

## AIRCRAFT

# Daher Refreshes TBM Turboprop Family with Model 980

Aircraft features G3000 Prime avionics suite and upgraded cabin features



*The TBM 980 is the latest member of Daher's single turboprop family of aircraft. © Daher Aircraft*



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Daher has refreshed its family of high-performance turboprop singles, with the launch of the TBM 980 during an event today at its headquarters in Tarbes, France. The main change for the latest version of the aircraft is in the cockpit, which now sports Garmin's third-generation G3000 Prime avionics suite, while the cabin features enhancements for passenger comfort.

EASA has issued airworthiness certification for the new TBM model, and this approval has been validated by the FAA. The first TBM 980 delivery is planned for January 28.

In the six-seat cabin, Daher is now offering the ability to install a Starlink Mini terminal for satellite-based internet connectivity, along with 100-watt USB-C ports for charging mobile devices. Passenger displays for the TBM 980 have also been upgraded to show enroute flight data.

According to Daher, the latest Prime version of the G3000 avionics suite improves cockpit ergonomics for pilots with a highly intuitive and refined interface. Earlier members of the TBM 900 family use the G1000 technology, while the TBM 960 has the first iteration of the G3000.



The Garmin G3000 Prime avionics suite is the main new feature of Daher's TBM 980 aircraft. (Daher)

The TBM 980 is priced at \$5.82 million. Daher said it will continue to offer the 960 model for operators who prefer this version, which carries a lower price tag of \$5.62 million.

The upgraded flight deck has three 14-inch edge-to-edge touchscreen displays providing what Garmin says is improved image quality. Customizable presets and a streamlined user interface have been introduced to reduce pilot workload.

## App-Based Shortcuts

The G3000 Prime interface is app-based, providing shortcuts intended to enable pilots to quickly access essential functions, such as radios, transponders, flight plans and operating procedures without scrolling through multiple menus. The checklist button on earlier versions of the avionics suite has been replaced by a four-position joystick for up/down scrolling, checks and quick access.

During a media visit in Tarbes, Daher test pilot Guillaume Remigi demonstrated how crew can quickly action alert messages because each of these presents clear commands, avoiding the need to search through flight manuals. Pilots can also select information options including weather and traffic.

“The app-based approach to the flight management and information system is far more tactile, Daher Aircraft CEO Nicolas Chabbert explained to reporters. “The system shows each mode of operation and the pilot simply confirms actions from a menu and can change the [content shown on each] display, enlarging or reducing different features.”

According to Chabbert, the increased sophistication of the TBM 980's cockpit technology combined with its speed bolsters its potential to compete with light jets such as the smaller Cessna Citation models as well as other turboprops, such as the latest Pilatus PC-12 Pro. Daher estimates hourly operating costs at \$1,100.

Another feature of the G3000 Prime system is that it provides protection against navigation spoofing or jamming in GPS-denied environments. Pilots can easily switch to non-GPS navigation if the signal is lost or degraded. If any one of the displays fails, pilots can access all controls and information on the other two large screens, plus a smaller one beneath the main panel.

The TBM 980 model also features Garmin's HomeSafe emergency autoland capability. The avionics manufacturer's GWX 8000 digital radar incorporates its StormOprix technology, which automatically adjusts radar settings for more accurate 3D profiling of storm cells.

Daher's new aircraft retains the 850-shp Pratt & Whitney Canada PT6E-66XT turboprop engine and five-blade Hartzell composite propeller. Both of these are controlled by a full authority digital engine control system.

The new TBM is approved not to require Prist icing inhibitor to be added to the fuel system. Instead, a pair of pumps run continuously and ensure that fuel receives some heat from the engine.

## Digital Service Options

The manufacturer now offers operators a more extensive choice of subscription-based digital services. These include Garmin PlaneSync (for remote aircraft activation, status monitoring and automated database updates using the Me & My TBM application), the Garmin Pilot and ForeFlight apps, Jeppesen aviation databases, and SiriusXM weather and audio services.

“Our TBM 980’s motto, ‘Fly Differently,’ is more than just a slogan, because this aircraft redefines the way that pilots, and their passengers, want to fly,” said Daher Aircraft CEO Nicolas Chabbert at the launch event, which was attended by customers, partners, employees and officials. “The aircraft is more intuitive and easier to operate.”

The TBM 980’s performance is the same as for the 960 model, with a maximum speed of 326 knots and range (NBAA IFR with four passengers) of 1,730 nm. It can takeoff from 2,535 feet of runway.

The TBM 980 is the first model to be certified under the Daher Aircraft identity, following the French company’s [acquisition of Socata](#) from EADS in late 2008. As part of Daher Group restructuring through its Takeoff 2027 strategic plan, Daher Aircraft has become the legal structure that regroups all activities related to the company’s airplane product lines.

In 2025, Daher delivered 76 TBM and Kodiak turboprops with total deliveries 7% down on the 82 aircraft shipped in 2024. Last year’s total included 51 TBM 960s made in Tarbes and 25 Kodiak 100s and 900s from its Sandpoint, Idaho factory.