



2017 ALL NEW M600™

SPECIFICATIONS AND PRICING

\$2,899,000*

Standard Equipped List Price

Cabin Class, Single-Engine, Pressurized Turboprop

A leader in acquisition and operating costs, the newly certified 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.

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

NBAA RANGE

274 ktas Cruise 1,085 nm | 2,009 km
257 ktas Cruise 1,242 nm | 2,300 km
238 ktas Cruise 1,345 nm | 2,491 km
184 ktas Cruise 1,484 nm | 2,748 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

M600 SPECIFICATIONS



STANDARD FEATURES

Avionics

Garmin G3000 Avionics Suite with Autopilot, Enhanced AFCS, and Synthetic Vision:
Dual 12" PFDs, Single 12" MFD, Dual GTC 570 Touchscreen Cockpit Management Units, Dual GIA 63W NAV/COM/GPS, GEA 71 Engine and Airframe Interface, GFC 700 with Enhanced AFCS (Advanced Safety Features: Automatic Level Mode (Blue Button), Electronic Stability Protection (ESP), Underspeed Protection (USP), Hypoxia Recognition System with Emergency Descent Mode, Coupled Go Around) GMC 710 AP Controller and Yaw Damper System, Dual GMU 44 Magnetometer Units, Dual GRS 77 AHRS Computers, GMA 36 Digital Audio Panel, Dual GDC 74 Air Data Computers, GTX 33 ES Mode S Transponder (ADS-B "Out"), GAE 43 Altitude Encoder, GWX 70 Digital Weather Radar, Garmin FliteCharts, Garmin SafeTaxi, Aspen EFD1000 Standby Flight Instrument, and Integrated Digital Cabin Pressurization

Other Equipment

Flight Into Known Icing (FIKI), PiperAire Air Conditioning, Hardwired Cockpit
Bose A20 Headsets, Six USB Charging Ports (two cockpit, four cabin)

Interior

Calais, Sedona, Firenze, or Mojave Premium Leather Interior, Electroluminescent Placards,
Chrome, Antique Bronze, and Wood Accents



AVIONICS EQUIPMENT OPTIONS

- 150: SurfaceWatch™ | **\$5,665**
- 215: 110 volt AC Power Outlet (cabin and cockpit) | **\$6,375**
- 235: Jeppesen ChartView | **\$4,614**
(one year subscription to Jeppesen PilotPak)
- 256: GSR 56 Iridium Transceiver | **\$17,717**
- 257: GSR 56 Iridium Transceiver – US Customers
– Talk and Text | **\$17,717**
- 269: GDL 69A SiriusXM Satellite Weather (includes FlightStream 110) | **\$12,413**
- 330: L3 WX-500 Stormscope | **\$12,042**
- 352: Becker RA3502 Remote ADF Receiver | **\$15,595**
- 398: Hartzell 5-blade Composite Prop | **\$37,500**
- 450: TAWS-B (Terrain Awareness and Warning System) | **\$13,261**
- 563: BendixKing KN 63 Remote DME | **\$15,171**
- 631: GTX 33 ES: Second Digital Transponder | **\$11,092**
- 641: GTX 33 D ES: Diversity Digital Transponder –
with Dual Antennas (Required for European Operations. Replaces standard GTX 33 ES) | **\$15,402**
- 855: GTS 855 Traffic Advisory System – TCAS I
(includes GTS 825 with ADS-B In) | **\$37,080**

AIRFRAME OPTIONS

- 700: Nonstandard Paint Top Color | **\$7,241**
- 710: Nonstandard Paint Bottom Color | **\$7,241**
- 715: Nonstandard Approved Paint Scheme –
quoted upon request
- 716: Nonstandard Approved – Wing Root Striping | **\$3,090**
- 910: Fire Detection System | **\$8,755**
- AMSAFE: AmSafe Seatbelts – Pilot and
Co-Pilot Positions | **\$6,313**
- Additional Special Options | quoted upon request

PACKAGING OPTIONS

Offered at preferred pricing.



