

Garmin G1000® features at a glance.

- Large-format LCD displays – 10-inch PFDs; 15-inch MFD
- Fully integrated CNI suite with dual WAAS-certified GPS
- Optional SVT™ synthetic vision on PFD depicts terrain data in 3-D
- All-digital, dual-channel Garmin flight control system
- Moving-map MFD with engine/fuel gauge cluster, checklist capability
- Onboard solid-state full-color weather radar
- Class-B TAWS alerting, worldwide terrain and obstacle database for the U.S. and Europe (TAWS-A capability is optional)
- SiriusXM™ satellite weather and SiriusXM™ radio
- FliteCharts® and SafeTaxi®
- ChartView™ powered by Jeppesen (optional)
- Optional ESP (Electronic Stability and Protection)
- Optional Connex™ global connectivity (worldwide weather, Iridium SatPhone, text messaging, position reporting and more)
- Built-in Flight Data Logging capability
- RVSM certification (King Air 200 and 300/350 series)
- Interfaces for traffic, lightning, ADF and DME
- Dual solid-state AHRS referencing
- Full reversionary display capability
- Award-winning Garmin product support and 2-year warranty

Find out more online.

To learn more about G1000 system retrofit requirements under Garmin's Approved STC List – and to locate the Garmin factory-authorized King Air installation centers in your area – check out our website: www.garmin.com/kingair. For a fraction of the cost of factory new, you could soon be flying the King Air flight deck of the future.



Garmin International, Inc.
1200 East 151st Street, Olathe, KS 66062
p: 913.397.8200 f: 913.397.8282

Garmin (Europe) Ltd., Liberty House, Hounsdown Business Park, Southampton, Hampshire, SO40 9RB, U.K.
p: 44.1794.519944 f: 44.1794.519222

Garmin Singapore Pte. Ltd., 46 East Coast Road #05-06, Singapore 428766
p: 65.63480378 f: 65.63480278 e: avionics.asia@garmin.com

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Garmin G1000®:
The ultimate King Air update.



It was long before anyone had ever heard of cellphones, laptops, Wi-fi, emails, websites – or even GPS – when the very first Beechcraft King Air rolled off the production line in Wichita back in 1964. Yet, ever since, this evolving family of aircraft has reigned as the very definition of the term “business turboprop”.

From the beginning, the King Air airframe proved to be incredibly versatile, comfortable, reliable, rugged and fuel-efficient. And, with each passing year, it has only gotten better – adding performance and mission capability, while continuing to keep passengers fresh and relaxed in those big, roomy “squared oval” pressurized cabins.

No doubt, that’s why the King Air line has been in continuous production longer than any other turbine business aircraft. It represents the largest, most successful family of twin turboprops in aviation history – numbering well over 6,000 aircraft and totaling 20+ million flight hours.

King Air owners love their aircraft. But they may not love flying with outdated avionics. That’s why we’re now offering a Garmin G1000® update option that can bring even more value, utility and service life to your King Air’s cockpit systems.

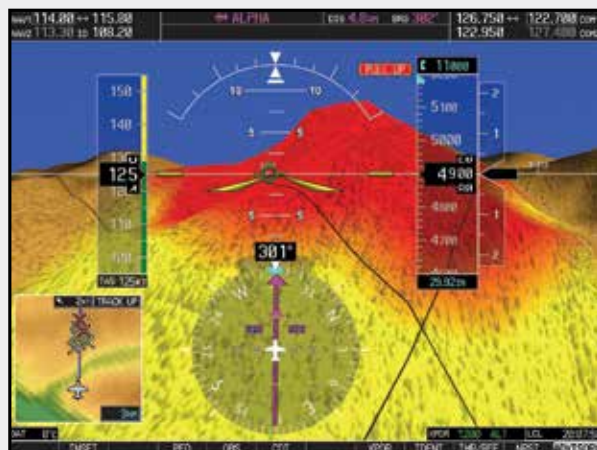
Fact is, every King Air model – from the flagship King Air 350 and 300 to the 200/B200 and C90 models – is now certified for a Garmin glass flight deck package, available from authorized installation centers worldwide.

Not only does the Garmin G1000 suite bring the latest avionics capabilities to your King Air’s cockpit – but, on average, it also removes some 250 lbs. of hardware and wiring as well. That’s enough weight savings to let you carry an additional adult passenger. Or more baggage, gear or golf clubs. It could even mean you’re able to take on more fuel for longer flights or multi-stop missions.

