



2018

**M500 | SPECIFICATIONS | PRICING**

\$2,040,000\*

Standard Equipped List Price

**CABIN CLASS, SINGLE-ENGINE, PRESSURIZED TURBOPROP**

Handcrafted in quality with emphasis on safety, the Piper M500 is the ideal aircraft for ambitious aviator who is looking to step-in to a turbo prop aircraft. The Garmin G1000 NXi Next Generation Integrated Flight Deck, 500 shp Pratt & Whitney Pt6A-42A engine, 260 ktas max cruise speed, and a standard useful load of 1,698 lbs makes this pressurized single-engine turboprop a dedicated, versatile plane that is easy to transition into.

**ENGINE**

Pratt & Whitney Canada PT6A-42A  
Horsepower: Flat Rated at 500 shp  
TBO: 3,600 hours  
Hot Section Inspection: 1,800 hours

**PROPELLER**

Hartzell 4-Blade | Constant Speed | Reversible  
Diameter: 82 in | 208 cm

**WEIGHTS**

Maximum Takeoff Weight: 5,092 lbs | 2,310 kg  
Maximum Ramp Weight: 5,134 lbs | 2,329 kg  
Standard Equipped Weight: 3,436 lbs | 1,559 kg  
Standard Useful Load: 1,698 lbs | 770 kg

**MAXIMUM CRUISE SPEED**

260 ktas | 482 km/h

**FUEL CAPACITY, USABLE**

170 US gal | 644 liters

**RANGE WITH 45 MINUTE RESERVE**

1,000 nm | 1,852 km

**MAXIMUM APPROVED ALTITUDE**

30,000 ft | 9,144 m

For RVSM Airspace:  
28,000 ft | 8,534 m

**TAKEOFF DISTANCE**

Ground Roll: 1,650 ft | 503 m

Total Over 50 ft Obstacle: 2,438 ft | 743 m

**LANDING DISTANCE**

Ground Roll: 1,020 ft | 311 m

Total Over 50 ft Obstacle: 2,110 ft | 643 m

**CABIN PRESSURIZATION**

Maximum Cabin Differential: 5.6 psi

- 36% less operating costs than the closest competitor
- 46% less acquisition cost

Data compared to closest competitor. Source: Conklin & de Decker

- 38% less fuel burn than closest competitor

**COMPETITIVE ANALYSIS**



## M500 / SPECIFICATIONS

### STANDARD FEATURES

#### AVIONICS

Garmin G1000 NXi next generation integrated flight deck with Autopilot, and Enhanced AFCS (Autopilot Flight Control System):

Dual 10 " PFDs, Single 12" MFD (LED), Dual GIA 64W NAV/COM/GPS, GFC 700 Autopilot with Enhanced AFCS (Advanced Safety Features: Automatic Level Mode (Blue Button), Electronic Stability Protection (ESP), Underspeed Protection (USP), and Coupled Go Around), GMC 710 AP Controller and Yaw Damper System, Dual GRS 79 AHRS Computers, GCU 47X Keypad, Garmin FlightCharts, Garmin SafeTaxi, GMA 350 Digital Audio Panel, Dual GDC 72 Air Data Computers, GTX 335R Transponder (ADS-B "Out"), GWX 68 Weather Radar, Aspen EFD1000 Standby Flight instruments, and Integrated Digital Cabin Pressurization

#### OTHER EQUIPMENT

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

#### INTERIOR

Wellington (Tan), Inverness (Grey), Inverness (Black), Electroluminescent Placards, Chrome and Wood Accents





