## ENGINE
- **Pratt & Whitney Canada PT6A-42A**
- **Horsepower:** Flat Rated at 600 shp
- **TBO:** 3,600 hours
- **Hot Section Inspection:** 1,800 hours

## PROPELLER
- **Hartzell 4-Blade Constant Speed | Reversible**
- **Diameter:** 82.5 in | 210 cm

## WEIGHTS
- **Max Takeoff Weight:** 6,000 lbs | 2,722 kg
- **Max Ramp Weight:** 6,050 lbs | 2,744 kg
- **Standard Equipped Weight:** 3,650 lbs | 1,656 kg
- **Standard Useful Load:** 2,400 lbs | 1,089 kg

## SPEEDS
- **Max Cruise Speed:** 274 ktas | 507 km/h
- **Vmo Speed:** 250 kcas | 463 km/h

## FUEL CAPACITY, USABLE
- 260 US gal | 984 liters

## RANGE WITH 45 MIN RESERVE
- **274 ktas Cruise:** 1,209 nm | 2,239 km
- **257 ktas Cruise:** 1,385 nm | 2,565 km
- **184 ktas Cruise:** 1,658 nm | 3,071 km

## MAXIMUM APPROVED ALTITUDE
- **30,000 ft | 9,144 m**
- **For RVSM Airspace:** 28,000 ft | 8,534 m

## TAKEOFF DISTANCE
- **Total Over 50 ft Obstacle:** 2,635 ft | 803 m

## LANDING DISTANCE
- **Total Over 50 ft Obstacle:** 2,659 ft | 810 m

## CABIN PRESSURIZATION
- **Maximum Cabin Differential:** 5.6 psi

---

**CABIN CLASS, SINGLE-ENGINE, PRESSURIZED TURBOPROP**
A leader in acquisition and operating costs, the Piper M600 leaves nothing to be desired among dedicated aviators. Impressive 600 shp, touchscreen-controlled avionics, advanced safety features, extraordinary range, and increased speed and payload make the M600 a true business aircraft.

---

**$2,928,000* Standard Equipped List Price**

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*Fly-Away-Factory (F.A.F.) Vero Beach, FL – dealer delivery and local taxes extra.*
### AVIONICS EQUIPMENT OPTIONS

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>150:</td>
<td>SurfaceWatch</td>
<td>$5,778</td>
</tr>
<tr>
<td>215:</td>
<td>110 volt AC Power Outlet (Cabin and cockpit)</td>
<td>$6,502</td>
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<tr>
<td>235:</td>
<td>Jeppesen ChartView</td>
<td>$4,707</td>
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<tr>
<td>256:</td>
<td>GSR 56 Iridium Transceiver</td>
<td>$18,071</td>
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<tr>
<td>269:</td>
<td>GDL 69 SXM Satellite Radio / Weather</td>
<td>$12,661</td>
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<tr>
<td>330:</td>
<td>L3 WX-500 Stormscope</td>
<td>$12,283</td>
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<tr>
<td>352:</td>
<td>Becker RA3502 Remote ADF Receiver</td>
<td>$15,907</td>
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<tr>
<td>398:</td>
<td>Hartzell 5-blade Composite Propeller</td>
<td>$38,250</td>
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<tr>
<td>450:</td>
<td>TAWS-B (Terrain Awareness and Warning System)</td>
<td>$13,526</td>
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<tr>
<td>563:</td>
<td>BendixKing KN 63 Remote DME</td>
<td>$15,474</td>
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<tr>
<td>616:</td>
<td>Flight Stream 510</td>
<td>$2,426</td>
</tr>
<tr>
<td>855:</td>
<td>GTS 855 Traffic Advisory System - TCAS / ACAS (Includes GTS 825)</td>
<td>$13,822</td>
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<tr>
<td>700:</td>
<td>Non Standard Paint Color - Top</td>
<td>$7,386</td>
</tr>
<tr>
<td>710:</td>
<td>Non Standard Paint Color - Bottom</td>
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<tr>
<td>735:</td>
<td>GTX 33D ES &amp; GTX 345 Diversity Digital Transponder with Dual Antennas</td>
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<td>740:</td>
<td>GTX 345 Second Digital Transponder</td>
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<td>910:</td>
<td>Fire Detection System</td>
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<tr>
<td>915:</td>
<td>GTS 855 Traffic Advisory System - TCAS / ACAS (Includes GTS 825)</td>
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<td>Flight Stream 510</td>
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<td>917:</td>
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<td>918:</td>
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<td>927:</td>
<td>GTX 345 Second Digital Transponder</td>
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</tr>
<tr>
<td>928:</td>
<td>Fire Detection System</td>
<td>$6,930</td>
</tr>
</tbody>
</table>