Flying at higher, more efficient RVSM (reduced vertical separation minimums) altitudes, enabled by the G1000, means your King Air can stretch its available fuel even further. Better still, when viewed from the bottom line, Aircraft Bluebook figures show that the Garmin G1000 upgrade adds significantly to estimated King Air resale values at trade-up time. Meanwhile, Garmin’s predictable flat rates for repairs help keep your cost of ownership low – and your confidence level high.

Moreover, your King Air’s G1000 upgrade provides the perfect opportunity to meet the fast-approaching NextGen deadlines for ADS-B “Out” equipage, with 1090 MHz extended squitter (ES) transponder capability. And for European operators, the upgrade can also provide the 8.33 kHz comm frequency spacing that will be required by end-of-year 2017 for all aircraft operating in Eurocontrol airspace.

Garmin G1000: It’s the clear-as-glass choice for giving your King Air a fresh new lease on life. No other STC’d upgrade comes close – for anything close to the price.



Optional Garmin SVT™ synthetic vision technology provides a 3-D view of potentially hazardous topography – highlighted by an amber or red color overlay where flight-into-terrain risks exist.



Optional ChartView™, powered by Jeppesen, lets pilots accurately overlay their aircraft's position on approach procedures and airport diagrams. Standard Instrument Departure and Arrival charts (SIDs and STARs) are also provided.



Built-in Garmin SafeTaxi™ airport diagrams help pilots identify runways, taxiways, hangars and aircraft location on airports throughout the U.S., Europe and Canada.

King Air efficiency, redefined.

The STC'd Garmin G1000 retrofit suite is clearly more than just an avionics facelift. It offers a whole new level of communication between pilots and their aircraft. What's more, recent upgrades and updates to Garmin's supplemental type certificates for the King Airs include an array of new software and optional equipment enhancements that promise to give pilots even more ways to enhance cockpit safety, efficiency, capability and ease of operation.

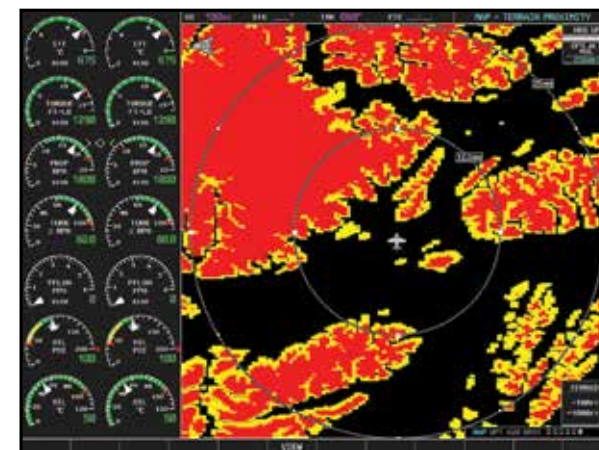
Consolidating all the primary flight, navigation, weather, terrain, traffic, radio frequency and engine data readouts once scattered across a myriad of instruments – the G1000 glass retrofit package is anchored by a 15-inch "big picture" Multi-Function Display (MFD), flanked by 10-inch Primary Flight Displays (PFDs) at the pilot and copilot positions. These vivid, high-resolution XGA (1024 x 768 pixel) color screens offer wide side-to-side viewing angles, advanced backlighting, and crystal-sharp readability, even in bright sunlight. On the pilot and copilot PFDs, a graphical 3-axis flight display clearly depicts aircraft attitude, airspeed, climb rate, altimeter and horizontal course/heading information – as well as Flight Director command bar cues and mode information, when coupled with Garmin's GFC 700 automatic flight control system. Pilots moving up to turbine class operations will especially appreciate the added peripheral cues provided by the wall-to-wall horizon reference on the full-screen PFD attitude displays.

Better still, with the optional addition of Garmin's SVT™ synthetic vision technology¹, pilots can now fly with a realistic 3-D view of topographic features surrounding their aircraft. Using sophisticated graphics modeling, Garmin SVT tracks the navigation system's terrain-alerting database to recreate this "virtual reality" landscape on the pilot and copilot PFDs. Ground and water features, airports, runways, obstacles, traffic and more: The SVT display looks so real and lifelike, it's almost like having a clear-day "out-the-window" view of one's flight situation – even in solid IFR or nighttime VFR conditions.

Meanwhile, looking toward the center of the panel, pilots will find essential engine and fuel systems data displayed on the G1000's big multi-tasking MFD – along with detailed moving-map graphics showing the aircraft's current position in relation to ground features, chart data, nav aids, flight plan routings, and more.

Preloaded Garmin SafeTaxi® and initial FliteCharts® database come standard with the package. The FliteCharts provide electronic versions of AeroNav, Eurocontrol and Nav Canada terminal procedures and approach plates for the U.S., Europe and Canada. And SafeTaxi makes ground ops easier by offering detailed airport diagrams, combined with automatic display of your aircraft's exact location on the field.

