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GARMIN

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Team X

Electronic flight display systems for
experimental/amateur-built and light sport aircraft

Your G3X™ system choices now include touchscreen control.

Today you have even more choices, capabilities and screen sizes with which to configure the ideal Garmin G3X™ glass cockpit package for your experimental/amateur-built aircraft. With the addition of the all-new G3X™ Touch flight displays, Garmin brings the added convenience of touchscreen control to the full suite of "big picture" navigation features already provided by the G3X avionics family. Whether you choose the landscape format touchscreens (now available in 10.6" or 7" display sizes), or opt for the original 7" G3X portrait displays with conventional softkeys – you'll experience a whole new level of situational awareness with these affordable, easy-to-install glass systems. They're scalable for growth from single- to dual- to 3-screen cockpit layouts*. And the technology is so intuitively cool and forward-looking – it's enough to make you want to build an airplane just to have a platform for Garmin G3X™.

Combining full primary flight display (PFD) attitude/directional guidance with detailed moving-map multifunction display (MFD) capabilities, each G3X glass display comes with built-in WAAS GPS receiver and dual redundant power inputs. To maximize their utility, the displays can easily be configured via split-screen mode to pair PFD and MFD views on the same display. Other standard features include Garmin's SVX™ synthetic vision display with 3-D "pathways" flight route guidance, EIS engine monitoring, ADAHRS, and available geo-referencing capability on FliteCharts® and SafeTaxi® diagrams. The optional G3X autopilot system, developed specifically for the experimental/amateur-built aircraft market, draws on top-end flight control technology used in thousands of Garmin integrated flight decks. The smooth-flying Garmin autopilot sets a new standard for capability and value in this segment of General Aviation. It offers mode selection through your flight displays, or through optional dedicated control panels, such as the GMC 305 and GMC 307. With the G3X Touch displays, you can now access more advanced autopilot modes/functions for which the original G3X system requires an external controller. Better still, Garmin's Angle of Attack (AOA) system option can be integrated with the G3X flight displays (or a standalone AOA indicator) to help you derive even more safety, efficiency and performance from your aircraft. Other system upgrade options available for the G3X suite include built-in Sirius XM™ satellite weather and audio entertainment (subscription required).

For ADS-B compliance, you can team the G3X system with Garmin's GTX 23 ES transponder and a position source such as the GTN series navigators or GPS 20A. With these components, your system not only meets ADS-B "Out" requirements – but by simply adding an affordable GDL 39R remote receiver, you can also access such ADS-B "In" benefits as datalink traffic and subscription-free weather (in U.S. airspace). This combination of optional GDL 39R receiver with your G3X Touch display's built-in Garmin Connext™ wireless gateway will also enable you to stream information, via Bluetooth®, to/from select Connext-capable[1] apps, such as Garmin Pilot™, and Garmin portables to access graphical weather, traffic, GPS and AHRS backup attitude input – for even more situational display capability in your cockpit. Two-way flight plan transfer is also possible.

From an installation standpoint, the "plug-and-play" growth capability provided by your G3X's built-in CAN network interface allows up to three reversionary-capable glass displays to be interlinked in your aircraft. So, it's easy to scale a system that perfectly fits your panel, your priorities, and your price range.

Think bigger. Think better. Think Garmin G3X™ Touch.

With touch-enabled product experience gained in thousands of glass installations – and millions of flight hours – Garmin continues to push the envelope for GA cockpit innovation with our G3X™ Touch flight displays. Designed from the ground up with a native touchscreen interface – but retaining all of the tried-and-true capabilities of our original G3X™ – the easy-to-read, easy-to-use G3X Touch is the smartest, most advanced large-format display we've ever created (and priced) specifically for the experimental/amateur-built and light sport aircraft market.

Virtually everything you'd ever need to fly VFR can be accessed right from the touchscreen display: GPS navigation, VHF comm frequency selection, transponder code entry, intercom, engine and fuel gauges, datalink weather and traffic, moving maps, flight plans, taxiway diagrams, angle of attack, video camera inputs and more – you can use G3X™ Touch to see and control all your avionics essentials, with a lot fewer buttons, knobs and faceplates cluttering up your limited panel space. Large onscreen touch points and familiar graphic icons help simplify all your data entry and menu selections. Plus, the affordable Garmin autopilot system can integrate with the G3X Touch displays to provide onscreen selection for such advanced features as indicated airspeed hold, ESP-X, auto straight-and-level, yaw damper, independent flight director, and more. If you prefer, the optional GMC 305 or GMC 307 panels can also be installed to provide a dedicated controller for all G3X autopilot/flight director modes and functions.

*NOTE: The G3X Touch and original G3X displays are not mix-and-match interchangeable. To add G3X Touch displays to your panel, you'll need to replace existing G3X units with the G3X Touch format. You can, however, interchange both the 7" and 10.6" versions of the G3X Touch displays with each other.

