

3/5/2026

**FOR YOUR INFORMATION**

2026-81/3-7

To: Gulfstream Aerospace Corporation, Honeywell Aerospace

2326116

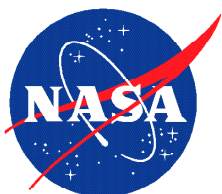
Info: FAA (AVP-1, AVP-200, AFS-300, AFS-260, AFS-800, AFS-200, MKC-AEG, ANM-100, AIR-360), AMFA, AOPA, ASAP, ATSG, GAMA, IAM, IBT, ICASS, NBAA, NTSB, PAMA, TWU

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: Gulfstream G650 FMS Anomaly

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



**ACN 2326116****DATE / TIME**

Date of Occurrence 202601  
Local Time Of Day 1201 to 1800

**PLACE**

Locale PBI.Airport  
State FL  
Altitude - AGL 500

**ENVIRONMENT**

Flight Conditions VMC

**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - TRACON PBI  
Make Model Name Gulfstream Jet Undifferentiated or Other Model  
Operating Under FAR Part 135

**COMPONENT 1**

Aircraft Component Navigation Database

**PERSON 1**

Function - Flight Crew Captain  
ASRS Report Number 2326116

**EVENTS**

Anomaly Aircraft Equipment Problem - Less Severe  
Anomaly Airspace Violation - All Types  
Anomaly Deviation - Track / Heading - All Types  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Deviation / Discrepancy - Procedural - FAR  
Anomaly Deviation / Discrepancy - Procedural - Published  
Anomaly Material / Policy  
Detector - Automation Air Traffic Control  
Detector - Person Flight Crew  
Result - Flight Crew FLC Complied w / Automation / Advisory  
Result - Air Traffic Control Issued Advisory / Alert

**NARRATIVE 1**

Departing Runway 10L at PBI on leg #2 of the day, we were cleared via the TBIRD7 Departure. The revision info was checked during preflight prior to leg #1 and noted that the dataset was valid. During the pre-departure brief in PBI, while reviewing the departure procedure, neither crew member noticed that the chart we were reviewing was actually the TBIRD6 and not the TBIRD7. At approximately 500 feet AGL upon switching to Departure Control, ATC immediately told us turn left heading 300, climb and maintain 7,000 you're flying the TBIRD6 not the TBIRD7 and about to enter the TFR. We complied immediately and nothing else was said by ATC other than cleared direct TBIRD resume own navigation. Once we were safely away from the high workload area, we reviewed the chart again and realized that our charts were actually out of date and we had the TBIRD6 [Departure] even though the chart page in PlaneView indicated the revision was up to date. The change to the departure was made 7 days prior and I believe a better system needs to be developed to get this information to pilots especially when it involves circumnavigating a TFR. There is way too much garbage in the NOTAMs and an important change like this is merely given a vague reference like "TFR in effect check

NOTAMs" rather than something specific like "hey we changed the departure so you don't fly through the TFR."

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## **SYNOPSIS**

Gulfstream Jet Captain reported Gulfstream's PlaneView database indicated the charts were current but in actuality were not, leading the flight crew to nearly fly into a TFR while on an outdated departure from PBI airport.