

COMING SOON

Piper M600 / M600 SLS



STARTING PRICE	OPENING PRICE	BIDS PLACED	RESERVE PRICE
—	—	0	Yes
LOT	AUCTION	BRAND	CATEGORY
#204	#175	Piper	Aircraft
BIDDING CLOSES	SELLER		
—	C****s		

This document is a snapshot taken at the time and date shown. Prices, bid counts, closing times and availability change continuously. Always confirm the current position on collectairs.com before bidding or making any commitment.

DESCRIPTION

The Piper M600 brought the PA-46 family properly into the 600-shaft-horsepower single-engine turboprop class. It is remembered less as a warmed-over Meridian than as the point at which Piper paired a substantially higher gross weight and a clean-sheet wing with genuine six-place, pressurized cross-country capability. The result is a fast, high-altitude personal and business aircraft that can carry a useful mission without making the passengers look like a last-minute concession.

Piper introduced the M600 in 2015 to answer demand for more payload, range and speed than the M500 could offer. The programme retained the established M-Class fuselage concept but added a new wing, greater fuel capacity and a 600 shp Pratt & Whitney Canada PT6A-42A. The later M600/SLS developed the same basic aeroplane around Garmin's HALO safety system; in 2020 it became the first general-aviation aircraft certified with Garmin Autoland. That distinction is significant, but it should not distract from the M600's more fundamental appeal: it is a serious travelling turboprop in a comparatively compact PA-46 package.

Piper M600 / M600 SLS quick facts

What makes the Piper M600 / M600 SLS different from an earlier PA-46?

The answer starts at the wing. Piper did not merely add turbine power to a familiar cabin: the M600 received a clean-sheet wing with more fuel capacity and a 6,000 lb maximum take-off weight. That was the engineering move that gave the type more room for fuel, occupants and bags at the same time, rather than forcing every flight plan into a negotiation between range and payload.

In the air, the M600 is built for the pilot who values a stable IFR platform over fingertip-light control forces. Flight reports note light rudder forces but comparatively firm ailerons, a combination that rewards accurate pedal work on the runway and makes sense once established in cruise or on an instrument approach. The 274 ktas headline is useful, but the more telling operational advantage is the 250-knot maximum operating speed: it allows the aeroplane to remain high longer and descend with more purpose than the slower M500. It is not a toy with a PT6 bolted on; it is a cabin-class travelling machine that expects disciplined turbine technique.

The SLS matters chiefly for its systems. Its Garmin G3000-based HALO suite adds autothrottle, Autoland, Emergency Descent Mode, Electronic Stability and Protection, SurfaceWatch and SafeTaxi. Autoland is an emergency capability, not a substitute for competent pilot decision-making, but its ability to select a suitable airport, fly an approach, land and stop the aircraft creates a meaningful extra layer for owner-flown missions with non-pilot passengers aboard.

Powerplant, systems and technical highlights

- The PT6A-42A is a free-turbine turboprop flat-rated at 600 shp, driving a reversible, full-feathering Hartzell constant-speed propeller.
- Standard published fuel capacity is 260 usable US gallons, supporting long-range high-altitude missions when loading and conditions permit.
- Maximum approved altitude is 30,000 ft, with cabin pressurisation allowing the M600 to use the smoother, faster levels where a turboprop earns its keep.
- The M600's clean-sheet wing distinguished it from the preceding M500 and supported the higher 6,000 lb maximum take-off weight.
- The original M600 uses Garmin G3000 touchscreen avionics; the M600/SLS adds the HALO safety architecture and Autoland capability.
- Flight into known icing approval is part of the M600/SLS proposition, but any real icing mission still depends on disciplined planning, system knowledge and sensible escape options.

How it compares

The comparison is with the Piper M500. Published figures vary by model year, installed equipment, power setting, loading and engine configuration; use the approved flight manual for planning.

Honest ownership note: The M600 is not an inexpensive way to avoid airline schedules. Budget for Jet-A, turbine reserves, insurance, recurrent training, sophisticated avionics support and the calendar-driven attention that accompanies pressurisation, retractable gear, air conditioning and de-ice equipment. A pre-purchase inspection should be performed by a shop comfortable with both the PA-46 airframe and PT6 installations, with focused functional checks of the landing gear, pressurisation, environmental system, ice-protection equipment, propeller, engine indications and G3000 installation. On an SLS, the HALO and Autoland functions deserve equally careful verification. A PA-46 owner community and a turbine-experienced maintenance provider are practical necessities, not accessories.

Piper M600 / M600 SLS exterior and cabin

Exterior

- Low, cantilever wing with a clean leading edge and retractable tricycle landing gear.
- Long pointed nose housing the turboprop, with a broad four-blade propeller ahead of the spinner on standard installations.
- Pressurised PA-46 fuselage with a tapered rear body, swept vertical fin and conventional horizontal tailplane.
- Large cabin door arrangement and a row of rectangular passenger windows along the aft fuselage.