[1]Capabilities such as GPS, attitude, weather, traffic and flight plan transfer, SiriusXM weather and audio control are limited to the version of Flight Stream, the avionics installed in the aircraft as well as portable device. Compatibilities continue to grow with more apps and Garmin portables.

The basic building blocks of your Garmin G3X™system.

G3X Touch 10.6" or 7" Flight Displays (GDU 460/465; GDU 450/455)

Featuring big, bright, high-resolution touchscreens with Garmin's SVX™ 3-D synthetic vision, these easy-to-read, easy-to-use flight displays offer a whole new perspective on situational awareness – with standard GPS navigation, ADAHRS, EIS interface, terrain/obstacles alerting, video input and more. FliteCharts® and SafeTaxi® diagrams come preloaded. Plus, onscreen control is provided for optional remote-mount comms and transponders – as well as optional weather and traffic links. Support for Sirius XM™ satellite weather and audio entertainment is provided with the GDU 465 and GDU 455 versions of these displays (subscription required).*

G3X 7-inch Flight Displays (GDU 370/375)*

Think "glass cockpit" display with internal GPS. Both the GDU 370 and 375 feature crisp 7-inch WVGA flatscreen displays with dual redundant power inputs. Both provide realistic moving-map graphics for navigation and situational awareness. And both can accommodate not only MFD capability, but flight and engine instruments as well. The primary difference between the GDU 375 and GDU 370 is that support for Sirius XM™ satellite weather and audio entertainment is provided with the GDU 375 (subscription required).

GSU 25 ADAHRS

Leveraging sensor technology from Garmin's G1000® glass flight deck, this GPS-aided digital ADAHRS (Air Data and Attitude Heading and Reference System) provides highly accurate and reliable referencing of your aircraft attitude, rate, vector and acceleration data. The complete sensor package takes up just a fraction of the space and weight previously required by conventional gyro-based instrument systems. The GSU 25B ADAHRS offers the same functionality for higher-performance experimentals, including those flying at indicated airspeeds over 300 knots.

GEA 24 Engine Indication System (EIS)

This EIS module enables aircraft-specific tailoring of instrumentation inputs for display of engine gauges, color bands, alerts, fuel, flaps, trim and other vital sensor data on the G3X. Sensor kits are available for most popular engine configurations used in experimental/amateur-built aircraft.

GMU 22 Magnetometer Unit

Garmin's GMU 22 tri-axial magnetometer is a remote-mounted device that interfaces with a Garmin GSU 25 ADAHRS to provide flight attitude and heading data for flight instrumentation. Incorporating long-life solid-state sensing technology, the GMU 22 Magnetometer uses magnetic field measurements to create an electronically stabilized AHRS.

GTP 59 Temperature Probe

The Garmin GTP 59 is an outside air temperature (OAT) probe that provides ambient sensor data to the G3X's air data computer for true airspeed, density altitude, and other essential flight calculations.

Key product features of the G3X™ and G3X™ Touch systems:

- Install with your choice of 10.6" and 7" G3X™ Touch landscape format or 7" G3X™ portrait displays with softkeys*.
- Fly with full primary flight (PFD) and multifunction (MFD) display capability – plus electronic engine gauges and monitoring
- Standard SVX™ synthetic vision renders terrain-alerting data into realistic 3-D virtual landscape on the G3X™ flight displays
- GPS-aided ADAHRS (Air Data and Attitude Heading and Reference Systems) use solid-state sensors to provide flight attitude, heading and rate information.
- Supports subscription-free ADS-B weather and advanced TargetTrend™ and TerminalTraffic™ technology displays with optional datalink receiver.
- Preloaded Garmin FliteCharts® offer IFR approach plates and terminal procedures for airports throughout the U.S., Canada and Europe
- Garmin SafeTaxi® data provides detailed taxiway diagrams and position information for airports throughout the U.S., Canada and Europe.
- Color-keyed terrain page offers both overhead and vertical profile views of potentially hazardous terrain along your route of flight.
- Choice of AOPA Airport Directory for detailed U.S. airport information – or AC-U-KWIK worldwide airport directory
- IFR map mode displays Victor airways and Jet routes, derived from the navigation database.
- EIS monitoring supports a wide range of sensors for engine, fuel, electrical and other critical data inputs.
- Automatic fuel calculations, based on real-time fuel flow, support graphical range ring display
- GDU 465, GDU 455 and GDU 375 displays support Sirius XM™ satellite weather data and audio entertainment (subscription required)
- Additional features include: Weight & balance calculator, checklists and SD card data logging

G3X Touch & G3X Configurations

Explore the possibilities:

The integration and versatility provided by Garmin's G3X series electronic flight displays make it easy to customize the ideal panel layout for your aircraft. You can start with a single screen. Or opt for a dual-screen configuration with separate PFD and MFD. Or you can even add a third screen in the co-pilot position, if desired. The G3X glass displays work like building blocks, allowing you to grow your system to fit your needs and budget. Shown here are just a few examples of what's possible and practical in a G3X installation.

