credits Daher Aircraft and the Daher Care Network for unwavering support, adding: “The service and community around the TBM are incredible. On our globe-circling trip, Daher tracked our progress and helped us navigate complex issues like volcanic ash exposure in Bali. Every Daher-approved service center that I've worked with – Columbia Aircraft, Muncie Aviation and AVEX Aviation – has been phenomenal.”

Baum also uses the “Me & My TBM” cloud-based application as part of his regular flying routine, praising its improvements in usability and integration since the app's introduction. “I love the Me & My TBM application's capability to track fuel status and landing scores. I don't utilize it competitively in comparing my scores against other pilots...but I do use it to compete with myself. And the app's integration with Daher's My TBM Docs documentation resources has made a big difference.”

Looking Ahead

For Baum and Minus 7, the horizon is wide open. Whether capturing inspiring imagery during air-to-air missions or performing long-range trips in his TBM 960, Baum blends passion, precision, and purpose in everything he does.

And for those pilots considering a step up to the TBM? “It's an aircraft that can change how you think about flying. It's not just a tool – it is an enabler of extraordinary experiences,” he concluded.

2025 EVENTS

Daher at Global Events: Showcasing TBM and Kodiak Aircraft in 2025

Pompano Beach, Florida, USA

February 21-22 *U.S. Aircraft Expo*

Daher Aircraft kicked off the year right at home, with the U.S. Aircraft Expo held directly on the tarmac of Pompano Beach Airpark. Just minutes from the office, this event offered the perfect opportunity to connect with local aviation enthusiasts and showcase Daher's aircraft in a familiar setting.

Orlando, Florida, USA

February 26 *NBAA Regional Forum*

At the NBAA Regional Forum in Orlando, Daher's presence was made even more special thanks to a dear client Dr. Ian Fries, who graciously exhibited his own TBM aircraft. His TBM drew attention, especially thanks to the carnation flower placed on the fuselage – a detail that sparked curiosity.

Dr. Fries enthusiastically gave tours of his aircraft, sharing his ownership experience and passion for aviation. He practically stole the sales team's job by giving tours, answering questions, and charming visitors with his TBM! It was a fantastic example of the strong bond between Daher and its owner community.



NBAA Regional Forum

Bordeaux, France

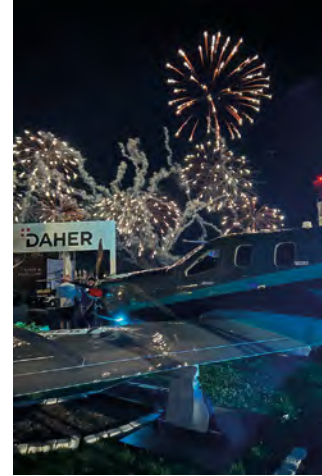
April 1-3 *SOFINS - Camp de Souge*

SOFINS was a unique opportunity for Daher Aircraft to co-organize the event alongside the Daher Group. For the first time ever, Daher successfully landed a civil aircraft – the Kodiak 100 – on the military-only airfield of Camp de Souge, marking a symbolic milestone in operational flexibility.

Lakeland, Florida, USA

April 1-6 *SUN 'n FUN*

SUN 'n FUN brought together aviation lovers from all over. Daher Aircraft's presence at this vibrant airshow allowed us to connect with a passionate community and celebrate the joy of flying.



Friedrichshafen, Germany

April 9-13 *AERO Friedrichshafen*

Europe's leading general aviation show, AERO Friedrichshafen, was a highlight of Daher Aircraft's spring calendar. Meetings with international clients and partners, reinforced Daher's global footprint.



AERO Friedrichshafen

Le Bourget, France

June 16-22 *Paris Air Show*

On the tarmac of Le Bourget, Daher Aircraft's proudly delivered the 600th TBM 900-series aircraft to Jim Baum and his family - a milestone that reflects the strength and legacy of the TBM program. The aircraft, showcased on our static display throughout the week, became the centerpiece of a heartfelt celebration. Gifts were exchanged, champagne was poured, and smiles were shared in a memorable ceremony that honored both innovation and community. This delivery, made in the heart of one of the world's most prestigious aviation events, was a true highlight of 2025.

APSCON, Phoenix, Arizona, USA

July 14-18

Daher Aircraft kicked off the year right at home, with the U.S. Aircraft Expo held directly on the tarmac of Pompano Beach Airpark. Just minutes from the office, this event offered the perfect opportunity to connect with local aviation enthusiasts and showcase Daher's aircraft in a familiar setting.

Oshkosh, WI, USA

July 21-27 EAA AirVenture

Oshkosh never disappoints! This iconic gathering of aviation lovers was once again a highlight of the summer. Daher Aircraft welcomed nearly 600 guests – clients and their families – to its stand, a testament to the growing TBM community and the strong bonds built over the years.

To better accommodate this increasing attendance, Daher Aircraft introduced a larger VIP building, offering a more spacious and comfortable environment for visitors. It quickly became a lively hub of connection, conversation and celebration.

A standout moment of the week was the Daher Annual party on Wednesday evening, where everyone proudly wore matching T-shirts, creating a vibrant sea of unity and shared enthusiasm.

Also included was the Daher awards presentation, recognizing outstanding pilots and loyal customers. Several "Top Aviator" prizes were awarded, notably to those who demonstrated exceptional performance and engagement through the Me & My TBM app.

Oshkosh 2025 was more than an event – it was a celebration of aviation, community, and the spirit of flight that brings everyone together.



EAA AirVenture

São Paulo, Brazil

August 5-7 LABACE

LABACE marked Daher Aircraft's return to Latin America's largest business aviation event, and this year, Daher made a strong statement. The TBM and Kodiak drew significant attention among regional operators and aviation enthusiasts, who were impressed with the performance, versatility, and reliability. 2025 also marked a strategic milestone for Daher Aircraft in Brazil, with the opening of a new office in São Paulo, reinforcing the long-term commitment to the region and improving support for the growing customer base. LABACE was not only an opportunity to showcase the Daher aircraft product line, but also to deepen relationships and expand the footprint in one of the world's most dynamic aviation markets.

Avignon, France

September 4-6 TBMOPA Safety Seminar

In the beautiful setting of Avignon, Daher Aircraft joined the TBMOPA Safety Seminar to continue promoting safe flying practices and community engagement. The event was a perfect blend of technical workshops, pilot networking, and shared passion for aviation.



Avignon Safety Seminar

Las Vegas, Texas, USA

October 14-16, NBAA-BACE

At NBAA-BACE in Las Vegas, Daher Aircraft connected with the aviation community to share the latest developments for the TBM and Kodiak aircraft families.

Daher Aircraft's static display at Henderson Executive Airport featured the TBM 960 and Kodiak 100



NBAA-BACE



LABACE 2025

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FREQUENT FLYERS

An increasing number of TBM and Kodiak customers are repeat buyers. Such loyalty is earned through the quality, reliability and dedication that Daher Aircraft brings to every airplane we build. Owners buy more than a TBM or Kodiak: they invest in a true partnership based on quality, operational performance, innovation and unmatched customer service.

TBM

KODIAK

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