



The first Kodiak 100 Series III aircraft was delivered to Rick and Adam Ross at Sandpoint, Idaho, with Kodiak Chief Demo Pilot Mark Brown providing the key for this milestone airplane.

Daher launches the enhanced Kodiak 100 Series III turboprop-powered sport and utility aircraft and begins customer deliveries

Sandpoint, Idaho, USA, March 29, 2021 - The Kodiak 100 Series III version of Daher's turboprop-powered sport and utility aircraft was unveiled today, incorporating enhancements and standard features for improved flight safety, greater cabin comfort, augmented operational capabilities from both unimproved strips and on water with floats, as well as upgraded quality and more comprehensive maintenance coverage.

Marking its official launch was this morning's delivery of the first Kodiak 100 Series III to Rick and Adam Ross in Sandpoint, Idaho, which will be followed later in the week by a second aircraft's handover to another owner/operator.

"With these latest upgrades and quality improvements, the most modern, rugged, and reliable aircraft in its class is now even better with the Kodiak 100 Series III," said Nicolas Chabbert, the Senior Vice President of Daher's Aircraft Division, and CEO of Kodiak Aircraft. "This latest version underscores Daher's commitment to continual improvement for its airplane family, and further aligns the Kodiak's attributes with those of our TBM very fast turboprop aircraft."

Chabbert added that after Daher's 2019 acquisition of the Kodiak product line and production facilities at Sandpoint, the company has applied its resources in stepping up this all-terrain aircraft's capabilities and reinforcing the worldwide services network.

Offered on Series III aircraft is the eight-seat Executive Edition cabin with club-type seating for passengers, air conditioning with controls for both the cockpit and cabin zones, as well as an increased oxygen capacity. Enhanced quality exterior paint is an option, provided with an extended three-year warranty.

Among the Kodiak 100 Series III's upgrades for improved flight safety and enhanced situational awareness is the first integration of Garmin's GWX™ 75 Doppler-capable, fully stabilized color weather radar on a Kodiak. This radar's high-definition color palette enables more detailed contouring of storm cells, which is combined with its exceptional range and adjustable scanning profiles.

Also contributing to the Kodiak 100 Series III's augmented flight safety is standard equipment that includes Garmin's G1000 NXi fully integrated flight deck, the GFC700 autopilot with full envelope protection and level mode, an angle of attack (AOA) indicator, SurfaceWatch runway monitoring technology, ChartView-enabled card, and the Synthetic Vision Technology for virtual flight reference.

The Kodiak's already-excellent versatility is further improved with incorporation of the largest tire size available for this aircraft (29 inches), a higher landing weight of 7,255 lb., and a lower zero-fuel weight that allows more payload – especially on shorter missions.

All Kodiak 100 Series III aircraft are float-ready for seaplane operations, and the standard pitch latch propeller allows for easy maneuvering at the dock by enabling the propeller to stay in a fine pitch during engine shutdown – giving greater control and safety on the water. Additionally, skin gap fillet sealant is the fifth step in an industry-leading anti-corrosion process, providing protection especially in high salinity environments.

Completing the standard package for Kodiak 100 Series III aircraft is the best-in-class, all-inclusive four-year Kodiak Care maintenance program, which covers scheduled maintenance up to the fourth annual inspection or a total flight time of 1,000 hours – whichever comes first. Also included is Pratt & Whitney Canada's Gold-level ESP™ Maintenance Program for the PT6A-34 turboprop engine, along with one year of CAMP Systems maintenance tracking and a year's subscription for Garmin's NavData electronic database.

The purchase of this latest Kodiak version comes with a reservation for Kodiak Aircraft's factory-taught maintenance training course, with the possibility of a designated mechanic completing the course to become a factory-authorized technician.

About Daher – www.daher.com

Daher is an aircraft manufacturer and an industry and service equipment supplier. Daher asserts its leadership in three main businesses: aircraft manufacturing, aerospace equipment and systems, logistics and supply chain services; and achieved a turnover of 1.2 billion euros in 2018. With the stability provided by its family ownership, Daher has been committed to innovation since its creation in 1863. Present in 13 countries today, Daher is a leader in Industry 4.0 – designing and developing value-added solutions for its industrial partners.

Daher also is on social networks:

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About Daher's aircraft product line – www.kodiak.aero / www.tbm.aero

Daher manufactures two families of single-engine turboprop airplanes: the Kodiak utility aircraft in Sandpoint, Idaho, USA, and the very fast pressurized TBM in Tarbes, France.

The Kodiak 100 Series III is an unpressurized 8-10-seat airplane equipped with Garmin's G1000 NXi avionics, capable of operating on uneven and unimproved runways, or on water in the amphibious version. Its unique combination of robust construction and remarkable 3,530 lb. useful load has resulted in many additional applications for the Kodiak, including special missions, medevac, as a skydiving platform and more.

Current TBM models in production are the TBM 910, equipped with Garmin's G1000 Nxi avionics system, controlled by a keypad; and the TBM 940, featuring Garmin's G3000 avionics with touchscreen controller autothrottle, and Homesafe Emergency Autoland system. Both models offer increased automation and superior performance – a maximum cruise speed of 330 kts. – and high efficiency with a 1,730-naut. mi. maximum range and a fuel consumption of 37 U.S. gallons per hour at economy cruise.

As of December 31, 2020, a total of 280 Kodiak and 1,018 TBM aircraft were delivered to international owners and operators, with the global fleet accumulating some 2 million flight hours.

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