*NOTE: The 10.6" and 7" G3X Touch and original 7" G3X displays are not mix-and-match interchangeable. To add G3X Touch displays to your panel, you'll need to replace existing G3X units with the G3X Touch format.

G3X™ Autopilot

Now, it's easy to add full autopilot capability to your Garmin G3X™ system.

All it takes is the addition of Garmin's affordable GSA 28 "smart" servos to give your G3X a range of autopilot capabilities similar to those provided by the high-end GFC™ 700 systems found on thousands of certified aircraft. You have the option of purchasing a one-, two- or three-axis configuration (roll servo only, or pitch+roll, or pitch+roll+yaw), to add the level of capability you want. Even better, the Garmin system includes automatic trim functionality and automatic speed scheduling at no additional cost. And for added redundancy, it's the only integrated autopilot in its class to offer standalone operation in the event of display outage, when the optional GMC 305 or GMC 307 control panels are installed. These panels provide a dedicated interface unit offering access to such advanced autopilot modes as indicated airspeed hold, independent flight director, and more. (Note: G3X Touch offers access to these advanced functions directly from the 10.6" or 7" touchscreen displays; however, only basic autopilot functions can be accessed from the original G3X 7" softkey displays. The separate selector panels will integrate with both Garmin display formats.) A control wheel integrated into the panels allow easier pitch, vertical speed and airspeed adjustments, and the GMC 307 adds a dedicated knob for altitude and heading selection. Plus, for added safety, the panels' advanced LVL mode button commands the autopilot to help restore the aircraft to straight-and-level flight. Installation of the system is simple and straightforward, with industry-standard servo mounting kits available – as well as airframe-specific versions for the popular Van's RV series (RV-4/6/7/8/9/10 models).

Autopilot options for your G3X™:

GSA 28 servos
A typical Garmin autopilot installation includes two GSA 28 servos for pitch and roll. Auto-trim capability is included. $750** each servo

Optional GMC 305 control panel
Add a separate autopilot control panel for dedicated mode selection as well as access to additional autopilot modes including Indicated Airspeed Hold (IAS), Level recovery (LVL), Yaw Damper (YD), and Flight Director (FD). Note: G3X Touch offers access to these modes using the display alone. $750*

Optional GMC 307 control panel
Similar to the GMC 305, but with a wider footprint, this panel adds a separate autopilot control panel for dedicated mode selection as well as dedicated altitude and heading knobs. Note: G3X Touch offers access to these modes using the display alone. $1,099**

Angle-of-Attack (AOA) Probe
AOA probes, like the Garmin GAP 26, provide accurate, real-time information on airfoil flight dynamics and stall characteristics to help pilots maintain optimum safety, efficiency and performance. Unheated probe version: $199***

Heated Angle-of-Attack (AOA) Probe
For added protection against inflight icing, a Garmin GAP 26 AOA sensor with a pilot-controllable probe heater is also available: $299***

Heated Angle-of-Attack (AOA) Probe with Regulator
To keep the unit ice-free, while efficiently controlling power usage, a Garmin GAP 26 AOA probe with automatically regulated probe heat is also available: $449***

GI 260 Angle-of-Attack (AOA) Indictor
To enhance safety during critical phases of flight, this bright, easy-to-read AOA standalone indicator offers accurate visual cues (with aural alerting) when wing AOA is approaching a critical angle of attack: $249***

Supplemental ADAHRS
For enhanced G3X™ system redundancy, you can add an extra GSU air data, attitude and heading reference system (ADAHRS) unit or a GSU 25B ADAHRS for high-performance aircraft flying over 300 knots indicated airspeed. Both are also compatible backup options for existing G3X systems, which utilize the Garmin GSU73 ADAHRS module. GSU 25 $799**, GSU 25B $1,499**

*Reflects manufacturers minimum advertised price or list price.
**Reflects manufacturers minimum advertised price. Price does not include installation kit, which costs from $45-$150, depending on aircraft configuration.
***Reflects manufacturers minimum advertised price. Compatible with existing G3X systems; requires a GSU 25 or GDU 25B ADAHRS for interface

Garmin Electronic Stability and Protection (ESP-X)

Before you need to recover, we'll have you covered.