AWARENESS PACKAGE

Jeppesen Chartview (one year subscription to Jeppesen PilotPak), GTS 855 Traffic Advisory System (ADS-B "In") and TCAS I, TAWS-B (Terrain Awareness and Warning System), SurfaceWatch, GTX 33 ES (Second Digital Transponder) | **\$69,624**



WEATHER PACKAGE

GDL 69A SiriusXM Satellite Weather (includes Flight Stream), L3 WX-500 Stormscope | **\$23,742**



INTERNATIONAL PACKAGE

GSR 56 Iridium Transceiver, Becker RA3502 Remote ADF Receiver, GTX 33 D ES: Diversity Digital Transponder – with Dual Antennas (Required for European Operations – Replaces standard GTX 33 ES) | **\$47,277**



PREMIUM PACKAGE

110 Volt AC Power Outlet, Hartzell 5-Blade Composite Prop, AmSafe Seatbelts – Pilot and Co-Pilot Positions | **\$49,818**



AVIONICS



PRIMARY FLIGHT DISPLAYS (PFD)

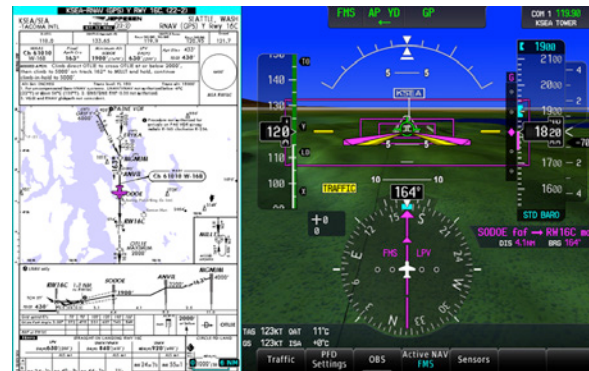
Two high-resolution 12" primary flight displays put the flight instruments in direct line of sight from both left and right seats with no distracting parallax view.

MULTI-FUNCTION FLIGHT DISPLAY (MFD)

In the center of the panel, engine data, charts, traffic, weather, flight plans, menus, and more are displayed on the large format, high-resolution, 12" display. Garmin's intuitive, user-friendly interface makes the MFD simple to navigate.



60/40 MODE



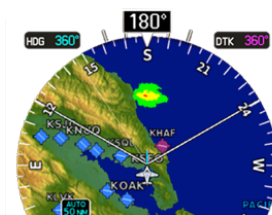
G3000 AT THE FOREFRONT OF TECHNOLOGY

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.



SURFACEWATCH™ (OPTIONAL)

As an additional safety feature, SurfaceWatch provides aural and visual alerts to help the pilot maintain situational awareness and avoid potential runway incursions/excursions during ground and air operations in an airport environment.



ENHANCED HORIZONTAL SITUATION INDICATOR (HSI)

The Enhanced Map HSI is a new feature 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.

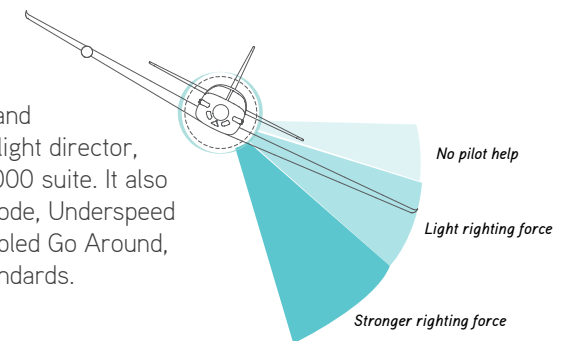
TOUCHSCREEN CONTROLLERS

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.



GFC 700 WITH ENHANCED AUTOMATIC FLIGHT CONTROL SYSTEM

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.



