

4/22/2026

FOR YOUR INFORMATION

2026-144/1-1

To: Daher Aircraft inc., Garmin International, FAA (AFS-400)

2327626

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-800, AFS-200, AFS-100, AIR-360, AIR-780, MKC-AEG, ANM-100), AMFA, AOPA, ASAP, ATSG, GAMA, IAM, IBT, ICASS, NBAA, NTSB, PAMA, TWU

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

Re: TBM 850 Garmin G1000 Issues

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.



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



ACN 2327626

DATE / TIME

Date of Occurrence 202512
Local Time Of Day 0601 to 1200

PLACE

Locale ZZZ.Airport
State US

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower ZZZ
Make Model Name TBM 700/TBM 850
Operating Under FAR Part 91

COMPONENT 1

Aircraft Component GPS & Other Satellite Navigation

COMPONENT 2

Aircraft Component PFD/ND

PERSON 1

Function - Flight Crew Pilot Flying
Function - Flight Crew Single Pilot
ASRS Report Number 2327626

EVENTS

Anomaly Aircraft Equipment Problem - Critical
Anomaly Deviation - Track / Heading - All Types
Anomaly Deviation / Discrepancy - Procedural - Clearance
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented
Result - Flight Crew Overcame Equipment Problem

NARRATIVE 1

I departed ZZZ Airport IFR and was flying the published Standard Instrument Departure. Immediately after takeoff, following gear and flap retraction, the Garmin G1000 NXi avionics system began to experience multiple failures.

The initial failures included loss of GPS 1 and GPS 2, followed by loss of autopilot functionality and degradation of both Primary Flight Displays (PFDs) and the Multi-Function Display (MFD). As a result, I lost reliable navigation and flight guidance information realized I was off course (autopilot was engaged at 1000 feet, my SOP) and I was unable to maintain heading with normal system support.

I advised ATC that I was experiencing multiple avionics issues and was unable to reliably hold heading. While continuing the climb, I focused on maintaining aircraft control, terrain clearance, and traffic separation. During this time, ATC asked several times "if everything was OK?." Due to my high workload and prioritization of aircraft control, I responded with one word "standby."

Under a high-workload and high-stress environment, and as a last resort, I initiated a total reboot of the avionics system, which is indicative of how extreme the failures and situation was as I have never had to do that in flight. When the displays and systems came back online, normal navigation and flight guidance functionality was restored.

In hindsight, an earlier request to ATC from me for a block altitude and assigned heading, would have been beneficial for ATC and me, to reduce my workload. However, during the event my primary focus was three-fold: maintaining aircraft control, terrain clearance, and traffic separation while managing the system failures.

SYNOPSIS

TBM 850 pilot reported the avionics system began to experience multiple failures immediately after takeoff. The pilot rebooted the avionics system and normal navigation and flight guidance was restored.