With installation of the G3X autopilot, you'll also obtain Garmin ESP-X to provide assistance in maintaining the aircraft in stable flight. When you exceed user-selected pitch, roll or airspeed limitations while hand-flying the aircraft, ESP-X provides gentle nudges on the flight controls to lessen the aircraft's pitch attitude or bank angle—and that correcting force grows stronger as those exceedances increase. In addition, you'll see visual cues on the displays of G3X and G3X Touch indicating that ESP-X is engaged: Yellow chevrons provide visual pitch guidance, and configurable roll-limit indicators show where ESP-X engages to provide bank guidance. As you take corrective action, ESP-X fades, and it turns off when you return to a normal flight envelope. Conversely, if the system activates for more than fifteen seconds—for example, if you become incapacitated—the autopilot engages with the flight director in Level Mode, bringing the aircraft to level flight until you command otherwise. While ESP-X will not recover an aircraft in all in-flight situations, the system does provide your experimental and light sport aircraft an extra safeguard.

But ESP-X goes beyond providing pitch and bank envelope protection to also offer high- and low-airspeed protection. In a high-airspeed situation, ESP-X engages the G3X autopilot servos to increase your pitch attitude, while built-in parameters further prevent the aircraft from exceeding G-limit load factors. In low airspeed situations, ESP-X engages to provide a gentle pitch-down force to reduce the likelihood of a stall—and ESP-X automatically disables when the aircraft is operating within 200 feet of the ground. In addition, pitch, roll and airspeed envelope protection parameters are all customizable, and for flight training or aerobatics, you can easily inhibit Garmin ESP-X within the automatic flight control system menu of G3X and G3X Touch, or with an optional switch in the panel.

Additional avionics options to consider:

VIRB® Aviation Video Bundle
This easy-to-use combo makes it easy to record and integrate cockpit video on your G3X™ Touch displays. The compact VIRB XE is a true HD 1080p action camera that mounts easily in your aircraft, providing a continuous video feed (via composite cable) to your display, even while recording. Built-in connectivity via Garmin Connext™ lets you start/stop recording, capture still shots, view elapsed time and other functions via wireless remote and the G3X Touch display. Bundle includes headset audio cable, prop filter, suction cup mount, microSD card and a free trial of the Garmin Pilot app as standard accessories.
VIRB Elite Aviation Bundle $349.00**, VIRB XE Aviation Bundle $499.99**

Get advanced levels of cockpit connectivity

Your G3X comes equipped to take advantage of Connext™, Garmin's network link and in-cockpit wireless connectivity system. With a built-in Flight Stream gateway, it makes your mobile tablet running the Garmin Pilot™ App a true cockpit interface. Use it to create a flight plan in the comfort of your home, office or pilot lounge, and then transfer it to your G3X Touch with a tap or two—waypoints, airways, arrivals and all. That leaves you more time to focus on pre-flight activities once you arrive at the airport. Adding last-minute or en-route flight plan amendments from ATC is just as easy. Simply make them on the tablet, and sync again. There's no duplication of effort, which brings greater efficiency and work-saving convenience to managing your cockpit.

You can also wirelessly stream flight information to your tablet, including GPS and attitude information and graphically depicted ADS-B traffic and weather with a Garmin GDL 39R datalink. You can even wirelessly control VIRB action cameras to view what your remotely mounted camera is seeing, view elapsed time, start and stop recording as you desire, capture still photos and more.

GMA 240 audio panel

Versatile non-TSO'd audio panel designed for experimental and light sport aircraft (LSAs). Includes 4-place stereo intercom and support for 2 stereo music inputs. Multifunction phone/audio mini jack on the front of the unit lets you route cellphone calls or iPod/MP3/XM Radio players right through your aircraft headset – with selectable instant muting when radio transmissions are received from ATC. $845*

GTR 20 remote-mount comm radio

Designed to save space in your panel by enabling onscreen control via your G3X Touch flight display, this remote-mount VHF comm transceiver provides full 760-channel capability (with 25 kHz spacing) and a robust 10 watts of transmit power. Features include automatic frequency ident to display facility name and type (supplied by your G3X database), plus storage and recall of most-used frequencies, standby frequency monitoring, auto squelch, two-place stereo intercom with 3-D audio, and more. $995*

GTR 200 comm radio

Powerful 10-watt, all-digital VHF comm transceiver provides full 760-channel capability (with 25 kHz spacing) in a compact 1.35" high unit. Features automatic frequency ident (using your G3X database) to verify who you're talking to – plus standby comm monitoring, auto squelch, two-place stereo intercom with 3-D audio input separation, and much more. $1,199*

GNC 255 nav/comm

Combines a powerful 10-watt VHF comm transceiver with 200-channel VOR/LOC/GS nav receiver in a fully certified 1.65" high unit. (A 16-watt version is also optionally available – and both versions offer 8.33 kHz frequency spacing for European compliance.) The radio's built-in frequency database lets you look up the frequencies for a given airport (Tower, Ground, ATIS, Clearance Delivery, etc.) just by entering the identifier. Also, automatic ident is provided for any comm frequency you select – so you'll always know who you're talking to. Other highlights include storage and recall of most-used frequencies, standby frequency monitoring, and more. $4,495*