### PACKAGING OPTIONS

- **AWARENESS PACKAGE** $71,016
  - SurfaceWatch, Jeppesen ChartView, GTS 855 Traffic Advisory System, TCAS/ACAS L, TAWS-B
  - Terrain Awareness and Warning System, GTX 345 Second Digital Transponder

- **WEATHER PACKAGE** $24,217
  - GDL 69A SXM Satellite Weather, L3 WX-500 Stormscope

- **INTERNATIONAL PACKAGE** $48,223
  - GSR 56 Iridium Transceiver, BendixKing KN 63 Remote DME, GTX 33 D ES Diversity Digital Transponder with Dual Antennas & GTX 345 (Required for European Aircraft. Replaces standard GTX 335)

- **PREMIUM PACKAGE** $52,814

- **EXP PACKAGE** $23,000
  - EXP (Expression) Interior Package
  - Additional special options | Quoted upon request

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### STANDARD FEATURES

**AVIONICS**

- Garmin G3X00 Avionics Suite with Autopilot Enhanced AFCS and Synthetic Vision:
  - Dual 12” PFDs
  - Single 12” MFD
  - Dual GTJ 575 Touchscreen Cockpit Management Units
  - Dual GIA 64W NAV/COM/GPS
  - GEA 71 Engine and Airframe Interface
  - GFC 700 Autopilot and Enhanced AFCS
  - Advanced Safety Features: Automatic Level Mode (Blue Button), Electronic Stability Protection (ESP)
  - Underspeed Protection (USP)
  - Hypoxia Recognition System with Emergency Descent
  - GEC 711 AP Controller and Yaw Damper System
  - Mode Coupled Go Around

**WEATHER PACKAGE**

- Dual 12” PFDs
- Single 12” MFD
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**INTEGRATED DIGITAL CABIN PRESSURIZATION**

- Garmin G3X00 Avionics Suite with Autopilot Enhanced AFCS and Synthetic Vision:
- Dual 12” PFDs
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- Underspeed Protection (USP)
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- Mode Coupled Go Around

**INTERIOR**

- Premium Leather Interior:
  - Firenze (Black and cream with carbon fiber accents)
  - Mojave (Tan with light khaki)
  - Sequoia (Carmel with black accents)
  - Geneva (grey with black accents)
- Electroluminescent Placards, Chrome, Antique Bronze and Wood Accents

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**STANDARD FEATURES**

- Garmin G3X00 Avionics Suite with Autopilot Enhanced AFCS and Synthetic Vision:
- Dual 12” PFDs
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- Mode Coupled Go Around

**OTHER EQUIPMENT**

- Flight Into Known Icing (FIKI)
- PiperAire Air Conditioning
  - Hardwired Cockpit Bose A20 Headsets
  - Six USB Charging Ports (two cockpit, four cabin)
G3000 AT THE FOREFRONT OF TECHNOLOGY

From intuitive pilot input through touchscreen controllers to increased situational awareness, the G3000, as installed in the M600, is the most advanced avionics available for single-engine turboprop aircraft. Features like 60/40 Mode and enhanced map display bring invaluable situational information right in front of the pilot. No longer does the pilot need to, on approach, sacrifice their scan from the instruments to look down at the approach plate.