HYPOXIA RECOGNITION SYSTEM WITH AUTOMATIC DESCENT MODE

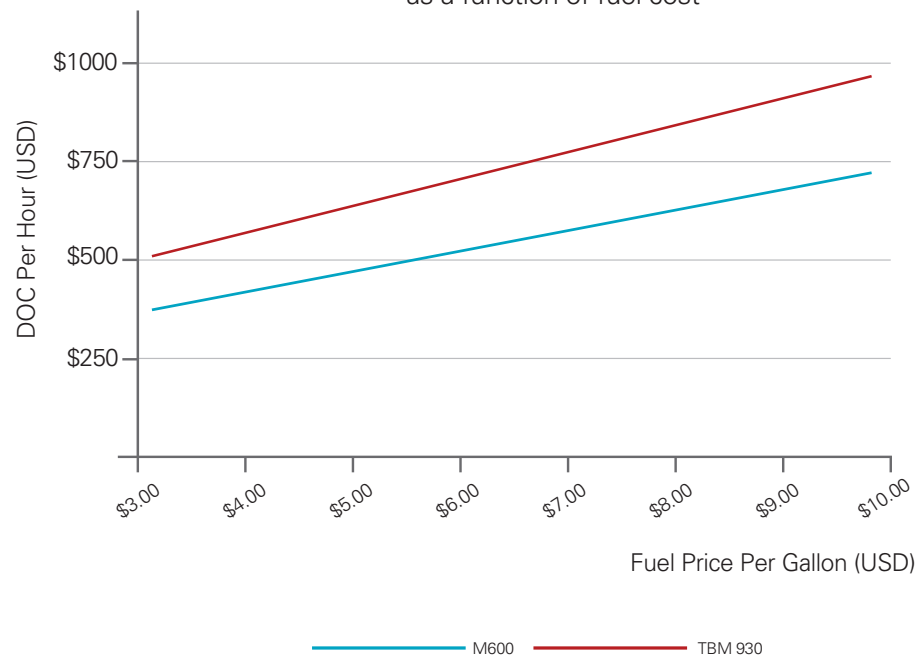
The Hypoxia Recognition System detects pilot incapacitation as a result of hypoxia by monitoring pilot interaction with the PFD, MFD, and Autopilot Controller at cabin altitudes above 14,900 feet when the autopilot is engaged. If no interaction is detected within a specified time period, after multiple 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.

To learn more about additional safety features on the M600, visit piper.com.

BY THE NUMBERS



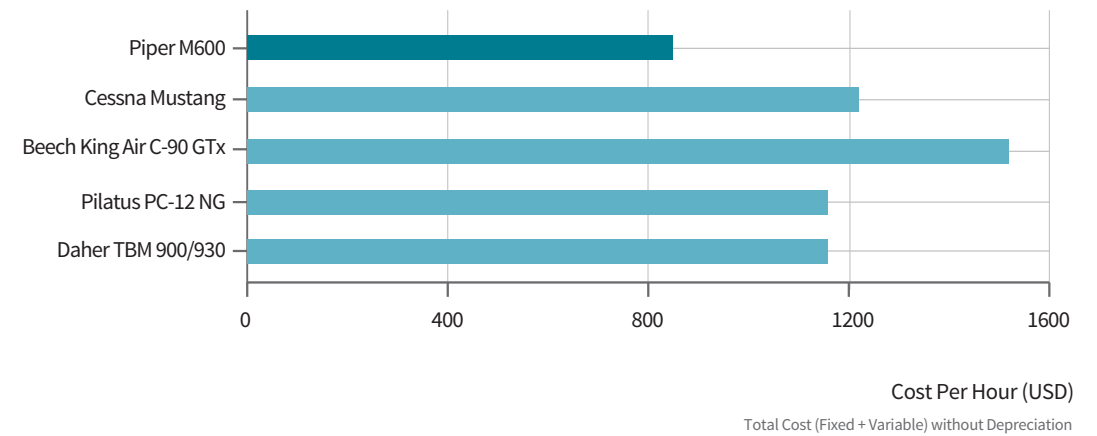
DIRECT OPERATING COST as a function of fuel cost