GDL 39R ADS-B datalink

This dual-link, remote-mount ADS-B receiver with external antenna makes it easy to connect with the FAA's uplink network for subscription-free U.S. weather and traffic information. A non-certified, receive-only product, the GDL 39R provides your flight displays with both visual and audible traffic alerting, as well as access to NEXRAD imagery, METARs, TAFs, winds and temperatures aloft, PIREPS, NOTAMs, and other weather information. Also enables display of TargetTrend™ relative motion traffic and TerminalTraffic™ technology on SafeTaxi runway diagrams. With this wired configuration, your G3X system can provide two simultaneous Bluetooth connections to devices such as iPads or Garmin portables. $799*

GTX 23 ES Mode S ADS-B transponder

Affordable 250-watt digital Mode S transponder offers data link capabilities with Traffic Information Services (TIS-A) interface and auto standby capability. Provides ADS-B "Out" with extended squitter when paired with a GPS 20A or GTN navigator for compliance with most worldwide ADS-B requirements. $2,199*

GPS 20A ADS-B GPS

TSO-certified GPS position performance at a non-TSO'd price. Pair this receiver with a GTX 23 ES transponder to meet ADS-B "Out" requirements, while adding higher-performing GPS navigation to your G3X™ system. Or use with compatible third-party Mode S ES transponders designed for experimental aircraft to provide ADS-B "Out." $845**

GTN™ Series 750/650 touchscreen

All-in-one GPS/Nav/Comm solution with touchscreen interface and built-in SBAS/WAAS navigation capabilities. Meets ADS-B "high integrity" position source requirements. And it's approved to fly LPV "glidepath" approaches into thousands of airports without an ILS*. $16,900* – GTN 750, $11,400* – GTN 650

GAD 29 nav data adapter

This compact module provides an ARINC 429 data interface between your G3X system and various IFR-capable GPS navigators, such as the Garmin GTN 750/650 series or the legacy GNS 530/430. When paired with these certified navigators, the GAD 29 enables your G3X to incorporate such advanced features as GPS steering, WAAS LPV vertical approach guidance, and more. $425**

GTS 800 Active Traffic System

Combining both active and passive surveillance, with 1090 MHz ADS-B "In", the Garmin GTS™ 800 Traffic Advisory System (TAS) offers a comprehensive "see and avoid" solution utilizing Garmin's patented CLEAR CAS™ target correlation technology and ATC-like spoken traffic callouts: "Traffic. One o'clock. High. Two miles." When installed with a compatible "extended squitter" Mode-S transponder such as the GTX 330 ES unit (sold separately), the GTS 800 can track up to 45 traffic targets simultaneously – with a typical active interrogation range of 22 nm in the forward direction – enabling you to see and identify other nearby transponder-equipped aircraft in time to take prompt corrective action. $9,995*

AeroNav VFR databases

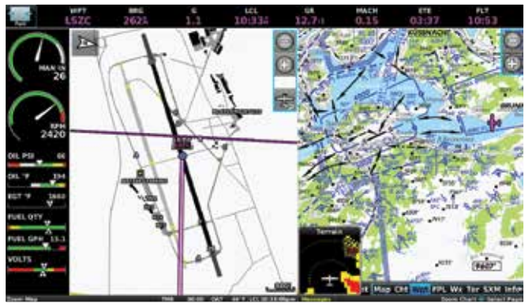
Garmin offers a bundled pricing program for all the essential database and update information used in your G3X™ system. The bundled database option allows you to purchase annual subscriptions for multiple databases at a reduced price. For example, a U.S. VFR navigation database featuring AeroNav data is available with full FAA Terrain and Obstacle data in a special 1-year subscription combo priced at just: $49.99* Note: See flyGarmin.com for availability

* Ask about our limited-time promotional price with G3X purchase.

It's easy to upgrade:

The 10.6" and 7" G3X™ Touch landscape displays incorporate the same 50-pin connector used on Garmin's 7" portrait format displays. So, an upgrade installation for existing G3X users is simple and fast. To further streamline the process, Garmin's GSU 25 and GSU 25B high-performance (for aircraft flying over 300 knots indicated) ADAHRS units support installation remotely or on the back of the G3X Touch displays, if desired, for an all-in-one installation. Additional connections for external GPS and Sirius XM™ antennas, plus video input, are also provided.