#### AVIONICS EQUIPMENT OPTIONS

- 150: SurfaceWatch | \$5,778
- 215: 110 volt AC Power Outlet (cabin and cockpit) | \$6,502
- 235: Jeppesen ChartView | \$4,447  
(Includes one year subscription to Jeppesen PilotPak)
- 256: GSR 56 Iridium Transceiver | \$18,071
- 257: GSR 56 Iridium Transceiver | \$18,071  
(US Customer – Talk and Text)
- 269: GDL 69SXM Satellite Radio / Weather – includes GRC 10 remote | \$12,282
- 330: L3 WX-500 Stormscope | \$12,282
- 346: SVT – Garmin Synthetic Vision | \$19,695
- 352: Becker ADF 3500 | \$15,907
- 363: United Kingdom Lighting Package | \$1,515
- 398: Hartzell 5-blade Composite Propeller | \$35,700
- 450: TAWS-B (Terrain Awareness and Warning System) | \$13,526
- 563: BendixKing KN 63 Remote DME | \$11,805
- 616: Flight Stream 510 with Connex | \$2,426
- 700: Non Standard Paint Color – Top | \$7,386
- 710: Non Standard Paint Color – Bottom | \$7,386
- 715: Non-Standard Approved Paint Scheme | Quoted Upon Request
- 720: Carpet Runners | \$384
- 730: GTX 345 Second Digital Transponder | \$10,000
- 735: GTX 33 D & 345 Diversity Digital Transponder – with Dual Antennas | \$15,402
- 825: GTS 825 Traffic Advisory System (ADS-B "In" compliant) | \$37,117
- AMSAFE: AmSafe Seatbelts – Pilot and Co-Pilot Positions | \$6,439

*Additional Special Options: Quoted upon request*

#### PACKAGING OPTIONS

Offered at preferred pricing.



##### AWARENESS PACKAGE

SurfaceWatch, Jeppesen Chartview, Garmin Synthetic Vision, TAWS-B (Terrain Awareness and Warning System), GTS 825 Traffic Advisory System | \$ 78,210



##### WEATHER PACKAGE

GDL 69A SiriusXM Satellite Weather – includes GRC 10 remote, L3 WX-500 Stormscope | \$ 23,848



##### INTERNATIONAL PACKAGE

GSR 56 Iridium Transceiver, BendixKing KN63 Remote DME, GTX 33 D & GTX 345 Diversity Digital Transponder with Dual Antennas (Required for European Aircraft. Replaces standard GTX 335R) | \$ 44,258



##### PREMIUM PACKAGE

110 Volt AC Power Outlet (cabin and cockpit), Flight Stream 510, Hartzell 5-Blade Composite Prop, Carpet Runners, AmSafe Seatbelts – Pilot and Co-pilot positions | \$ 50,641



## AVIONICS

### G1000 NXI INTEGRATED FLIGHT DECK

The next-generation G1000 NXi system takes the legacy G1000 glass flight deck platform to a new higher level of performance and capability. It combines added processing power with brighter, smoother high resolution displays and enhanced operational features, including SurfaceWatch runway identification and alerting technology, Connex (Flight Stream 510) wireless cockpit connectivity, HSI mapping on your primary flight display, animated NEXRAD datalink weather and autopilot-coupled visual approaches down to pilot-selectable minimums.

### SURFACEWATCH

With G1000 NXi, 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, SurfaceWatch can optionally provide runway distance-remaining annunciations, beginning at 5,000' down through 500' remaining.

### CONNECTIVITY AND FLIGHT STREAM 510

The all-digital GMA 350c Bluetooth audio panel provides more functionality in the cockpit, giving pilots the option to wirelessly connect a smartphone or tablet to the GMA 350c to easily make phone calls or to stream audio entertainment. Additionally, the GMA 350c can be paired with the Garmin Pilot app to transmit terrain, obstacle or traffic alerts while in-flight. Pilot-controlled audio distribution ensures the appropriate communications are dispersed to passengers and crew accordingly.

G1000 NXi'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 G1000 NXi 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.

## HSI MAPPING

The HSI mapping feature on the G1000 NXi system enables an MFD-like perspective map view to be displayed right in your primary field of view (on the PFD) within the HSI portion of the display in front of you. The detailed graphical landscape helps focus your instrument scan — while allowing you to view mapping, terrain, obstacles, traffic, weather overlays, navaids, airport diagrams and more. It's a great aid for pilot situational awareness, especially when workload increases for the pilot.