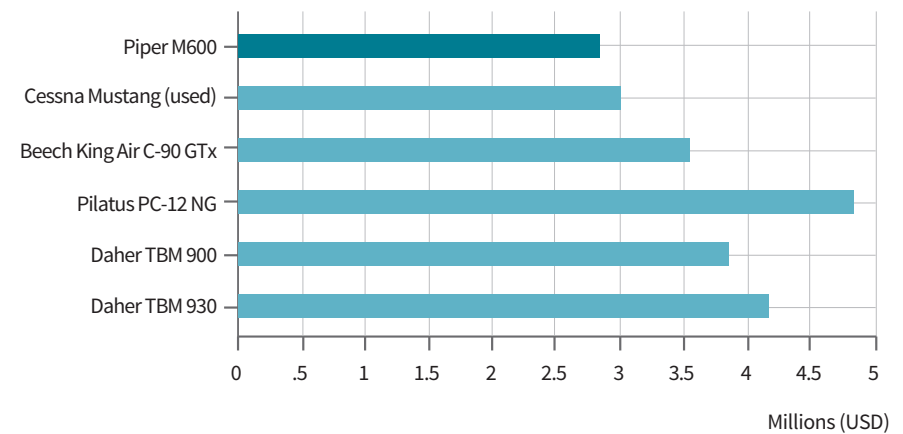
- **Fuel Cost:**
Calculations based on block fuel divided by time. Includes climb, cruise, and descent fuel.
a. M600: 46 gph
b. TBM 930: 62 gph
- **Maintenance Labor Cost per Hour:**
Cost based on a labor rate of \$105 per man-hour. Figures include routine scheduled and unscheduled maintenance for airframe and avionics:
M600: \$73.50 / flight hour (cost based on .70 man-hours per flight hour)
TBM 930: \$78.75 / flight hour (cost based on .75 man-hours per flight hour)

- **Parts Airframe/Engine/Avionics:**
Figures include airframe, avionics, and minor engine consumable parts required for routine scheduled and unscheduled maintenance.
M600: \$44.42 / flight hour
TBM 930: \$71.76 / flight hour
- **Propeller Allowance:**
Figures include both parts and labor required for overhaul, including the cost of any life-limited parts.
M600: \$3.08 / flight hour
TBM 930: \$4.25 / flight hour
- **Engine Restoration:**
Figures are based on typical overhaul and hot section inspection costs.
M600: \$130.59 / flight hour
TBM 930: \$165.31 / flight hour

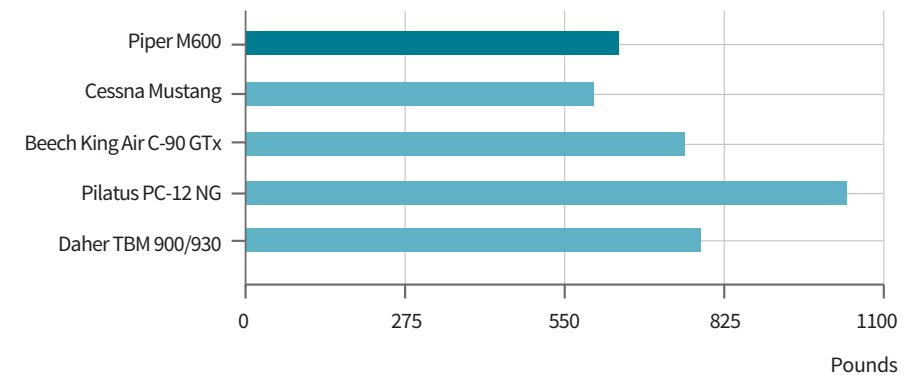
TOTAL COST (FIXED + VARIABLE) PER HOUR



RETAIL LIST PRICE (STANDARD EQUIPPED)



FULL FUEL PAYLOAD



Source: Conklin and deDecker v 16.1.0
All data is preliminary and subject to change.