Cabin and cockpit

- Six-seat pressurised cabin arranged for owner-pilot travel, with the cockpit immediately ahead of the passenger compartment.
- Wide centre console and G3000 glass flight deck, using dedicated touchscreen controllers rather than a forest of conventional radio stacks.
- Passenger accommodation is more business-aircraft than utility aeroplane, though it remains a compact single-engine cabin rather than a light-jet salon.
- SLS examples are identified by the HALO safety-system controls and associated Garmin automation.

Who is the Piper M600 / M600 SLS for?

- Experienced owner-pilots stepping into a pressurised turbine aircraft for regular regional and continental travel.
- Businesses needing a practical six-place aircraft with the speed to make multi-state day trips credible.
- Pilots who want turbine performance but prefer one engine, a conventional cabin layout and a proven PT6 powerplant.
- Families or partnerships that place real value on the SLS emergency-automation safety net.

The M600 and M600/SLS make the most sense when treated as purposeful transport rather than aspirational hardware. Choose one for fast, pressurised, turbine-powered travel and the design is coherent from its big wing tanks to its G3000 cockpit. Buy one simply because the propeller turns the right way and the aeroplane will soon remind you that sophistication has a standing charge.

SPECIFICATIONS

General Information

Model	Piper M600 / M600 SLS
-------	-----------------------

Engine & Power Systems

Engine Type	Pratt & Whitney Canada PT6A-42A turboprop, flat-rated at 600 shp
Propeller Type	Hartzell 4-blade constant-speed, full-feathering, reversible propeller

Avionics & Equipment

Avionics	Garmin G3000 integrated flight deck; M600/SLS includes HALO safety system with Garmin Autoland
----------	--

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR





MECHANICAL



EXTERIOR



HOW TO BID ON THIS LOT

Bidding is online at CollectAirs. Register and complete verification in good time before the lot closes, verification is reviewed by our team rather than granted instantly.

collectairs.com/auctions/piper-m600-m600-sls

Questions about this aircraft, the paperwork or the process can be sent to our team at any hour on WhatsApp, or by email at info@collectairs.com.

OTHER LIVE AUCTIONS

Live when this document was prepared. Stages and availability change: check the site for the current position.



AERO DESIGN PULSAR XP100

Bad Vöslau, Austria

€20,000 CURRENT PRICE

Closes 8 October 2026, 13:00 UTC



Ikarus Comco C42

Kirn, Germany

€65,000 CURRENT PRICE

Closes 8 October 2026, 19:00 UTC



Rare UTVA AERO 3

Büren, Germany

€20,000 CURRENT PRICE

Closes 8 October 2026, 19:00 UTC



Robin HR 100 210D

Nordhorn, Germany

€49,000 CURRENT PRICE

Closes 15 October 2026, 19:00 UTC

Every lot above opens its own page. Browse all live lots at collectairs.com/auctions/live

IMPORTANT INFORMATION

Closing times can change

The closing time shown is indicative. Auctions may be extended automatically when bids arrive close to the deadline, and CollectAirs may reschedule, pause or withdraw a lot at any time. The time shown on the website governs.

Prices are indicative

Starting prices, current bids and any reserve are subject to change and may be corrected, revised or withdrawn. Where a lot carries a reserve, the amount is confidential and the lot will not sell below it. Figures here exclude applicable fees, taxes, duties, transport and registration costs.

No offer and no contract

This document is provided for information only. It is not an offer, a valuation, an appraisal, or an invitation to treat, and it forms no part of any contract. Bidding and sale are governed solely by the CollectAirs Terms and Conditions in force at the time of the auction.

Condition and airworthiness

Aircraft are sold as they stand. Descriptions, specifications, hours, dates and maintenance status are supplied by the seller and, while CollectAirs curates and verifies listings, they are not warranted as complete or accurate. Buyers are expected to carry out their own inspection, records review and pre-purchase survey before bidding.

Export, registration and compliance

Deregistration, export, import, customs, tax and re-registration are the buyer's responsibility, as is confirming that the aircraft can be lawfully imported and operated in the intended jurisdiction. Requirements vary by country and can affect both cost and timescale.

Photography and written content

Photographs are supplied by the seller and may have been edited for exposure, colour, straightening or the removal of background distractions, in some cases with AI-assisted tools. Parts of the written description and specification summaries may also have been drafted or edited with AI assistance for clarity and consistency. Such enhancements are made to present the aircraft clearly and are not intended to conceal, add or alter any physical feature, damage or defect. Photographs are illustrative, treat the aircraft itself, and its records, as the only authority on condition.

Seller identity

Seller names are shown in the partially masked form used across the platform. Full counterparty details are exchanged through CollectAirs once an auction concludes.

This document is a snapshot taken at the time and date shown. Prices, bid counts, closing times and availability change continuously. Always confirm the current position on collectairs.com before bidding or making any commitment.