## NEXRAD DATALINK WEATHER

G1000 NXi supports a variety of satellite datalink options — showing you animated NEXRAD imagery, current airport conditions, forecasts, precipitation, lightning, winds and more. Both the U.S. sourced ADS-B network and SiriusXM® satellite weather services can be accessed from your system (SiriusXM subscription and optional hardware required). Plus, an optional Connex satellite link receiver can also bring seamless on-demand worldwide weather information to your cockpit for international operations.

## GFC 700 AUTOPILOT WITH ENHANCED AFCS

As you cruise along with the available GFC™ 700 autopilot tracking your flight-planned route via inputs from the NXi's robust GPS navigation system, you have plenty of inflight information to work with. In addition to flight director command bar cues and modes, the GFC system also supports an impressive array of high-end flight control features, including vertical navigation, coupled go-arounds, Garmin ESP™ (Electronic Stability and Protection), underspeed protection (USP), flight level change (FLC) and more.

## ELECTRONIC STABILITY PROTECTION (ESP)

Any pilot who's ever been startled to attention by a stall warning horn in a busy cockpit will appreciate the proactive stability augmentation of our ESP monitoring technology. This feature functions independently of the autopilot system — although it uses the same control servos — to gently nudge the controls toward stable flight whenever pitch, roll or high-speed deviations exceed the recommended limits when the aircraft is being hand-flown.

## UNDERSPEED PROTECTION (USP)

An intuitive flight director function that prevents the airplane from stalling when the autopilot is engaged. If in a stall condition, the system will lower the nose of the aircraft until above stall speed, and then climb to regain preselected altitude.

## 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.

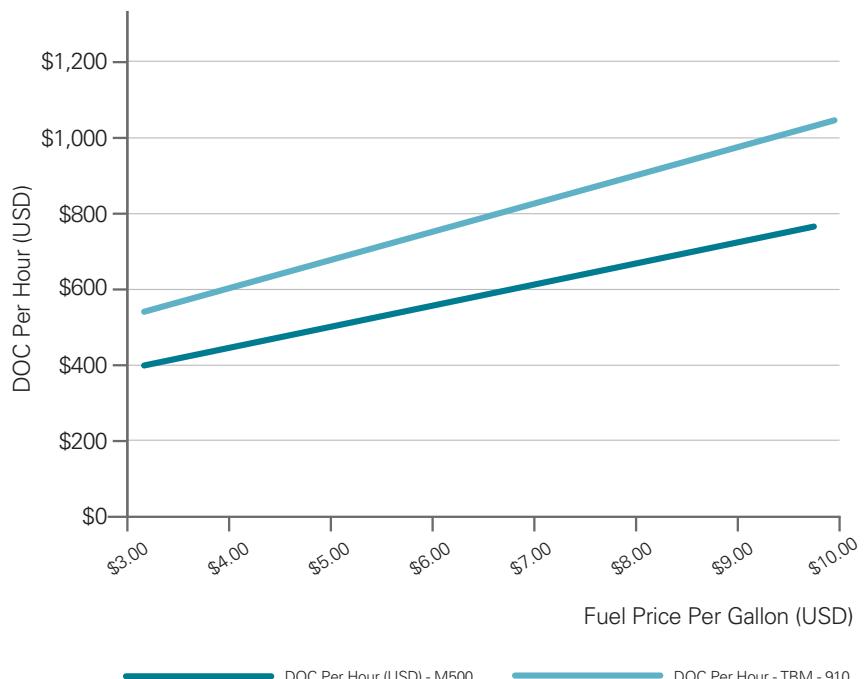
## APPROACH AND LANDING

With WAAS GPS-based guidance from the NXi system, the GFC 700 autopilot can fly everything from coupled holding patterns to curved-path radius-to-fix (RF) leg types to all kinds of precision and nonprecision approaches plus coupled go-arounds. Full Class 3 approach capability lets you fly GPS-only LPV "glidepaths" down to ILS-comparable minimums at thousands of runways, which may not be served by ground-based electronic approach aids. Plus, the NXi series goes even further by adding Visual Approach capability. With this, your system can generate a 3-degree autopilot-coupled vertical flight path down to pilot-selectable minimums to most runways. You can also select vectors or straight-in for the final approach intercept — giving you even more options for accessing the widest possible variety of airfields



