

AIRCRAFT SPECIFICATIONS

2010 model PIPER Meridian PA46-500TP w/G1000/WAAS/ADS-B

(5 pages)

Total Time Airframe & Engine: 970 hrs since new - plus test and ferry flight time
Propeller: Hartzell 4-bladed, overhauled 2018 approx. 56 hrs ago, next due in 2024
Pre-owner: 1 (USA) – no damage history reported
Location: Central USA – dry area
Registration: FAA N-
Built in mid Dec. 2009, first delivery mid 2010 and S/N listed by Piper as 2010 model
Last Annual: July 2018 Next Annual due July 2019.

Powerplant and Propeller

Pratt & Whitney Canada PT6A-42A Turboprop Engine TBO 3,600 hrs

Propeller – Hartzell Constant Speed, Reversible and Full Feathering

Beta Switch with Warning Light

Hydraulic Topping Governor

Polished Propeller Spinner

Woodward Overspeed Governor

Bleed Air Pneumatic and Vacuum System, Compressor Wash Ring, Dust Covers-Engine Air Inlets and Exhaust Ports, with Propeller Locks, Starter generator, 28 Volt, Engine Condition Trend Monitoring Capability Free Subscription to ECTM Service for One Year, Fire Detection System, Oil Cooler with Thermostatic Control.

Flight Instruments and Indicators:

GARMIN G1000 Suite Flat Panel Display System,

Pilot's and Co-Pilot's Electronic Primary Flight Displays (PFDs)

Displays all Primary Flight Instruments on Dual 10" Screens

15" Multi-Function Display (MFD)

Large Screen Moving Map

Onboard Weather Radar

Trip Summary

Nearest Airports

Engine Indicating System Displaying:

Torque

Interstage Turbine Temperature

Tachometer – Propeller (Np)

Tachometer – Gas Generator (Ng)

Oil Temperature

Oil Pressure

Fuel Totalizer

Rudder Trim

Vacuum

Outside Air Temperature

Magnetic Compass, Self-Dimming Annunciator Panel, Standby Mechanical Flight Instruments, Pilot's Pitot/Static System, Pilot's Alternate Static Source, Co-Pilot Pitot/Static System.

Cockpit, Flight and Ground Controls:

Primary Flight Controls, Dual Hytrel Control Wheels with Electric Elevator Trim, A/P Disconnect, CWS and Mic Buttons

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Engine and Propeller Controls:

- Single Power Lever**
- Fuel Condition Lever**
- Emergency Fuel Control Lever**

Flight Trim – Console

- Electric Rudder Trim with Digital Display on MFD**
- Electric and Manual Elevator Trim**

Stall Warning computer and Horn, Steerable Nose Wheel

Brakes:

- Pilot's Toe Brakes**
- Co-Pilot's Toe Brakes**
- Parking Brake**

Landing Gear, Retractable, Electrohydraulic with Emergency Extension Capability

Landing Gear Warning Horn with Mute Switch, Wing Flaps, Electrically Operated with Pre-select Feature, Wing Flap Position Indicator.

Overhead Switch Panel Containing:

- Engine Switches**
- Electrical Switches**
- De-Ice Switches**
- Lighting Switches**

Environmental Switch Panel

Electrical System:

Batter-24 Volt, 39 AMP/Hour, Generator -28 Volt, 200 AMP, Alternator -28Volt 135 AMP, External Power Supply Receptacle -28 Volt AN Type, Voltage Regulator, Generator Control Unit, (GCU), Resettable-Type Circuit Breakers, Digital Ammeter/Voltmeter, Static Discharge Wicks.

Standard Equipment:

Full FIKI Deice System: Boots and Hot Prop, Heated Pitot, Ice Light, Heated Windshield Air Condition

Interior: Khaki (earth-brown) Leather Seats

Exterior: Top Color Snow White, Forward Trim Silver Platinum Metallic, Accent Color Coral Red Metallic

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Avionics:

Garmin G1000 Avionics Suite with 3 large Displays and with Synthetic Vision

Dual GDU 1040A 10" PFDs

Single GDU 1500 15" MFD

Dual G1A 63ws NAV/COM (WAAS Enabled)

GMC 710 Autopilot Controller;

Garmin "FliteCharts" and "SafeTaxi"

GCU 476 Keypad

Dual GMA 1347 Audio Panels

Dual GDC 74A Air Data Computers

GFC 700 digital Autopilot - WAAS enabled

Dual GTX 33 Digital Transponder's S-mode with ADS-B Out capability

GWX 68 Weather Radar Color

3M WX500 Stormscope

Honeywell KTA 870 Traffic Advisory System

TAWS B Terrain Awareness

GDL 69A XM Satellite Radio/Weather Receiver (only works in USA/CAN)

Standby Flight Instruments

DME King KN63 receiver or similar from Garmin will be installed with purchase



"These Specifications Are Presented As Introductory Information Only. They Do Not Constitute Representations Or Warranties Of Any Kind. Accordingly, Purchaser Should Rely On Your Own Inspection of This Aircraft. The Aircraft Is Subject To Prior Sale, And/Or Removal From The Market.

See Photos below and on next 2 pages

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