ENHANCED HORIZONTAL SITUATION INDICATOR (HSI)

The Enhanced Map HSI is designed to increase situational awareness by overlaying additional information onto the HSI display. Just as the HSI provides increased information compared to the directional gyro, the Enhanced Map HSI further improves the HSI by allowing greater information to be conveyed within the primary instrument scan. It can be used while in 60/40 Mode and supports overlays with combinations on Map, SafeTaxi, Flight Plan, METARS, NEXRAD, Weather Radar, and more.

CONNECTIVITY AND FLIGHT STREAM 510

G3000’s ability to simplify and streamline your piloting workload starts even before you climb into the cockpit. With the addition of an optional Flight Stream 510 wireless gateway, your G3000 avionics system becomes capable of streaming information in real time between your avionics and compatible mobile devices running the Garmin Pilot™ or ForeFlight Mobile apps.

This means you can do advance flight planning on your iPad®, tablet or other smart device — in the comfort of your home or office — and then wirelessly load the data into your avionics once you get to the airport. You can also update databases by simply collecting all that information on your mobile device — and use it to transfer the data to your avionics when you get to the airport the next day.

TOUCHSCREEN CONTROLLERS

Dual touchscreen controllers provide the latest in modern input for a fully integrated avionics suite. Intuitive and easy to use, the shallow menu structure keeps essential information readily accessible, while providing advanced data entry for communication, navigation, and surveillance. Knobs at the bottom of the screens provide familiar and quick entry of flight management information.

Providing the most contemporary and intuitive information, Piper is at the forefront of advanced data entry and intelligent flight management.

HYPOXIA RECOGNITION SYSTEM WITH AUTOMATIC DESCENT MODE

The Hypoxia Recognition System detects pilot incapacitation as a result of hypoxia by monitoring pilot interaction with the PFD, MFD, and Autopilot Controller at cabin altitudes above 14,900 feet when the autopilot is engaged. If no interaction is detected within a specified time period, after multiple prompts, this system will engage Automatic Descent Mode and bring the aircraft to a lower altitude in an effort to allow recovery from hypoxia. The M600 can safely fly itself, without assistance, to lower altitudes in the unlikely case the pilot becomes unresponsive.

The G3000 suite. It also includes Electronic Stability Protection (ESP), Level Mode, Underspeed Protection (USP), Emergency Descent Mode, and Coupled Go Around, elevating pilot and passenger safety to the highest standards.

GFC 700 AUTOPILOT WITH ENHANCED AFCS

The fully integrated flight control system provides exceptional flight automation with a dual AHRS-based system. The system offers top safety features and incomparable performance, seamlessly integrating a flight director, autopilot, automatic trim and yaw damper into the G3000 suite. It also includes Electronic Stability Protection (ESP), Level Mode, Underspeed Protection (USP), Emergency Descent Mode, and Coupled Go Around, elevating pilot and passenger safety to the highest standards.

Automatic Level Mode (Blue Button)

Level Mode will return the aircraft to a wings level attitude with zero vertical speed with the push of a button. It will automatically engage the flight director and autopilot functions to return the aircraft to straight and level flight.

SURFACEWATCH™ (OPTIONAL)

With G3000, Garmin has expanded their suite of Terminal Safety Solutions with the addition of the optionally available SurfaceWatch. This feature is designed to further support safe on-airport operations by helping pilots avoid runway incursions or other miscues such as taking off or landing on the wrong runway. Or on a taxiway. It even tells you if you’re lined up on a runway that appears to be too short for safe takeoff or landing. Also, the optionally available SurfaceWatch can provide runway distance-remaining annunciations, beginning at 5,000’ down through 500’ remaining.
**FUEL COST**
Calculations based on block fuel divided by time. Includes climb, cruise, and descent fuel.
- M600: 46 gph
- TBM 930: 62 gph