## 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.  
M500: 51 gph | TBM 910: 73 gph

- Maintenance Labor Cost Per Hour**  
Cost based on a labor rate of \$95 per man-hour. Figures include routine scheduled and unscheduled maintenance for airframe and avionics:

M500: \$66.50 / flight hour (cost based on .70 man-hours per flight)  
TBM 910: \$69.35 / flight hour (cost based on .73 man-hours per flight)

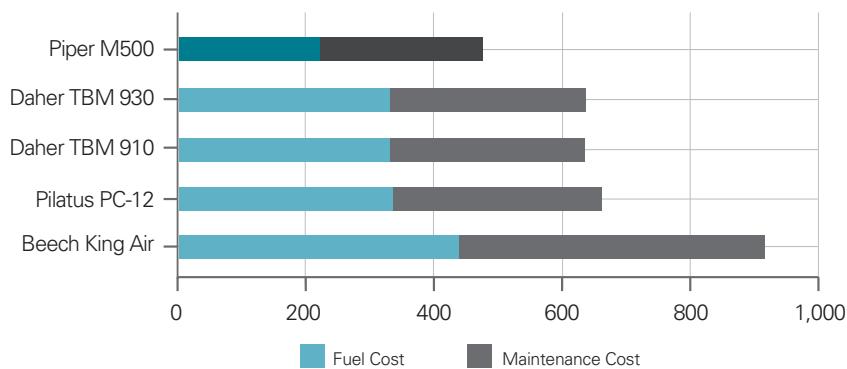
- Parts Airframe/Engine/Avionics**  
Figures include airframe, avionics, and minor engine consumable parts required for routine schedules and unscheduled maintenance.

- Propeller Allowance:**  
Figures include both parts and labor required for overhaul, including the cost of any life limited parts.  
M500: \$3.12 / flight hour | TBM 910: \$4.25 / flight hour

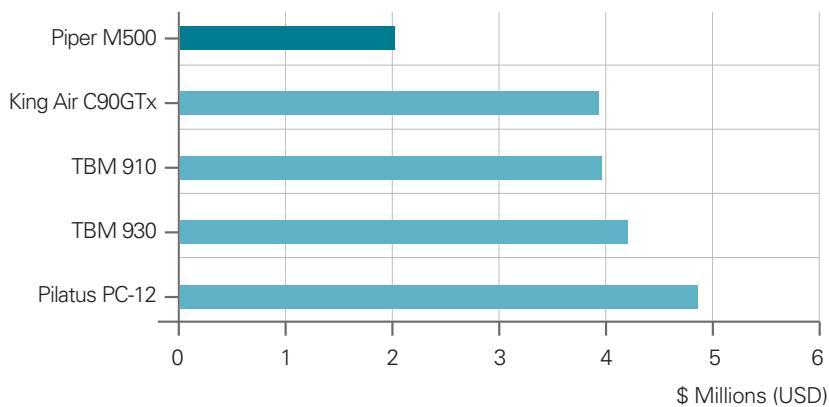
- Engine Restoration**  
Figures are based on typical overhaul and hot section inspection costs.