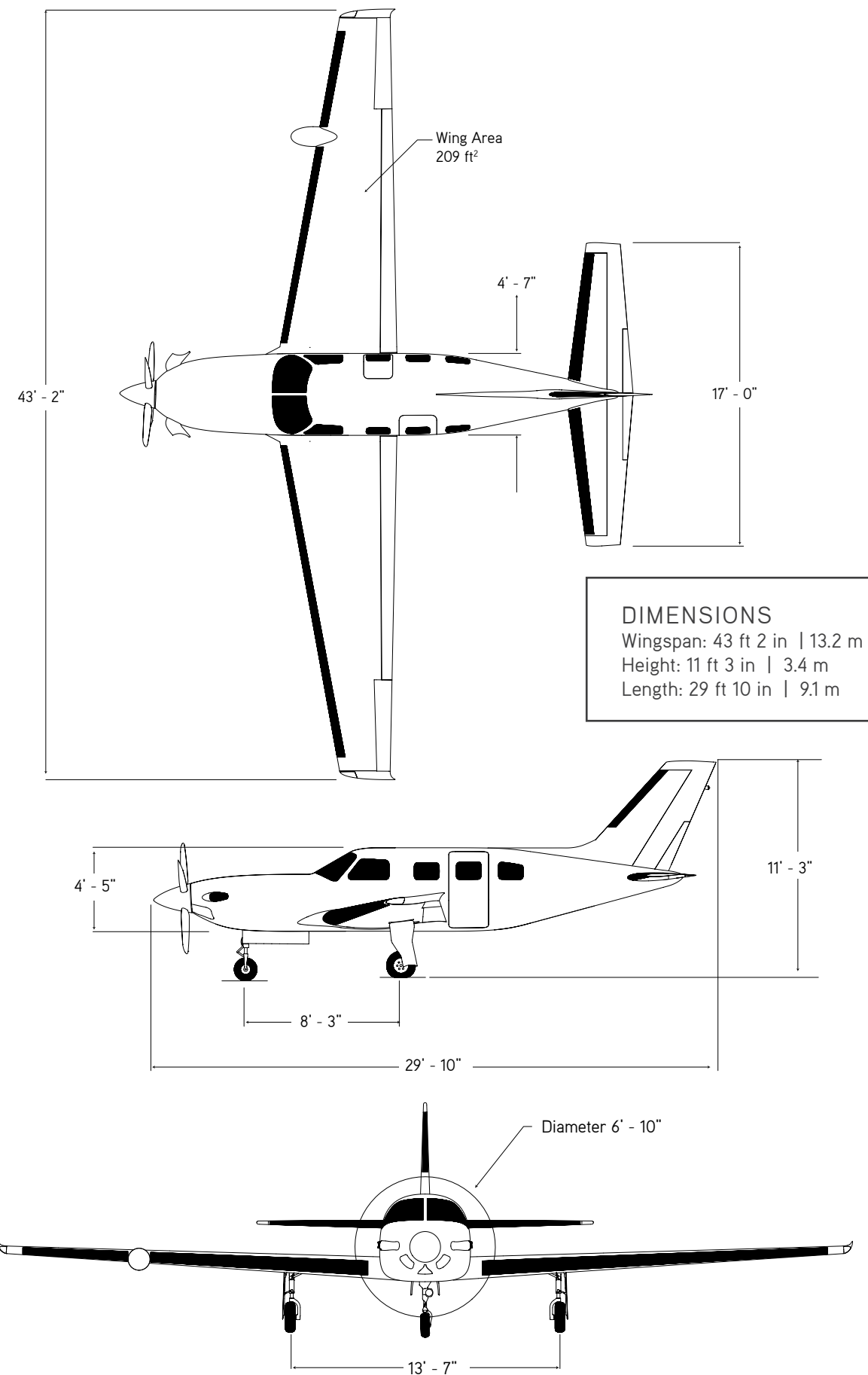
M600 MEASURES UP

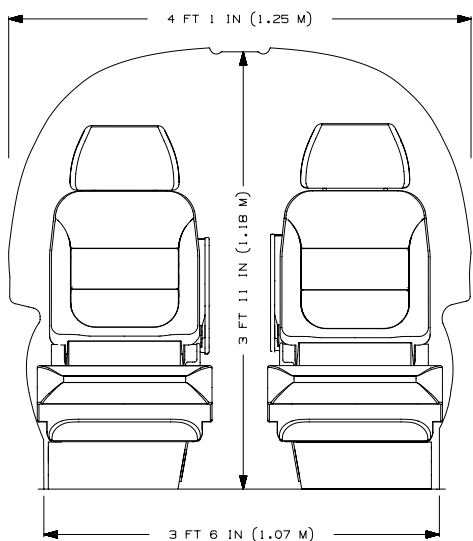
Performance Data	Standard	Metric
NBAA Range 274 ktas Cruise	1,085 nm	2,009 km
NBAA Range 257 ktas Cruise	1,242 nm	2,300 km
NBAA Range 238 ktas Cruise	1,345 nm	2,491 km
NBAA Range 184 ktas Cruise	1,484 nm	2,748 km
Max Operating Altitude	30,000 ft	9,144 m
Cabin Altitude at 26,000 ft / 7,925 m	8,244 ft	2,513 m
Rate of Climb (Sea level, MTOW)	1,556 ft/min	474 m/min
Landing Distances Over 50 ft Obstacle	2,659 ft	810 m