Inset frames on the G3X™ Touch flight display let you view a continuous video feed from optional VIRB® action cameras – along with moving map detail, SVX synthetic vision and ADS-B traffic targets

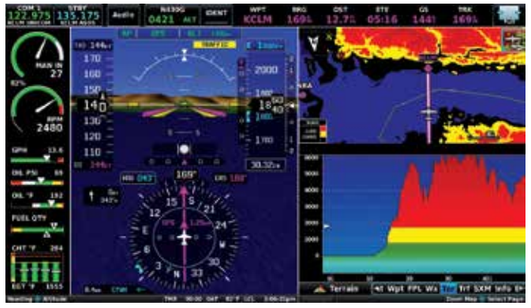


Garmin FliteCharts® come standard[3] on all G3X systems. Users in Canada and Europe can access FliteCharts with VFR terminal procedures and SafeTaxi® diagrams for many Canadian and European airports

Optional Sirius XM™ satellite weather can overlay on the G3X Touch moving map[2]

Take an in-depth look:

Garmin's exclusive SVX™ synthetic vision technology comes standard on all G3X™ series flight displays. Seamlessly integrated with your aircraft's flight attitude, airspeed, climb rate, altitude and course/heading reference, the database-generated 3-D landscape provides a lifelike perspective view of terrain features, airport environments, obstacles, towers, and more – all shown in relative proximity to your aircraft. Also, with a compatible ADS-B "In" receiver, SVX will also display traffic targets in context, making it easier to gauge how high and how close they are.



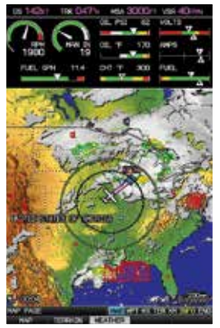
Color-keyed terrain page on the G3X Touch offers overhead and vertical profile views

Detailed VFR Sectional charts, as well as Low- and High-Altitude IFR Enroute charts, can be displayed in the navigation window of your G3X Touch display

G3X™ Touch offers on-screen control for remote comm, transponder and two-place intercom functions with 3D audio, stereo music input and more

[1]ADS-B datalink receiver sold separately [2]Sirius XM subscription required (sold separately) [3]Updates available on single-cycle or annual basis. FliteCharts will disable when the data is over 6 months out-of-date.

ADS-B input[1] enables subscription-free weather and advanced traffic features like TargetTrend™ relative motion and TerminalTraffic™ technologies



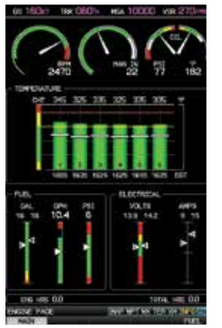
How far can you go? Graphical range rings are based on real-time fuel flow calculations

Optional Sirius XM™ Radio support lets you enjoy 170+ channels of audio entertainment[2]

Choice of AOPA Airport Directory for the U.S. – or AC-U-KWIK worldwide directory – offers detailed information on thousands of airport facilities and services

IFR map mode displays Victor airways and Jet routes, derived from navigation database

SVX shows runway surfaces, numbers and thresholds in virtual 3-D



Detailed Engine Indication System (EIS) readouts can be viewed by selecting the ENG page

Garmin SafeTaxi® data provides detailed taxiway diagrams and position information.

Garmin G3X™ system examples and prices.

Here are just a few of the ways Garmin G3X can be configured to fit your panel layout and avionics budget:

Garmin G3X™ Touch Flight Displays

$4,599*
Features a single 7" GDU 450 display with GSU 25 ADAHRS, GMU 22 magnetometer and GTP 59 air temperature probe. **Add the GEA 24 engine indication (EIS) for an additional $600.**

$5,499*
Features a single 10.6" GDU 460 display with GSU 25 ADAHRS, GMU 22 magnetometer, and GTP 59 air temperature probe. **Add the GEA 24 engine indication (EIS) for an additional $600.**

$9,399*
Combines dual GDU 460 G3X™ Touch displays with GSU 25 ADAHRS, GEA 24 engine indication (EIS), GMU 22 magnetometer and GTP 59 air temperature probe.

Garmin G3X™ Standard Flight Displays

$4,375*
Features a single GDU 370 display with GSU 25 ADAHRS, GEA 24 engine indication (EIS), GMU 22 magnetometer and GTP 59 air temperature probe.

$6,495*
Combines dual GDU 370 displays with GSU 25 ADAHRS, GEA 24 engine indication (EIS), GMU 22 magnetometer and GTP 59 air temperature probe.

$8,495*
Three-display G3X system featuring GDU 370 PFD/MFD, GSU 25 ADAHRS, GEA 24 engine indication (EIS), GMU 22 magnetometer and GTP 59 air temperature probe.

SiriusXM™

$400* upgrade for GDU 375 $500* upgrade for GDU 455/465

For an additional $400-$500 you can add Sirius XM™ satellite weather and audio entertainment to your system by substituting the Sirius XM-capable GDU 455/465 (G3X™ Touch) or GDU 375 for one of your non-XM display modules. (Note: Sirius XM™ subscription required.)