As an alternative, pilots can optionally enable Jeppesen-style ChartView™ instrument approach plates and airport surface charts for the G1000 (subscription required). ChartView has the ability to overlay a geo-referenced aircraft symbol on the electronic approach chart, providing a helpful visual crosscheck of your progress.



Built-in terrain elevation database is enhanced with full Class B TAWS alerting functionality to provide an extra margin of safety in recognizing potential terrain/obstacle conflict situations. Class A TAWS is available as an option.



Weather datalink capability, via SiriusXM™ Satellite Weather service, provides the G1000 with color NEXRAD, METARs, TAFs, lightning, and other U.S. data displays (subscription required).



For onboard weather analysis, the King Air package features Garmin's all-digital, fully stabilized GWX™ 70 color radar. It provides reduced power consumption and extended life in comparison to previous generations of magnetron-based radars.

More data on demand.

The G1000's MFD map display is designed to interface with a growing array of remote sensors and tracking systems, making it easy for pilots to overlay graphical weather, lightning, traffic, terrain and other avoidance system advisories. Sensor functions are selectable, letting the pilot add or deselect overlays, and thus "build at will" the map view he or she prefers for any given phase of flight. Class B TAWS terrain alerting comes standard, with TAWS-A as an available option. Also standard is weather data link capability, via a SiriusXM™ onboard satellite receiver (subscription required). With the XM link, NEXRAD weather, METARs, TAFs, TFRs, winds aloft, echo tops, surface precipitation, lightning strikes, storm cell data, and more, can be received and displayed anywhere in the U.S., regardless of altitude. You can also enjoy 130+ channels of music, sports, news, talk, and entertainment by adding SiriusXM™ Satellite Radio service to your package.

Garmin's data link capability is the ideal supplement to the tactical weather guidance provided by the all-digital GWX™ 70 onboard weather radar – which is also optionally available. This stabilized full-color radar features pilot-adjustable horizontal scans up to 120 degrees – plus a useful vertical scanning mode to help analyze storm tops, gradients and cell buildup activity at various altitudes.

If you're flying globally, you can still have access to quality on-demand satellite weather data on a worldwide scale via the optional GSR™ 56 Iridium network transceiver¹ (subscription required). Radar and satellite imagery are available for the U.S., Southern Canada, Western Europe and Australia. Plus, the Garmin Iridium transceiver can also be used to provide global voice/data connectivity, as well as text messaging.

Using the GSR 56, you can send text messages from virtually anywhere. Or make worldwide Iridium-based calls from your King Air's cockpit or cabin while in-flight or on the ground.

Using data to save downtime.

Another useful option for King Air owners who want their service crews to have prompt access to maintenance and operational data is the Flight Data Logging feature built right into the G1000 system. This feature automatically stores critical flight and engine parameters on an SD data card, which is inserted into the top card slot of the MFD. Approximately 4,000 flight hours can be recorded on the card. Data is written to the SD card once each second while the MFD is powered on. All flight data logged on a specific date is stored in a file identified by day, month and year. The file is created automatically each time the G1000 is powered on, provided an SD card has been inserted. After landing, the data can quickly be made available to your local maintenance facility to help expedite troubleshooting and minimize service downtime. For additional post-flight analysis, you can also download a free Engine Data Analyzer (EDA) app from flyGarmin.com. This useful spreadsheet tool takes data from the G1000's SD card, compares it with data from the aircraft flight manual, and logs any exceedances to key aircraft operating limits – thus providing an ongoing record of potential service issues.

High-tech flight control.

With its ultra-smooth 3-axis servo control inputs, Garmin's all-digital GFC 700 flight control system provides the G1000 with a superior level of integration and response – combining sophisticated modes and functions, AHRS-based situational reference, and dual-channel, self-monitoring safety features once found only on high-end business jets.

Using prestored King Air reference data to optimize performance over the entire airspeed regime, this advanced flight director/autopilot system offers precise lateral and vertical navigation guidance for all phases of flight. Airspeed holds, VNAV profiles, automatic nav-to-nav captures, coupled holding patterns, procedure turns, Go-Arounds, search-and-rescue patterns, and more – the list of capabilities is unprecedented in this class of autopilot. Pilots will appreciate the positive, consistent response afforded by airspeed-scheduled trim – as well as the silky smooth roundouts and vertical intercepts that the system's advanced software modeling provides on climbs and descents. Also, based on customer input, pilots now have the flexibility to build user-defined holding patterns. These holds may be created over an existing fix in the navigation database – or over a user-defined waypoint. Additionally, for operators conducting search-and-rescue (SAR) missions, the G1000 offers optional capability that allows it to automatically generate flight plans for three search patterns: Parallel Line Search, Expanding Square, and Sector Search patterns.

