FINAL APPROACH

An Update on M600

SEPTEMBER 2015

KEY MILESTONES COMPLETED

- ☑ Engine mount certification testing
- ☑ Flap drive mechanism certification testing
- ☑ Vertical tail development testing
- ☑ Development and company flight testing
- ☑ Final preparation for certification flight testing is underway.

ESTIMATED TIME OF ARRIVAL: Q1/2016

M600

MORE THAN **1,200** FLIGHT HOURS

OVER **713** FLIGHTS

TEST PILOT FEEDBACK

"Fuel range ring that covers a large portion of the United States."

"Redesigned, more comfortable seats, reassigned USB ports, with cockpit location more convenient for pilot."

"Efficient operation with fewer steps to perform."

"Higher descent speed into terminal areas."

"The ability to interface with mobile devices to streamline cockpit management."

"Cleaner flight deck with backlit placards and pedestal mounted touchscreen controllers."

FROM THE FLIGHT DECK

The turboprop has paved the way for the contemporary pilot to step into a more sophisticated, highly capable plane. The M600 has provided today's aviator a cultivated aircraft with the most advanced avionics suite available in a light turbine.

We sat down with three of our Experimental pilots, Craig Masters, Manager, Experimental Flight Test, John Kronsnoble, Engineering Test Pilot, and the project pilot, Jim Duncan, Lead UM Flight Test/ Aerodynamics. Here is what they had to say about flying with G3000.

"The fully integrated G3000 avionics suite has revolutionized the interface between pilot and controls, " Masters shared. "The menu structures are exceptionally user-friendly, streamlined with discernable icons and distinct graphics. It's very efficient because unnecessary switches, knobs, and buttons have been eliminated from the flight deck. You don't have to rotate a knob anymore – you use an icon now. The display is less cluttered, brighter, and crisper."

"G3000 is definitely a step up from G1000, but an easy transition," added Kronsnoble. "The Vertical Navigation is improved, as well. It's been made better in G3000. The VNAV is simple and less cumbersome."

Duncan went on, "The instrument panel has really been cleaned up. It's more useable with the touchscreen controls on the pedestal. The cockpit configuration makes sense, with everything in close proximity, requiring fewer steps. It's more accessible and easier for the pilot."

The M600 is an efficient aircraft, addressing convenience while emphasizing safety. Taking advantage of the latest technology, M600 is intelligent and competent, fostering communication between portable devices and the avionics, with safe flight at the forefront of the flight plan.