**MAINTENANCE LABOR COST PER HOUR**
Cost based on a labor rate of $105 per man-hour. Figures include routine scheduled and unscheduled maintenance for airframe and avionics:
- M600: $73.50 / flight hour (Cost based on .70 man-hours per flight)
- TBM 930: $78.75 / flight hour (Cost based on .73 man-hours per flight)

**ENGINE RESTORATION:**
Figures are based on typical overhaul and hot section inspection costs.
- M600: $130.59 / flight hour
- TBM 930: $165.31 / flight hour

**DIRECT OPERATING COST** as a function of fuel cost

**RETAIL LIST PRICE** (Standard Equipped)

**FULL FUEL PAYLOAD**

To find a service center nearest you, connect with our Dealer Network:
Piper Customer Support Hotline:
Domestic: 1-877-879-0275
International: +001-772-299-2141

All data is preliminary and subject to change.
### Performance Data

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<thead>
<tr>
<th></th>
<th>Standard</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>274 ktas Cruise with 45 Min. Reserve</td>
<td>1,209 nm</td>
<td>2,239 km</td>
</tr>
<tr>
<td>257 ktas Cruise with 45 Min. Reserve</td>
<td>1,385 nm</td>
<td>2,565 km</td>
</tr>
<tr>
<td>184 ktas Cruise with 45 Min. Reserve</td>
<td>1,658 nm</td>
<td>3,071 km</td>
</tr>
<tr>
<td>Max Operating Altitude [28,000 ft for RVSM]</td>
<td>30,000 ft</td>
<td>9,144 m</td>
</tr>
<tr>
<td>Cabin Altitude at 28,000 ft / 7,925 m</td>
<td>8,244 ft</td>
<td>2,513 m</td>
</tr>
<tr>
<td>Rate of Climb (Sea level, MTOW)</td>
<td>1,556 ft/min</td>
<td>474 m/min</td>
</tr>
<tr>
<td>Landing Distances Over 50 ft Obstacle</td>
<td>2,659 ft</td>
<td>810 m</td>
</tr>
</tbody>
</table>

### Cabin Dimensions

<table>
<thead>
<tr>
<th></th>
<th>Standard</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabin Volume</td>
<td>165 cu ft</td>
<td>4.67 cu m</td>
</tr>
<tr>
<td>Cabin Length</td>
<td>12 ft 3 in</td>
<td>3.76 m</td>
</tr>
<tr>
<td>Cabin Width</td>
<td>4 ft 1 in</td>
<td>1.25 m</td>
</tr>
<tr>
<td>Cabin Height</td>
<td>3 ft 11 in</td>
<td>1.18 m</td>
</tr>
<tr>
<td>Door Dimensions</td>
<td>3 ft 10 in x 2.0 ft</td>
<td>1.16 m x 0.61 m</td>
</tr>
<tr>
<td>Internal Baggage</td>
<td>20.0 cu ft (100 lbs)</td>
<td>0.57 cu m (45 kg)</td>
</tr>
</tbody>
</table>

### Weights

<table>
<thead>
<tr>
<th></th>
<th>Standard</th>
<th>Metric</th>
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<tbody>
<tr>
<td>Max Ramp Weight</td>
<td>6,050 lbs</td>
<td>2,744 kg</td>
</tr>
<tr>
<td>Max Takeoff Weight</td>
<td>6,000 lbs</td>
<td>2,722 kg</td>
</tr>
<tr>
<td>Max Landing Weight</td>
<td>5,800 lbs</td>
<td>2,631 kg</td>
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<tr>
<td>Max Zero Fuel Weight</td>
<td>4,850 lbs</td>
<td>2,200 kg</td>
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<tr>
<td>Basic Empty Weight</td>
<td>3,650 lbs</td>
<td>1,656 kg</td>
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<tr>
<td>Fuel Capacity, Usable</td>
<td>260 gallons</td>
<td>984 liters</td>
</tr>
<tr>
<td>Payload With Full Fuel</td>
<td>658 lbs</td>
<td>298 kg</td>
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</table>
interior detail

which m class is right for my mission?

