COMING SOON

Piper M600 / M600 SLS



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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.

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