

Protecting What's Most Important

Safety has always been at the heart of every aircraft Piper makes. For the M600 SLS it's the new HALO® Safety System—the result of decades of passionate innovation. HALO includes the most significant advancement in recent general aviation history: Garmin® Autoland. This groundbreaking technology first certified in the M600 SLS shows our continuing commitment to protecting what's most important: to you and your passengers.



What is HALO

The new Halo Safety System incorporates innovative technology designed to enhance situational awareness, while also providing autonomous safety features.

These features are integrated into the most advanced avionics suite available for single-engine turboprops—the Garmin G3000®. The HALO Safety System includes many features that were once only available as options, such as, Synthetic Vision and Flight Stream 300. It's also the first safety package for any general aviation aircraft to include Garmin Autoland as standard equipment.

Garmin Autoland

If ever necessary, Garmin Autoland takes over the controls, guides the aircraft to the nearest airport and safely lands the aircraft without any pilot input or assistance. Autoland automatically activates when the autopilot is in STC mode for more than two minutes or when Emergency Descent Mode is activated and has descended to altitudes above 1400 ft. It can also be engaged manually by a guarded switch on the instrument panel.



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M600 SLS THE NEW STANDARD IN AVIATION

Electronic Stability & Protection (ESP)
Prevents the onset of stalls, spins, steep spirals and loss of control. ESP creates a soft barrier to flying outside the performance envelope.

Automatic Level Mode
Returns the aircraft to a wings-level attitude with zero vertical speed at the published altitude.

Hypoxia Recognition System with Emergency Descent Mode
Monitors pilot interaction when the autopilot is engaged at cabin altitudes above 14,000 ft. If needed, the system brings the aircraft to a lower altitude to allow recovery from hypoxia.

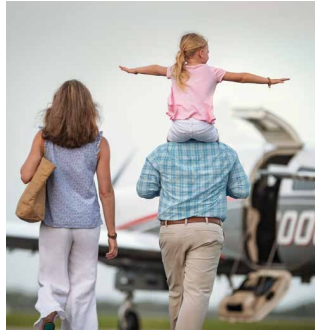
SafeTaxi®
A highly detailed, geo-referenced airport map that displays your aircraft's position on the airfield with overlaid map of the taxi-short lines.

TerminalTraffic™
Syncs with SafeTaxi maps to display all AOC-BI-equipped aircraft ground vehicles for increased situational awareness.

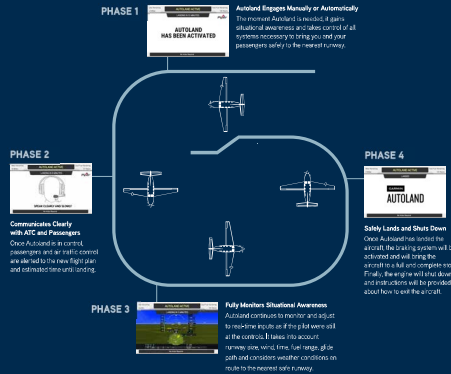
SurfaceWatch™
Is clear, visual and aural cues direct you to the correct runway for takeoff and approach.

Autothrottle
The M600SLS includes a fully integrated, stand alone autothrottle, which reduces pilot workload. The engine/aircraft interface automatically adjusts the aircraft's power settings based on preset flight profiles - from climb-out to the landing approach.

Flight Stream S10
A wireless gateway that streamlines your workload by connecting flight planning from your mobile device to the G3000® Avionics System.



Synthetic Vision Technology (SVT)™
Ultimate situational awareness: Even in limited visibility, Long (3,000') terrain-alerting database creates a detailed graphical landscape. SVT provides a "virtual reality" perspective view of ground and water features, obstacles and terrain.



- PHASE 1**
- 1. Who can activate Emergency Autoland?**
Answer: Any passenger, including children, may activate Emergency Autoland when needed.
- 2. How does the Autoland system select an airport for landing?**
Answer: Once activated, Emergency Autoland performs an airport/runway selection algorithm to determine the most suitable airport. The algorithm is an optimization scheme that considers a number of factors including approach altitudes, runway attributes, distance, wind, and fuel. The routing algorithm determines a path to the Final Approach Fix (FAF) of the chosen published approach that avoids terrain, obstacles, and significant weather.
- 3. Can I deactivate the Autoland System once it is engaged?**
Answer: Yes. The Autoland system can be deactivated by pushing the red and gold disconnect button located on the yoke, pressing the AT button on the outboard controller, or putting the auto brake or auto throttle circuit brakes.
- PHASE 2**
- 4. How does the aircraft determine the appropriate frequency for ATC communications?**
Answer: When Emergency Autoland is engaged, the system will tune the secondary radio frequency based on location and altitude.
- 5. Does the Autoland system detect traffic?**
Answer: No, the system does not take traffic into consideration once Autoland is activated. The system will immediately switch the transponder to 7500 and will tune the secondary radio to the emergency frequency 121.5 MHz. At this time the aircraft will begin regular position and situation reports to ATIS. Assumption is ATIS will clear the airspace of any traffic.
- 6. What information does the aircraft broadcast / transmit when EAL is activate?**
Answer: Following the initial automated transmission, the system alternates a standard automatic transmission between the primary and secondary COM frequencies broadcasting aircraft identifier, current location, destination, airport runway, and estimated time to destination.
- PHASE 3**
- 7. Does the Autoland system activate the De-ice system when the OAT is less than 5° C.**
Answer: Yes, the Autoland system will engage the De-ice system when the OAT is less than 5° C.
- 8. Will the Autoland system extend the flaps and the gear?**
Answer: Yes, the Autoland system, when activated, will automatically extend the flaps and the landing gear at the appropriate speeds and stage of flight. Note, while the flaps and gear are extended, the corresponding switches on the panel will not change in position.
- 9. What input is the Autoland system using for weather information / data?**
Answer: Autoland pulls weather data from multiple sources. The G3000 system has access to digital weather information via Garmin Connect (Tundra) and / or FS-B DataLink.