<table>
<thead>
<tr>
<th>M350</th>
<th>M500</th>
<th>M600</th>
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<tbody>
<tr>
<td>Number of Passengers</td>
<td>5+1</td>
<td>5+1</td>
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<tr>
<td>Engine Type</td>
<td>Piston</td>
<td>Turbo Prop</td>
</tr>
<tr>
<td>Engine Model</td>
<td>Lycoming TIO-540-AE2A</td>
<td>Pratt &amp; Whitney PT6A-42A</td>
</tr>
<tr>
<td>Horsepower</td>
<td>350 hp</td>
<td>500 shp</td>
</tr>
<tr>
<td>Avionics Suite</td>
<td>G1000 NXi</td>
<td>G1000 NXi</td>
</tr>
<tr>
<td>Pressurization</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>FIKI Certified</td>
<td>Yes (Optional equipment)</td>
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<tr>
<td>Max Cruise Speed</td>
<td>213 ktas</td>
<td>260 ktas</td>
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<tr>
<td>Max Range</td>
<td>1,343 nm</td>
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<tr>
<td>Useful Load</td>
<td>1,308 lbs</td>
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<tr>
<td>Landing Distance</td>
<td>1,968 ft</td>
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</tr>
<tr>
<td>Price (Standard Equipped)</td>
<td>$1,178,610</td>
<td>$2,040,000</td>
</tr>
</tbody>
</table>

range maps

1000 nm trip comparison (nj/ny - fl)

Assumptions: 3 passengers (pax) of executive level with average hourly wage of $350.00.

M600 - Private Flight
Teterboro, NJ to West Palm Beach, FL

Commercial Airline Flight
LaGuardia, NY to West Palm Beach, FL

<table>
<thead>
<tr>
<th>M600 - Private Flight</th>
<th>Commercial Airline Flight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flight Time (Direct, Non-stop)</td>
<td>3 hrs 24 min</td>
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<tr>
<td>Driving Time to Airport*</td>
<td>55 min</td>
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<tr>
<td>Pre-arrival for Check-in and TSA check</td>
<td>1 hr</td>
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<tr>
<td>Arrival at Destination**</td>
<td>45 min</td>
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<tr>
<td>Total Time</td>
<td>6 hrs 4 min</td>
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<tr>
<td>Cost of Time (3 Pax)**</td>
<td>$4,342.00</td>
</tr>
<tr>
<td>Price (Standard Equipped)</td>
<td>$2,928,000</td>
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Global customer support
Piper Aircraft offers customers support that is available 24 hours a day, seven days a week to answer questions and manage any concerns. To help with in product support, there is a network of more than 80 independently owned and operated approved Piper Service Centers, guaranteeing support and assistance all around the world. Additionally, our association with Aviall and its network of more than 40 customer service centers worldwide supplements dealer parts inventory to ensure materials are available when and where they are needed most. Piper is known for building quality aircraft, but we also excel at building relationships that last.

Pilot training
The sale of each new Piper M600 comes with a one-week pilot initial, aircraft specific training course. For qualified pilots, training for the M600 is provided by our exclusive M600 training provider, Legacy Flight Training located at the Piper Factory in Vero Beach, FL. The training program combines a thorough academic ground school with aircraft specific training using a full motion flight training device and flight time in the customer’s aircraft if needed.

Piper warranty program
As part of our commitment to our customers, Piper offers excellent warranties on all new M600 aircraft. We offer a five-year warranty on airframe and systems. Garmin offers a five-year warranty (parts and labor) on their avionics. The Pratt & Whitney PT6A-42A powerplant comes with an industry-leading, seven-year/2500 hour warranty. Hartzell Propeller features a five-year/1,500 hour warranty on all Hartzell products installed by Piper.