*Reflects manufacturers suggested retail price or list price.

Garmin G3X™ Specifications

GDU 450/455 Display Unit

This product holds no TSO certification

Display: 7" diagonal (17.78 cm) 480 x 800 pixels, High-resolution color infrared touchscreen display with adjustable backlighting. Optional lighting bus voltage input available for automatic backlight control.

Electrical: 10-32 VDC
30 watts typical
Dual isolated power inputs

Size: 7.99"W x 5.93"H x 3.57" D
(20.30 x 15.50 x 9.07 cm)

Weight: GDU 450, 2.69 lb (1.22 kg)
GDU 455, 2.82 lb (1.29 kg)
Weight does not include nut plate and connector

GPS Receiver: Non-certified, high-sensitivity GPS receiver with WAAS position accuracy and 5 Hz update rate

Interfaces: Six RS232 ports per display, supporting NMEA 0183, GTR 225/ GNC 255 series comm frequency tuning, Aviation format data from panel-mounted GPS, and GTX 330 TIS data.

GPS/XM Antennas: In-cabin and externally mounted options available

GDU 460/465 Display Unit

This product holds no TSO certification

Display: 10.6" diagonal (26.92 cm) 1280 x 768 pixels, high-resolution color infrared touchscreen display with adjustable backlighting. Optional lighting bus voltage input available for automatic backlight control.

Electrical: 10-32 VDC
30 watts typical
Dual isolated power inputs

Size: 10.85"W x 7.82"H x 3.57" D
(27.56 x 19.86 x 9.07 cm)

Weight: GDU 460, 4.6 lb (2.09 kg)
GDU 465, 4.82 lb (2.15 kg)
Weight does not include nut plate and connector

GPS Receiver: Non-certified, high-sensitivity GPS receiver with WAAS position accuracy and 5 Hz update rate.

Interfaces: Six RS232 ports per display, supporting NMEA 0183, GTR 225/ GNC 255 series comm frequency tuning, Aviation format data from panel-mounted GPS, and GDL 39R traffic and weather data.

GPS/XM Antennas: In-cabin and externally mounted options available

GDU 370/375 Display Unit

This product holds no TSO certification

Display: 7.0" diag. (17.78 cm) 480 x 800 pixels, color sunlight readable WVGA TFT with adjustable backlighting. Optional lighting bus voltage input available for automatic backlight control.

Electrical: 10-29 VDC
10 watts typical
Dual isolated power inputs

Size: 6.04"W x 7.83"H x 3.41" D
(15.34 x 19.88 x 8.67 cm)

Weight: GDU 370, 1.56 lb (706g)
GDU 375, 1.65 lb (746g)
Weight does not include nut plate and connector

GPS Receiver: Non-certified, high-sensitivity GPS receiver with WAAS position accuracy and 5 Hz update rate

Interfaces: Three RS232 ports per display, supporting NMEA 0183, GTR 225/ GNC 255 series comm frequency tuning, Aviation format data from panel-mounted GPS, and GDL 39R traffic and weather data.

GPS/XM Antennas: In-cabin and externally mounted options available

GSU 25 ADAHRS Unit

This product holds no TSO certification

AHRS:
- Provides accurate digital output and referencing of aircraft attitude, rate, vector and acceleration data
- Leverages solid-state sensors and sophisticated attitude determination and integrity monitoring algorithms
- Capable of in-flight dynamic restarts
- Capable of maneuvers through a range of 360° in bank and pitch.
- Rotation rate: Up to 200°/sec

Electrical: 14-28 VDC

Size: 4.00"W x 2.50"H x 2.12" D (10.16 x 6.35 x 5.38 cm)

Weight: GSU 25, 0.48 lb (0.217 kg)
Weight does not include mounting hardware and connector

Environmental:

Aircraft pressure altitude range:	-1,400 ft. to 30,000 ft.
Aircraft vertical speed range:	-20,00 to +20,000 fpm
Aircraft airspeed range:	0 - 300 kts IAS
Operating temperature range:	-45°C to +70°C

GEA 24 Engine Indication (EIS) Unit

This product holds no TSO certification

EIS: Provides accurate digital monitoring of engine and airframe sensors interfaced with the G3X cockpit displays

Electrical: 14 or 28 VDC systems

Size: 6.50"W x 1.90"H x 3.00" D
(16.51 x 4.83 x 7.62 cm)

Weight: GEA 24, 0.71 lb (0.322 kg)
Weight does not include mounting hardware and connector

Engine/Airframe interfaces:
Support is available for sensors commonly used on Lycoming, Continental, Rotax, and Jabiru engines. Supports Rotax's 912 iS engine.