M500: \$138.75 / flight hour | TBM 910: \$176.23 / flight hour

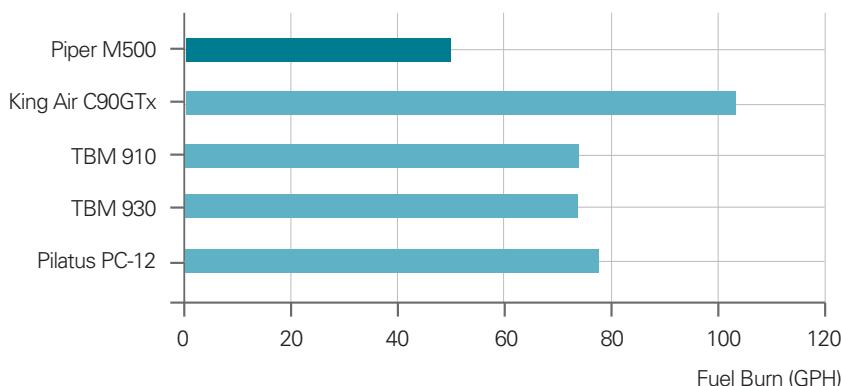
## OPERATING COST



## RETAIL LIST PRICE (STANDARD EQUIPPED)



## AVERAGE FUEL BURN (PER HOUR)

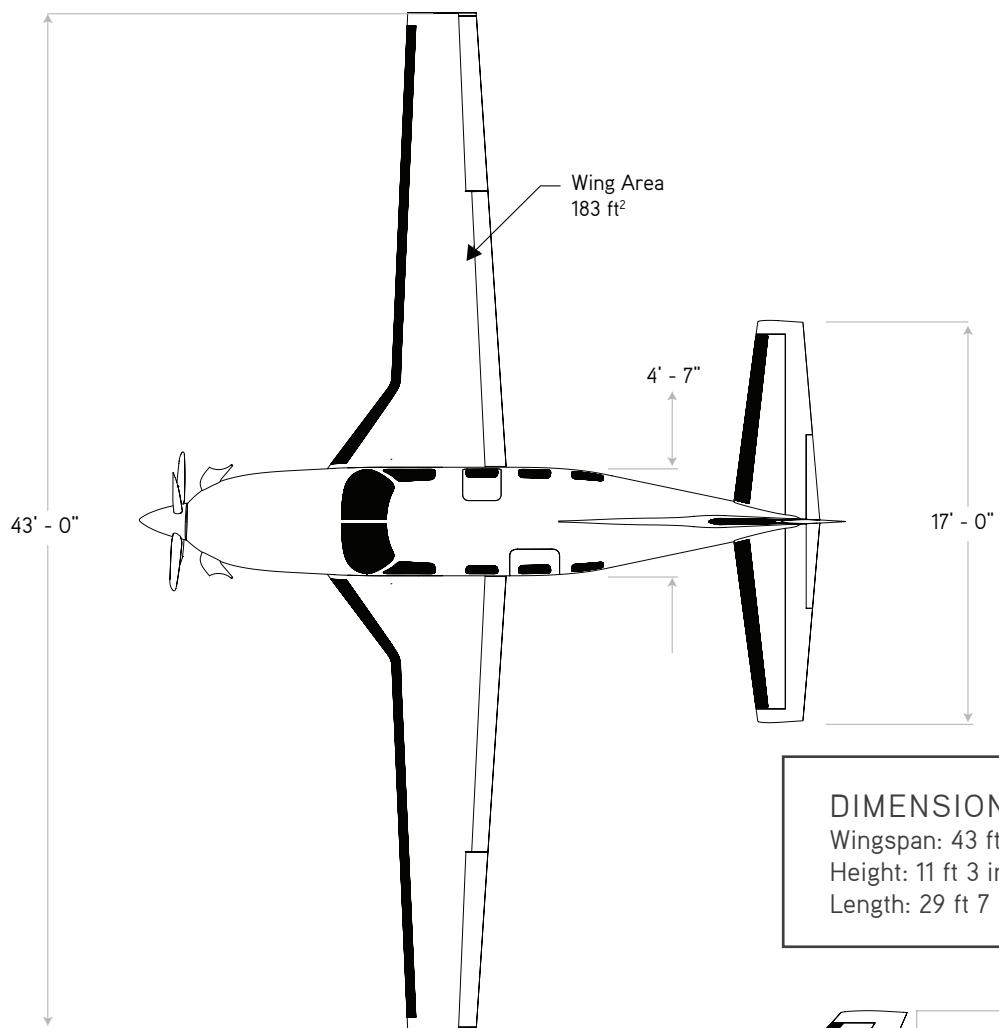




Performance	Standard	Metric
Max Cruise Speed	260 ktas	482 km/h
Max Range with 45 min Reserve	1,000 nm	1,852 km
Max Operating Altitude (28,000 where RVSM required)	30,000 ft	9,144 m
Cabin Altitude at 26,000 ft / 7,925 m	8,244 ft	2,513 m
