COMING SOON

Daher TBM 940



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#207	#178	Daher	Aircraft

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DESCRIPTION

The Daher TBM 940 belongs to the small, serious corner of personal aviation where a single pilot can cover jet-like sectors without buying a jet's second engine, crew expectation or airport appetite. It is remembered less for changing the TBM's already brisk 330-knot top-end than for making that performance easier to manage: the 940 brought autothrottle and automated ice protection to a fast, pressurized single-engine turboprop.

The TBM story began as a Franco-American project between SOCATA and Mooney, intended to create a compact, high-performance business turboprop. Mooney withdrew before the programme reached maturity, but the basic idea endured: a relatively small six-seat airframe wrapped around a large Pratt & Whitney Canada PT6. The 940, introduced in 2019 as the flagship successor to the TBM 930, was Daher's answer to a familiar owner-pilot problem: the aeroplane was already fast enough; the workload needed taming.

Quick facts

What makes the TBM 940 different from other fast singles?

The answer is integration. Earlier TBMs already demonstrated that a compact turboprop could travel at speeds normally associated with light jets, but the 940 concentrated on reducing the number of small decisions demanded from the pilot during busy phases of flight. Its single-lever autothrottle works with the autopilot and selected flight profile, commanding power from climb through approach rather than leaving the pilot to chase torque settings and target speeds by hand.

That does not turn the TBM into a push-button aeroplane, nor should it. A 330-knot single-pilot machine still closes on weather, airspace boundaries and descent planning with enthusiasm. What the system does is make disciplined operation more repeatable. The automatic ice-protection logic follows the same philosophy: it can activate de-icing for the airframe, windshield, propeller and engine particle separator if ice is detected and the pilot does not act. It is assistance, not permission to become casual around icing.

The other defining trait is scale. The TBM 940 is narrower and more intimate than a Pilatus PC-12, but it does not try to be a utility truck. It is built around rapid point-to-point travel for a pilot and a sensible passenger load. In return for its compact cabin and concentrated systems, it offers a distinctly sporting combination of altitude capability, pressurization and turbine response.

Powerplant, systems and technical highlights

- Pratt & Whitney Canada PT6A-66D free-turbine engine, rated at 850 shp.
- Five-blade Hartzell constant-speed composite propeller with feathering and reverse capability.
- Garmin G3000 integrated flight deck, using touchscreen controllers alongside conventional primary flight displays.
- Autothrottle operated through a single power lever and integrated with the autopilot.
- TBM e-Copilot functions, including automated ice-protection logic.
- HomeSafe emergency autoland was available on later appropriately equipped TBM 940 examples.
- Pressurized cabin and a certified ceiling of 31,000 ft.
- Low cantilever wing, retractable tricycle landing gear and a streamlined metal semi-monocoque fuselage.

How it compares

Comparison rival: Piper M600. Published figures vary with model year, equipment, engine condition, operating altitude, reserve policy and mission profile.

Honest ownership note: The TBM 940 is a sophisticated turbine aeroplane, not an expensive piston single with a different fuel nozzle. A pre-purchase inspection should look closely at PT6 maintenance status and records, propeller condition, landing-gear and brake operation, pressurization integrity, de-icing components, environmental systems, corrosion protection and the full Garmin/autothrottle/HomeSafe configuration. Software versions, subscriptions and retrofit status matter. The sensible buyer wants a shop experienced with both the TBM airframe and PT6 powerplants, plus access to the TBM owner community; this is not the moment to discover that the nearest suitable technician regards the type as an interesting change from a lawnmower engine.

Exterior and cabin

Exterior

- Low, unbraced cantilever wing with swept tips and prominent winglets.
- Long pointed nose containing the turboprop, with a five-blade tractor propeller at the front.
- Slender, pressurized fuselage with a sharply raked windscreen and a tapered tailcone.
- Conventional swept tail with a single vertical fin and low-mounted horizontal stabilizer.
- Retractable tricycle landing gear, with the wheels enclosed in the airframe when retracted.

Cabin and cockpit

- Separate forward pilot access and a passenger entry with integral steps.
- Six-seat pressurized layout, generally arranged around a compact executive-travel cabin.
- Large windscreen ahead of two pilot positions and a row of cabin windows along each side.
- Garmin G3000 displays dominate the instrument panel, with touchscreen controllers on the centre console.
- Baggage areas supplement the cabin rather than making it a cargo aeroplane in disguise.

Who is this aircraft for?

- The instrument-rated owner-pilot who wants turbine speed but intends to remain single-pilot.
- The frequent business traveller flying medium-length sectors with one to four passengers.
- The pilot who values automation as workload management, not as a substitute for proficiency.
- The buyer moving up from a high-performance piston single or a slower turboprop and prepared for turbine operating discipline.

The TBM 940 is best understood as a concentrated travelling machine: compact outside, technically dense in the cockpit and very quick across country. It rewards recurrent training, careful energy management and a methodical approach to systems. For the owner who wants a genuine turbine aeroplane rather than a ceremonial status symbol, that is rather the point.

SPECIFICATIONS

General Information

Model	**Daher TBM 940**

Engine & Power Systems

Engine Type	**Pratt & Whitney Canada PT6A-66D free-turbine turboprop, 850 shp**
Propeller Type	**Hartzell five-blade composite constant-speed propeller with feathering and reverse**

Avionics & Equipment

Avionics	**Garmin G3000 integrated flight deck; autothrottle; HomeSafe emergency autoland on appropriately equipped examples**

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR





INTERIOR



MECHANICAL



EXTERIOR


AI Enhanced

HOW TO BID ON THIS LOT

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