



The second of two TBM 960 “birddog” airplanes for Conair is shown in flight prior to its departure from Daher Aircraft’s production and final assembly facility in Tarbes, France, for delivery to Abbotsford, Canada.

Daher Aircraft delivers the first TBM 960 “birddog” airplanes to Conair in support of wildfire air attack missions

Tarbes, France; Abbotsford, Canada, January 28, 2025 – The utilization of Daher’s TBM and Kodiak aircraft families in multi-mission duties has expanded with deliveries of two new-production TBM 960s as “birddog” airplanes for the Conair Group Inc.’s operations in fighting wildfires.

Conair’s selection of the TBM 960 – which was made following this Canadian-based company’s in-depth analysis of 50 aircraft types – marks the TBM’s first application in wildfire air attack operations, which involves the airplane’s continuous deployment over a fire to monitor the affected area, assess risks, and strategize airtanker drops of water/retardant.

Among the many advantages cited by Conair in its choice of the pressurized, turboprop-powered TBM 960 are the aircraft’s superior performance, modern design standards, advanced technology, high reliability and strong support from Daher as the OEM (original equipment manufacturer).

The first TBM 960 ordered by Conair was delivered last October from Daher Aircraft’s production facility and TBM final assembly line in Tarbes, France, followed by the second airplane this month.

“Conair can count on the full resources of our Daher Care support organization, along with the backing from our extensive multi-mission expertise that we’ve acquired through operations of the TBM and Kodiak aircraft families around the world,” explained Nicolas Chabbert, CEO of the Daher Aircraft division.

As wildfire air attack missions are highly demanding, the TBM 960’s designed-in safety and situational awareness benefits for Conair’s operations include: Daher’s digital TBM e-copilot® technology for electronic stability, under-speed protection, and an emergency descent mode; the EPECS single-lever, dual-channel digital control for the engine and propeller; the advanced

doppler radar system that detects lightning and turbulence; and the aircraft's HomeSafe™ emergency autoland system.

Matt Bradley, Conair's President & CEO, stated: "We are planning for our future by selecting the TBM 960 in the modernization of our birddog fleet. Modernizing with the TBM 960 ensures our birddog aircraft aren't grounded when needed the most due to a lack of spare parts, increased maintenance, or obsolescence."

Conair is retrofitting its TBM 960s with avionics and equipment specific to wildfire operations, enabling them to provide tactical and strategic direction for aerial firefighting aircraft that operate overhead of the wildfires. During the 2025 fire season, both TBM 960s will deploy in Canada, with a government agency Air Attack Officer in the right seat and a Conair pilot in the left. The Air Attack Officer communicates with all pilots of rotary and fixed-wing aircraft involved in aerial firefighting, along with the ground crews – ensuring safe and effective operations.

Mike Benson, the Director of Business Development at Conair, said the company's legacy fleet of birddog aircraft are reaching the end of their lifespans given the demanding conditions in which they operate on a continuous basis, including turbulence, heat, smoke and fluctuating elevations.

"The new TBM 960s offer key advantages for aerial firefighting response," Benson added. "They are fast, keeping pace with large airtankers; offer superior visibility, providing crews with the ability to observe aircraft in a crowded airspace; are able to fly low and slow, showing airtankers where to place drops on a wildfire; and can be converted into multi-role platforms if desired by our government agency partners – incorporating the technologies used to map wildfires or provide search & rescue capability."

Conair's TBM 960 birddog duties will build on the TBM aircraft family's proven multi-mission applications, which include military/government transportation and liaison, along with flight test support and aerial cinematography – both of which benefit from the ability to install payloads on the aircraft's two underwing hardpoints.

The other turboprop-powered airplane in Daher's product line – the unpressurized Kodiak utility aircraft – is used extensively around the globe in multi-mission duties that range from humanitarian flights, environmental monitoring, medical evacuation and law enforcement to firefighting support, public safety and parachute operations.

Two Kodiak versions are in production at Daher Aircraft's Sandpoint, Idaho industrial facility: the cornerstone Kodiak 100 and the longer-fuselage Kodiak 900, both of which offer STOL (short takeoff and landing) capability from off-airport locations and backcountry strips, along with long loiter times. Kodiak 100s also have the engineered-in capability to be float-equipped for operation on land and water. Today, some 100 aircraft from the Kodiak 100/Kodiak 900 families are utilized for multi-mission duties worldwide, logging a combined total of approximately 35,000 flight hours annually in such service.

As of December 31, 2024, an overall total of 1,243 TBM and 365 Kodiak aircraft had been delivered to international owners and operators, with this global fleet accumulating nearly three million flight hours.

About Daher – www.daher.com

As an aircraft manufacturer, industrialist, industrial service provider and logistician, Daher today has approximately 13,000 employees for a revenue of 1.65 billion euros in 2023. With its family ownership, Daher has been focused on innovation since its creation in 1863. With locations in some 15 countries in Europe, North America and Asia, Daher designs and develops value-added solutions for its aeronautical

and industrial customers and partners.

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About Daher's aircraft product line – www.kodiak.aero / www.tbm.aero

Daher manufactures two families of single-engine turboprop-powered airplanes: the Kodiak utility aircraft in Sandpoint, Idaho, USA; and the fast, very efficient pressurized TBM in Tarbes, France.

Current TBM versions in production are the TBM 960, with Garmin's G3000 integrated flight deck; and the TBM 910, equipped with Garmin's G1000 NXi avionics system controlled by a keypad. Both versions accommodate six seats and offer increased automation and superior performance.

The two versions of Kodiak are both unpressurized 8-10-seat airplanes equipped with Garmin's G1000 NXi avionics. The Kodiak 100 Series III is powered by a 750-shp. PT6A-135 engine, with the capability of operating on uneven and unimproved runways, as well as on water when equipped with floats. The Kodiak 900 is powered by a 900-shp. PT6A-140A engine and it features a longer fuselage for more passenger room and cargo space. Cruise speed for the Kodiak 900 is increased to 210 KTAS, and the aircraft has a greater useful load while offering a maximum range of 1,129 nm. Both the Kodiak 900 and Kodiak 100 offer a unique combination of robust construction, STOL characteristics, and a remarkable useful load, making them well-suited for multi-mission operations such as MEDEVAC, environmental monitoring, surveillance, law enforcement, wildfire control, logistics airlift, skydiving and more.

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