Rate of Climb (Sea level, MTOW)	1,600 ft/min	488 m/min
Landing Distances Over 50 ft Obstacle	2,110 ft	643 m

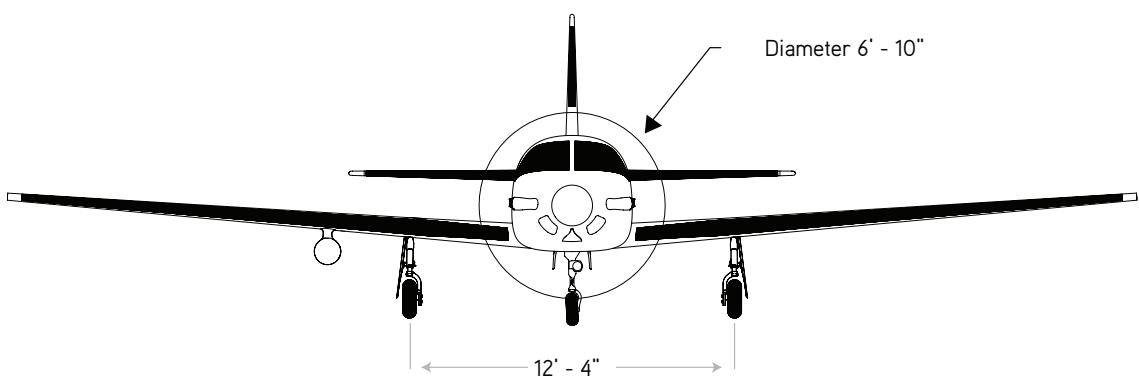
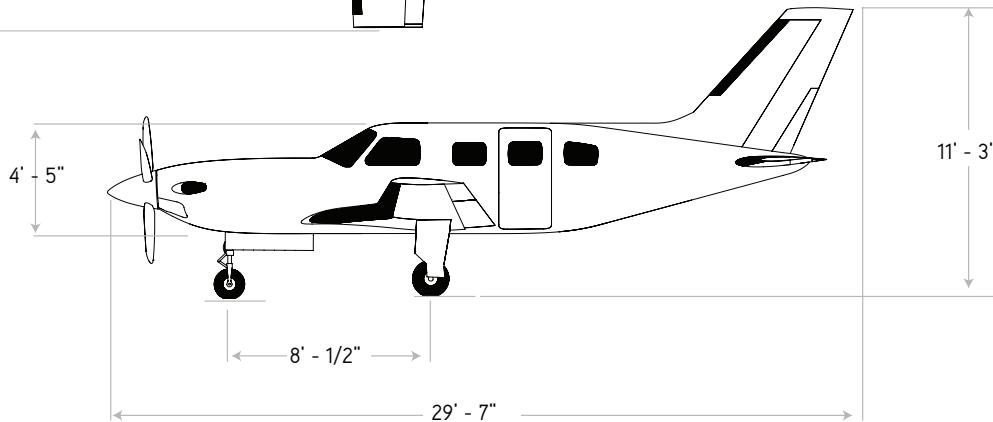
Cabin Dimensions	Standard	Metric
Cabin Volume	165 cu ft	4.67 cu m
Cabin Length	12 ft 3 in	3.73 m
Cabin Width	4 ft 1 in	1.25 m
Cabin Height	3 ft 11 in	1.18 m
Door Dimensions	3 ft 10 in x 2.0 ft	1.16 m x 0.61 m
Internal Baggage	20.0 cu ft (100 lbs)	0.57 cu m (45 kg)