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

Weights	Standard	Metric
Max Ramp Weight	6,050 lbs	2,744 kg
Max Takeoff Weight	6,000 lbs	2,722 kg
Max Landing Weight	5,800 lbs	2,631 kg
Max Zero Fuel Weight	4,850 lbs	2,200 kg
Basic Empty Weight	3,650 lbs	1,656 kg
Fuel Capacity, Usable	260 gallons	984 liters
Payload With Full Fuel	658 lbs	298 kg

All data is preliminary and subject to change.





INTERIOR DETAIL



AIRCRAFT FEATURES COMPARISON CHART

	M600 \$2,899,000	TBM 900 \$3,889,000	TBM 930 \$4,099,000	PC-12 \$4,856,000	Mustang* \$3,459,000
Avionics Suite	G3000	G1000	G3000	APEX®	G1000
ADS-B "Out"	X	X	X	X	X
ADS-B "In"	X	X	X		X
ESP	X		X		
Level Mode	X		X		
USP	X		X		
Coupled Go Around	X		X		
Auto Descent	X		X		
TCAS I	X	X	X	X	X

Numbers above represent Q4 2016 Vref Pricing*

*Estimated used aircraft pricing shown

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	
TRAVEL TIME		TRAVEL TIME - TOTAL ROUND TRIP	
Flight Time	4 hrs 15 min	Flight Time (Direct, Non-stop)	3 hrs 24 min
Flight Prep (Pre Flight)	30 min	Driving Time to Airport**	55 min
Flight Pre (Post Flight)	15 min	Pre-arrival for Check-in and TSA check	1 hr
Total Time	5 hrs	Arrival at Destination***	45 min
Cost of Time (3 Pax)*	\$5,250.00	Total Time	6 hrs 4 min
		Cost of Time (3 Pax)*	\$6,342.00
FLIGHT COST		AIR FARE	
Cost (Maintenance + Fuel)	\$1,962.50	Cost (1st Class 3 Pax)****	\$4,707.00
Total Cost (Time + Aircraft Operation) \$7,212.50		Total Cost (Time + Aircraft Operation) \$11,049.00	

*Cost of time (Average Executive Rate: \$350 / per hour)

**Driving Time To Airport (Includes time to park and walk to terminal.)

***Arrival at Destination (Includes time to traverse from aircraft through terminal and collect rental car.)

****Air Fare (Average First Class Air Fare with 7 day advanced purchase.)

RANGE MAPS



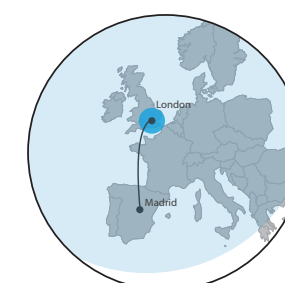
New York City to Dallas
1,208 nautical miles

New York City to Miami
950 nautical miles



Los Angeles to Seattle
831 nautical miles

Los Angeles to Houston
1,197 nautical miles



London to Madrid
679 nautical miles

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 service 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.

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.

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 M600 full motion flight training device and flight time in the customer's aircraft if needed.

From flight training to service centers, comprehensive customer care and global aircraft support remain our top priority. Our experienced team is standing by to make the M600 ownership experience exceptional and worry-free.

YOUR EXCEPTIONAL EXPERIENCE BEGINS AT
piper.com



Piper Aircraft, Inc. reserves the right to make changes, including, but not limited to, changes in specifications, materials, equipment and/or prices at any time without prior notice. It is the responsibility of the pilot to conduct all operations in accordance with the approved Pilot's Operating Handbook, which is the only official source of data. © 2017 Piper Aircraft, Inc.

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