Configurability of the GSU allows measurement of many different aircraft parameters including but not limited to:
- Ammeters (2)
- Thermocouples (Monitor up to 6 cylinders and 2 turbo inlet temperatures)
- Aircraft bus voltages
- Resistive Sensors (Up to 6)
- Powered Transducers
- Frequency Counter Inputs (Up to 4)
- Discrete I/O (4 In / 2 Out)

GMU 22 Magnetometer Unit

Electrical: Powered through GSU 25

Size: 2.10"H x 3.35" in diameter
(5.33 x 8.51 cm)

Weight: GMU 22, 0.35 lb (158.8 g)
Weight does not include mounting hardware and connector

GI 260 Angle-of-Attack (AOA) Indicator

Electrical: 14 or 28 VDC systems

Size: 1.36"W x 3.19"H x 2.36" D
(3.45 x 8.10 x 6.06 cm)

Weight: 0.27 lb (0.122 kg)

Environmental: Operating temperature range:
-45°C to +70°C

GAP 26 Angle-of-Attack (AOA) Probe

Electrical: Unheated versions of the GAP 26 do not require power. Supply voltage for heated pitot is 14 VDC

Optional Control Box Size: 2.25"W x 1.11"H x 4.55" D
(5.72 x 2.82 x 11.56 cm)

AOA Probe Size: 0.82"W x 16.00"H x 6.12" D
(2.08 x 40.64 x 15.54 cm)

Weight: Unheated, 0.33 lb (149.7 g)
Heated , 0.39 lb (176.9 g)

GSA 28 Autopilot Servo

GSA28 is used to drive a flight-control axis (pitch, roll, yaw) of the aircraft in order to stabilize the aircraft in pitch, roll, and/or heading.

Electrical: 14 or 28 VDC systems

Size: 2.5"W x 4.00"H x 3.00" D
(6.35 x 10.16 x 7.62 cm)

Weight: 1.42 lb (644.1g)

Torque: 60 inch-lbs (maximum rated)

GMC 305 Autopilot Control Panel

Electrical: 14 or 28 VDC systems

Size: 6.25"W x 1.85"H x 3.30" D
(15.88 x .4.7 x 8.38 cm)

Weight: 0.5 lb (226.8 g)

GTR 200 Comm Radio

This product holds no TSO certification

Electrical: 14 or 28 VDC systems

Size: 1.35"H x 6.25"W x 7.98"D
(3.43 x 15.88 x 20.2692 cm)

Weight: 1.34 lbs (0.61 kg) unit only;
1.91 lbs (0.87 kg) with mounting rack

Depth: 9.39 inches (23.85 cm) behind panel, including mounting rack and connectors

GTR 20 Comm Radio

This product holds no TSO certification

Electrical: 14 or 28 VDC systems

Size: 1.28"H x 6.15"W x 8.80"D
(3.24 x 15.62 x 22.35 cm)

Weight: 1.19 lbs (0.54 kg) unit only; without mounting hardware and connectors

Depth: 10.22 inches (25.95 cm) behind panel, including mounting rack and connectors

GNC 255 Nav/Comm Radio

Electrical: 14 or 28 VDC systems
(Accepts 9 to 33 VDC input)

Size: 1.65"H x 5.25"W x 10.4"D
(4.19 x 15.88 x 26.42 cm)

Weight: 3.02 lbs (1.37 kg) unit only;
3.46 lbs (1.57 kg) with mounting rack

1.91 lbs (0.87 kg) with mounting rack

Depth: 11.23 inches (28.52 cm) behind panel, including

mounting rack and connectors

GDL 39R ADS-B Datalink

Electrical: 14 or 28 VDC systems
(Accepts 10 to 32 VDC input)

Size: 1.00"H x 3.5"W x 6.0"D
(2.54 x 8.89 x 15.24 cm)

Weight: 1.1 lbs (0.50 kg) unit only

GTS 800 Active Traffic System

Unit Size: 6.25"W x 2.7"H x 12.7"D
(15.87 x 6.86 x 32.25 cm)

Weight: 11.3 lb (5.13 kg) LRU; Vert. Rack 1.35 lb (0.61 kg);
Horiz. Rack 1.94 lb (0.88 Kg) excludes connectors

Temperature: -55°C to +70°C

Operating Altitude: To 55,000 feet

Power Input: 14 or 28 VDC
40 watts max. (GTS 800)

Cooling Input: Integrated

G3X Accessories

Standard: Free single database update (includes one update for navigation, FliteCharts®, SafeTaxi®, obstacles and towers), Quick reference guide

Optional:
GA 26 In-cabin GPS antenna
GA 26XM In-cabin XM antenna
GA 57X External XM/GPS combo antenna
GA 56 External GPS antenna
GA 55 External XM antenna