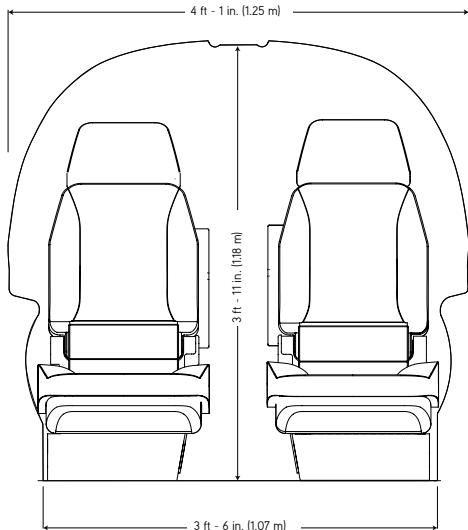
Weights	Standard	Metric
Max Ramp Weight	5,134 lbs	2,329 kg
Max Takeoff Weight	5,092 lbs	2,310 kg
Max Landing Weight	4,850 lbs	2,200 kg
Max Zero Fuel Weight	4,850 lbs	2,200 kg
Basic Empty Weight	3,436 lbs	1,559 kg
Fuel Capacity, Usable	170 gallons	644 liters
Payload With Full Fuel	559 lbs	254 kg



#### DIMENSIONS

Wingspan: 43 ft | 13.1 m  
Height: 11 ft 3 in | 3.4 m  
Length: 29 ft 7 in | 9.0 m





## INTERIOR DETAIL

	M350	M500	M600
Number of Passengers	5+1	5+1	5+1
Engine Type	Piston	Turbo Prop	Turbo Prop
Engine Model	Lycoming TIO-540-AE2A	Pratt & Whitney Canada PT6A-42A	Pratt & Whitney Canada PT6A-42A
Horsepower	350 hp	500 shp	600 shp
Avionics Suite	G1000 NXi	G1000 NXi	G3000
Pressurization	Yes	Yes	Yes
FIKI Certified	Yes (optional equipment)	Yes	Yes
Max Cruise Speed	213 ktas	260 ktas	274 ktas
Max Range	1,343 nm	1,000 nm	1,484 nm
Useful Load	1,308 lbs	1,698 lbs	2,400 lbs
Landing Distance	1,968 ft	2,110 ft	2,659 ft
Price (Standard Equipped)	\$1,178,610	\$2,040,000	\$2,928,000

## 500 NM TRIP COMPARISON (LGA - CVG) ROUND TRIP

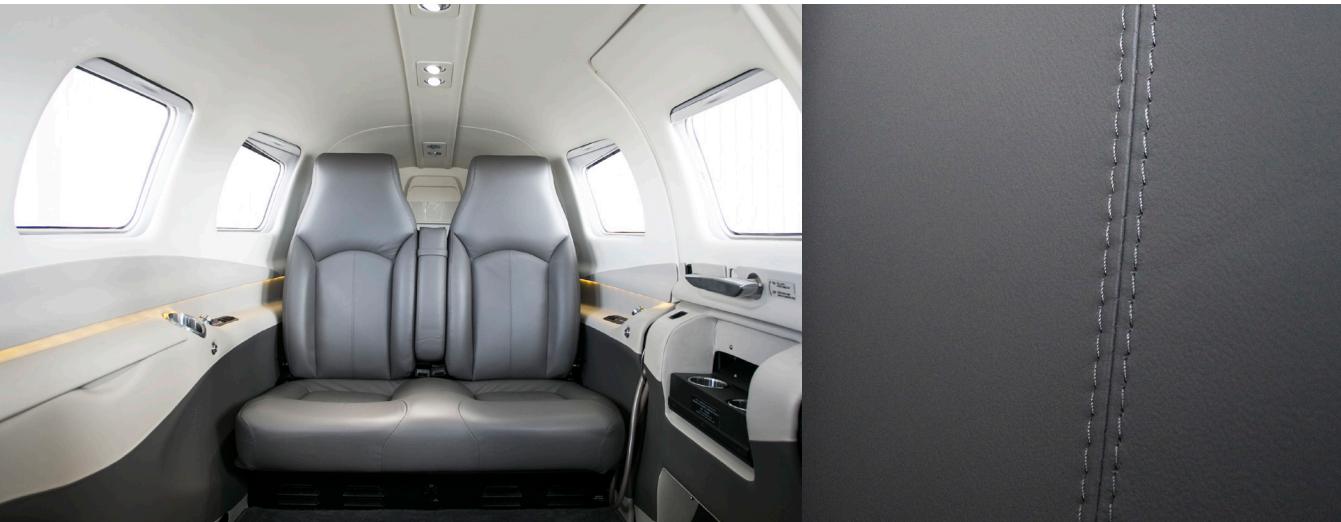
Assumptions: 3 passengers (pax) of executive level with average hourly wage of \$350.00

