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# The TBM960 at the Top

AVIATION GÉNÉRALE

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By Frederic Marsaly



A TBM960 on static display at the 2025 Paris Air Show. The 600th aircraft in the TBM900 family.  
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<https://www.aerobuzz.fr/aviation-generale/le-tbm-960-au-sommet/>

Since its maiden flight in the late 1980s, the TBM has continued to evolve. But it was with the launch of the “900” version that the single-engine turboprop entered a new dimension, with successive developments bringing ever greater automation. The most spectacular of these is the 940's HomeSafe automatic emergency landing system. As a result, the TBM 900 family has just passed the 600-unit delivery mark.

With the 900, the TBM entered the era of Garmin 1000 avionics in 2014, whose developments led to the TBM 910 with the G1000 NXi, then the TBM 930 with the G3000 touchscreen system, and the TBM 940, which incorporates an autothrottle and an automatic icing detection system. Another milestone was reached with the TBM 960. In 2025, Daher will continue to offer the TBM 910 and TBM 960 in its catalog, even though the high-end model is sweeping the market: in 2024, it delivered 56 TBMs, all of which were 960s, and the previous year it delivered 55 out of 56. Despite a substantial difference in purchase price, operators, who are often the owners, opt for the model that offers them the best flying comfort and maximum safety.



*The Garmin G1000NXi on board the TBM 910 provides the comfort of its large screens.*  
© Garmin

Both models offer comparable performance. The Pratt & Whitney Canada PT6A-66D turbine in the 910 develops a rated power of 850 shp, identical to that of the PT6E-66XT in the 960; their thermodynamic power output is 1825 hp and 1844 hp respectively. The TBM remains the fastest turboprop in its class with a fast cruise speed of 330 kts (611 km/h).

With the PT6E-66XT turbine and its automatic and secure start-up mode, there is no longer any need to worry about “burning out” a turbine when starting up the TBM 960. Owner-pilots appreciate this.



*On board the TBM 960, the Garmin G3000 avionics suite has won over a clientele of owner-pilots seeking efficiency. © Garmin*

TBM's are generally sold with a 5-year/1,000-flight-hour maintenance package. Once the package has been used up, it can be renewed, but this is often the time when the aircraft can be resold on the second-hand market at a controlled discount.

From the outset, the TBM attracted operators beyond owner-pilots, who remain the core target market. The French Air Force's TBM 700s are one example. The 900 accelerated this opening up. In addition to the aircraft now assigned to DGA-EV, formerly the Flight Test Center, where they are used as liaison aircraft but also for certain experiments, the TBM 960s were recently selected by the Canadian company Conair to be used as guidance and coordination aircraft in forest fire operations. In May 2025, these aircraft officially entered service by participating in their first operational missions. Could this give Nîmes some ideas?



*The TBM 960 officially entered service with Conair during the massive wildfires in western Canada in May/June 2025. © Conair*

Singularly threatened by the VLJs of the 2000s, the high-performance single-engine aircraft of the TBM family faced this new competition, which ultimately never lived up to its promises. In addition to the intrinsic performance of its single-engine turboprop, the Tarbes-based manufacturer has always been quick to integrate new technological innovations, whether in terms of engines or avionics. This has been greatly appreciated by its customers, whose loyalty is remarkable. We now eagerly await the successor to the TBM 960.



**Frédéric  
Marsaly**

Frédéric Marsaly, passionate about aviation and its history, has contributed to numerous media outlets, including print, online, and even television. He has also published a dozen books on both military and civil aviation. Frédéric Marsaly is also the co-founder and deputy editor-in-chief of the website L'Aérobibliothèque.



# **TBM** **960** **DIGITAL** **POWER**

Our latest TBM very fast turboprop aircraft delivers the full benefits of digital power. Taking maximum advantage of today's turboprop technology, the single-engine TBM 960 provides high efficiency for more sustainability. In its Prestige cabin, passengers regulate temperature and ambient lighting with exactitude. Featuring outstanding safety systems such as the TBM e-copilot® and HomeSafe™ emergency autoland, the TBM 960 is the quintessential TBM.

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Contact a TBM expert  
in Switzerland:

+41 (0)79 890 02 02  
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