

Beech 1900D G950 Upgrade Standard Features

- Three-Screen Garmin G950 System, with dual, 10.4" Primary Flight Displays and 15" Multi-Function Display with moving map and engine indicating system
- Dual integrated radio modules providing WAAS/SBAS-certified GPS with LPV, VHF Nav with ILS and VHF comm with 25kHz or 8.33 kHz spacing
- Dual solid-state Attitude and Heading Reference Systems (AHRS)
- Dual digital air data computers
- Dual audio panels with intercom
- Dual flight director display
- FMS Controller with alpha/numeric keypad
- Integrated Class-A TAWS with worldwide terrain and U.S. obstacles database
- Traffic Collision Avoidance System (TCAS I) with dual, quad-pole antennas
- Traffic Information Service (TIS) alerts
- ADS-B "Out" Compliant, dual extended-squitter Mode S transponders
- Solid-State full-color Doppler weather radar with 12" Antenna, automatic tilt compensation
- Garmin SafeTaxi® airport diagrams that allow crews to view their position on taxiways with a built-in database of U.S., Canadian or European airport diagrams
- Interface to existing ADF 462, DME 42 and ALT-55B radar altimeter
- Modular rack-mounted LRUs in nose compartment
- Customer-designed checklist capability
- FliteCharts® database, which provides Departure Procedures (DP), Standard Terminal Arrival Routes (STARs), AOPA U.S. airport directory data (or optional AC-U-KWIK international airport directory data), approach charts and airport diagrams on the MFD

G950 Options

- Synthetic Vision Technology (SVT), which allows flight crews to see 3-D "virtual reality" database landscapes on the pilot and copilot PFDs — even in solid IFR or nighttime VFR conditions
- Georeferenced Jeppesen charts powered by Garmin ChartView™
- Sirius XM™ weather and radio receiver for in-cockpit weather and music
- Radar Altimeter
- TCAS II including resolution advisories, dual high-power extended squitter transponders and dual diversity antennas
- Iridium satellite receiver for worldwide weather, voice and text messaging to any compatible phone or email address



The fully integrated,
all-glass upgrade for the Beech 1900D

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For Beech 1900D operators facing avionics-obsolescence issues, dispatch-reliability concerns, and the need to extend the operational life and capabilities of their aircraft, Garmin, in cooperation with AMI Aviation Services, offers a fully integrated flight deck solution that solves each of these problems – and more: The Garmin G950 upgrade.

Based on the groundbreaking G1000 integrated flight deck, the G950 can bring even more value, utility and service life to your Beech 1900D cockpit systems. And it can do so while improving situational awareness and efficiency.

No other upgrade comes close to the benefits of the G950 – for anything close to the price.



All-Glass, All Powerful

Consolidating all the primary flight, navigation, weather, terrain, traffic, radio frequency and engine-data readouts once scattered across a myriad of instruments, the G950 glass upgrade package is anchored by a “big picture” Multi-Function Display (MFD) and flanked by Primary Flight Displays (PFDs) at the captain and first-officer positions. Each PFD clearly depicts aircraft attitude, airspeed, climb rate, altimeter and horizontal course/heading information. And with optional SVT™ synthetic vision technology, your crew can now fly with a realistic 3-D view of topographic features surrounding their aircraft, adding a whole new level of safety. Using sophisticated graphics modeling, Garmin SVT tracks the navigation system’s terrain-alerting database to recreate this “virtual reality” landscape that looks so real and life like, it’s almost like having a clear-day “out-the-window” view – even in solid IFR or nighttime VFR conditions. Plus, SVT offers a flight path vector that predicts your aircraft’s direction to simplify precision flying.

In the center of the panel, you’ll find essential engine and fuel systems data on the G950’s 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 FliteCharts® and SafeTaxi®

databases come standard with the package (Jeppesen Charts powered by Garmin ChartView™ is optional) to 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 seamless by displaying the aircraft’s exact location on the airport.

Plus, the G950’s MFD map display interfaces with a growing array of remote sensors and tracking systems, making it simple for your crews to selectively overlay graphical weather, lightning, traffic, terrain and other avoidance system advisories. Class A TAWS terrain alerting, with worldwide terrain and U.S. obstacles database, comes standard, and SiriusXM™ weather can be added as an option (subscription required). With the SXM link, NEXRAD weather, METARs, TAFs, TFRs, winds aloft, echo tops, surface precipitation, lightning strikes, storm cell data, and more can be received, regardless of altitude. Add worldwide weather via the Iridium network with an optional satellite datalink, and get tactical weather analysis with an optional digital color radar; this fully stabilized full-color radar features pilot-adjustable horizontal scans up to 120 degrees, as well as useful vertical scanning mode to help analyze storm tops, gradients and cell-buildup activity at various altitudes.

NextGen Beech 1900D

G950’s advanced navigation capabilities, including RNP 0.3, complement its flight-information features. Dual integrated radio modules provide VHF comm, VHF Nav with ILS and WAAS/SBAS-certified GPS with LPV. And thanks to that 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; that means your G950-equipped 1900D comes complete with full Class 3 approach capability.

What’s more, the G950 upgrade provides the perfect opportunity to meet the fast-approaching NextGen deadlines for ADS-B “Out” equipage around the globe, with 1090 MHz extended squitter (ES) transponder capability. When coupled with TCAS I (TCAS II is optional), the system also displays Traffic Information Services (TIS) alerts and provides ADS-B in capabilities for comprehensive active traffic monitoring. For European operators, the upgrade even provides optional 8.33 kHz comm frequency spacing that will be required by end-of-year 2017 for all aircraft operating in Eurocontrol airspace.

Saving Weight – and Wait

Not only does the Garmin G950 suite bring the latest avionics capabilities to your Beech 1900D cockpit, but, it also removes on average 250 lbs. of hardware and wiring, too. That’s enough weight savings to let you carry an additional adult passenger. Or more baggage and freight. Or more fuel, for longer flights or multi-leg routes.

Better still, over a decade of continuous award-winning product support and attractive pricing for flat-rate repairs allow you to continue your operational savings well past the initial 2-year warranty period. And when viewed from the bottom line, the Garmin G950 upgrade can add significantly to your Beech 1900D’s estimated resale values at trade-in time.

All of these capabilities can often be installed on your aircraft during an already-scheduled maintenance inspection – even though the G950 retrofit package replaces most existing avionics equipment and wiring. That’s because we’ve partnered with AMI Aviation Services, LLC, a wholly owned subsidiary of AeroMech Incorporated. It’s a FAA Part 145 Repair Station with Parts Manufacturer Approval (PMA) that specializes in the design, fabrication, kitting, installation, modification, and repair of complex aircraft electrical harnesses and avionics systems. With AMI Aviation’s experience in commercial, military and general aviation aircraft, its repair station operations specifications allow the company to install and repair avionics systems in most fixed or rotary-wing aircraft at its hangar on the Orlando /Sanford International Airport (KSF) or offsite with no geographical limitation utilizing its “go teams.”

So when it’s time to upgrade your Beech 1900D fleet for the future, there’s no other solution that adds all the capabilities of an integrated flight deck with the tangible cost benefits of the Garmin G950 upgrade. It’s not just a retrofit. It’s fit for the future.



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