These progressive flight control features bring an awesome level of support to the G1000's WAAS-certified GPS navigation technology. Thanks to WAAS/SBAS wide-area augmented navigation, thousands of previously fair-weather-only airports now have the potential to offer GPS-guided "glidepath" approaches down to ILS-comparable minimums (as low as 200-ft. decision height, 1/2-mile visibility) – without reference to ground-based navigation aids of any kind. Suddenly, the world of IFR is open to more all-weather landing options than ever. And your G1000-equipped King Air is all set to make the transition without missing a beat.

Extra peace-of-mind comes standard.

Other key features that are offered as standard with the G1000 avionics suite include dual integrated solid-state Attitude and Heading Reference Systems (AHRS), and dual integrated RVSM-capable digital air data computers. For the higher-flying King Air 200 and 300/350 series, Garmin's G1000 installation includes Reduced Vertical Separation Minimums (RVSM) certification, enabling full operational access to the now-more-restrictive upper flight levels. Better still, no matter where you fly with your G1000-equipped King Air, you can count on the extra-solid confidence and security that come from knowing you're backed by Garmin's top-ranked warranty protection and worldwide product support network.

Attitude enhancement with ESP™.

Another safety-enhancing option available with the King Air G1000 retrofit is Garmin's ESP™ (Electronic Stability and Protection) system¹. This electronic monitoring and exceedance-correcting technology works to assist the pilot in maintaining the aircraft in a safe, flight stable condition – helping to prevent excursions beyond normal flight envelope parameters that might lead to loss of control, should the pilot become distracted, disoriented or incapacitated during flight.

In addition to pitch and roll correction, ESP also offers high and low airspeed protection whenever pilots are hand-flying their aircraft. If the ESP-equipped King Air is approaching VNE or VMO with the autopilot turned off, ESP will engage and apply back-pressure to the control yoke to increase the aircraft's pitch attitude and prevent a further increase in airspeed. ESP has built-in parameters to help prevent the aircraft from exceeding G-limit load factors upon pullout. At the other end of the airspeed spectrum, ESP uses angle of attack/lift sensor inputs on the King Air to provide low airspeed or stall protection that provides a gentle pitch-down control force through the control yoke when the aircraft's wing approaches its critical angle of attack. The ESP system is designed to augment, not overpower, the pilot's control of the aircraft. Yet, by proactively helping to keep the aircraft flying within its design limits, Garmin believes ESP can have a significant and immediate effect on safety-of-flight for King Air pilots and their passengers.

What's included in the G1000® retrofit for your King Air:

- LCD flight displays – dual 10-inch PFDs; large 15-inch MFD
- Dual integrated radio modules, providing WAAS-certified GPS; VHF navigation with ILS; and VHF communication with 16-watt transceivers and 25 kHz or 8.33 kHz channel spacing
- Dual Mode-S, ADS-B Out compliant transponders with Extended Squitter (Extended-squitter version is optional on C90)
- Dual solid-state Attitude and Heading Reference Systems (AHRS)
- Dual RVSM-compliant digital air data computers
- Three-axis digital Automatic Flight Control System
- All solid-state color weather radar with stabilization
- SiriusXM™ Satellite Radio datalink receiver (subscription required)
- Integrated Class-B TAWS terrain alerting with worldwide terrain and U.S. obstacles database
- FliteCharts™ and SafeTaxi™
- Dual engine monitoring computers
- Dual digital audio panels
- Pedestal-mounted FMS controller
- Modular rack-mounted LRUs
- Ethernet data-bus connectivity
- All-new metal instrument panel
- RVSM certification*



Available G1000® options for the King Air retrofit:

- Garmin ESP™ Electronic Stability and Protection system*
- Iridium-based worldwide weather, SatPhone and text messaging*
- Garmin Datalogger with WiFi (ramp) connectivity*
- Garmin SVT™ synthetic vision technology
- Class A TAWS terrain alerting*
- Flight Stream 110/210 Bluetooth® gateway for wireless control of SiriusXM™ audio entertainment
- Jeppesen-format ChartView™ electronic charts
- GTS 825 TAS or GTS 855 TCAS/ACAS I or GTS 8000 TCAS/ACAS II for active traffic alerting*

*King Air 200 and 300/350 series only

¹Sold Separately.
*NOTE: Class A TAWS, GSR 56 Iridium transceiver, and GDL 59 datalogger are only available on the King Air 200 and 300 series airframes.