M500 - Private Flight (round trip) New York to Cincinnati, OH (LGA - CVG)		Commercial Airline Flight (round trip) New York to Cincinnati, OH (LGA - CVG)	
TRAVEL TIME - TOTAL ROUND TRIP		TRAVEL TIME - TOTAL ROUND TRIP	
Flight Time	4 hrs 12 min	Flight Time (Including Layovers)	8 hrs
Flight Prep (Pre Flight)	90 min	Pre-arrival for check-in and TSA	4 hrs
Flight Pre (Post Flight)	30 min	Check*	45 min
Total Time	6 hrs 12 min	Arrival at Destination**	12 hrs 45 min
Cost of Time (3 Pax)	\$6,506.28	Total Time	\$13,379.85
FLIGHT COST - ROUND TRIP		FLIGHT COST - ROUND TRIP	
Cost (Maintenance + Fuel)	\$1,611.00	Cost (One Way 1st Class Airfare 3 Pax)***	\$2,850.00
Total Cost (Time + Aircraft Operation) <b>\$8,117.28</b>		Total Cost (Time + Aircraft Operation) <b>\$16,229.85</b>	

\*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 + Saturday night stay.)



## RANGE MAPS



New York to Chicago  
643 nautical miles



Denver to Los Angeles  
890 nautical miles



London to Milan  
507 nautical miles

New York to Jacksonville  
720 nautical miles

Denver to Seattle  
749 nautical miles

## GLOBAL CUSTOMER SUPPORT

The purchase of a Piper aircraft comes standard with peace of mind. This reassurance begins with knowing that the Piper Aircraft Customer Support Desk is available 24 hours a day, seven days a week to answer questions and help diagnose any issues. 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. What's more, to supplement dealer parts inventory, our association with Aviall and its network of 40 customer service centers worldwide ensures that parts are on hand when and where they are needed. We are not just in the business of building aircraft, but also building relationships that last – far beyond the delivery of a new plane.

## FLY-AWAY WARRANTY

As part of our commitment to our customers, Piper offers outstanding warranties on all new M500 aircraft. The combination of advanced technology, performance, and quality has made the Piper M500 the most sought after aircraft in its class. We offer a comprehensive three-year warranty on airframe and systems. Garmin offers a three-year warranty (parts and labor) on their avionics. The Pratt & Whitney PT6A-42A powerplant comes with an industry-leading seven-year/2,500 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 M500 comes with a one-week pilot initial, aircraft specific training course. For qualified pilots, training for the M500 is provided by Legacy Flight Training or SimCom. The training program combines a thorough academic ground school with aircraft specific training using a M500 full motion flight training device.

From flight training to service centers, comprehensive customer care and product support are our primary priorities. With an experienced team standing by to support both owner and airplane, Piper M500 ownership comes standard with peace of mind.

YOUR EXCEPTIONAL EXPERIENCE BEGINS AT

[piper.com](http://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.  
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**Piper**