G3X™ Touch & G3X

Electronic flight display systems for experimental/amateur-built and light sport aircraft
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 touchscreen (now available in 10.6” or 7” display sizes), or opt for the original 7” G3X portrait display 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 be easily 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, ADHARS, and available geo-referencing capability on FlightCharts® and SafeTaxi® diagrams. The optional G3X autopilot system, developed specifically for the experimental/amateur-built aircraft market, gives you 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 GFC 30 and GFC 300. 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 SiriusXM™ 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 Connect™ wireless gateway will also enable you to stream information, via Bluetooth®, to/from select Connect-capable1 apps, such as Garmin Pilot®, and Garmin portable devices 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 interconnected 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 platform-forward limits of their avionics installed in the aircraft as well as portable device. Key compatibilities continue to grow with more apps and Garmin portables.

1 NOTE: The G3X Touch and original G3X displays are not mix-and-match interoperable. To add G3X Touch displays to your panel, you’ll need to replace existing G3X units with the G3X Touch unit. Format you can, however, interchange both the 7” and 10.6” versions of the G3X Touch displays with each other.2 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. Compatibility continues 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 touchscreen hardware 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, ADHARS, EIS interface, terrain/obstacles alerting, video input and more. FlightCharts® 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 Garmin G3X™ 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 370 and 375 is that support for SiriusXM™ satellite weather and audio entertainment is provided with the GDU 375 (subscription required).

GSU 25 ADHARS

Leveraging sensor technology from Garmin’s G1000® glass flight deck, this GPS-aided digital ADHARS (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 ADHARS offers the same functionality for higher-performance experiments, 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 G50 25 ADHARS 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-aware display of standard 3-D landscape format on the G3X™ flight displays.
• GPS-aided ADHARS (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 FlightCharts® offer IFR approach plates and terminal procedures for airports throughout the U.S., Canada and Europe.
• Color-keyed terrain pages offer both overhead and vertical profile views of potentially hazardous terrain along your route of flight.
• Choice of ADPA 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 display support SiriusXM™ satellite weather data and audio entertainment (subscription required).
• Additional features include: Weight & Balance calculator, checklists and SD card data logging.
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 interchangable. 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), which 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 failure—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 failure.

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 airflow 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) Indicator**

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 $999**, GSU 25B $1,499**

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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 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 select panel 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).

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 Connect™ lets you start/stop recording, capture still shots, view elapsed time and other functions via wireless remote and the G3X Touch display. Bundle includes headsets, 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 (LSA). 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. $699

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, auto squelch, two-place stereo intercom with 3-D audio, and more. $4,695

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 NEARAD 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. $1,799

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

GPM 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 high-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 SBSA/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: 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) ADHARS 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.

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.

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

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<td>$4,599*</td>
<td>Features a single 7” GDU 450 display with GSU 25 ADHARS, GMU 22 magnetometer and GTP 59 air temperature probe. Add the GMU 22 Engine Indication System (EIS) for an additional $600.</td>
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<td>$5,499*</td>
<td>Features a single 10.6” GDU 460 display with GSU 25 ADHARS, GMU 22 magnetometer, and GTP 59 air temperature probe. Add the GMU 22 Engine Indication System (EIS) for an additional $600.</td>
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Garmin G3X™ Standard Flight Displays

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<td>$4,375*</td>
<td>Features a single GDU 370 display with GSU 25 ADHARS, GEA 24 engine indication (EIS), GMU 22 magnetometer and GTP 59 air temperature probe.</td>
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SiriusXM™

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<td>$400* upgrade for GDU 370</td>
<td>For an additional $400-$500 you can add SiriusXM® satellite weather and audio entertainment to your system by substituting the SiriusXM-capable GDU 455/465 (G3X™ Touch) or GDU 375 for one of your non-XM display modules. (Note: SiriusXM® subscription required.)</td>
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<td>$500* upgrade for GDU 455/465</td>
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Footnotes:
*Reflects manufacturer suggested retail price or list price.
**Combines dual GDU 460 G3X™ Touch displays with GSU 25 ADHARS, GMU 22 magnetometer and GTP 59 air temperature probe.

Garmin G3X™ features two GDU 370 PFD/MFDs and one GSU 25 or GSU 25B ADHARS unit. Garmin G3X™ Touch features three GDU 460 PFDs and one GSU 25 or GSU 25B ADHARS unit. (Note: SiriusXM® subscription required.)

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) ADHARS 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.

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.

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<td>Features a single 7” GDU 450 display with GSU 25 ADHARS, GMU 22 magnetometer and GTP 59 air temperature probe. Add the GMU 22 Engine Indication System (EIS) for an additional $600.</td>
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<td>Features a single GDU 370 display with GSU 25 ADHARS, GEA 24 engine indication (EIS), GMU 22 magnetometer and GTP 59 air temperature probe.</td>
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<td>$6,495*</td>
<td>Combines dual GDU 370 displays with GSU 25 ADHARS, GEA 24 engine indication (EIS), GMU 22 magnetometer and GTP 59 air temperature probe.</td>
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<td>$400* upgrade for GDU 370</td>
<td>For an additional $400-$500 you can add SiriusXM® satellite weather and audio entertainment to your system by substituting the SiriusXM-capable GDU 455/465 (G3X™ Touch) or GDU 375 for one of your non-XM display modules. (Note: SiriusXM® subscription required.)</td>
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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.

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

<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>$4,599*</td>
<td>Features a single 7” GDU 450 display with GSU 25 ADHARS, GMU 22 magnetometer and GTP 59 air temperature probe. Add the GMU 22 Engine Indication System (EIS) for an additional $600.</td>
<td></td>
</tr>
<tr>
<td>$5,499*</td>
<td>Features a single 10.6” GDU 460 display with GSU 25 ADHARS, GMU 22 magnetometer, and GTP 59 air temperature probe. Add the GMU 22 Engine Indication System (EIS) for an additional $600.</td>
<td></td>
</tr>
<tr>
<td>$9,399*</td>
<td>Combines dual GDU 460 G3X™ Touch displays with GSU 25 ADHARS, GMU 22 magnetometer and GTP 59 air temperature probe.</td>
<td></td>
</tr>
</tbody>
</table>

Garmin G3X™ Standard Flight Displays

<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>$4,375*</td>
<td>Features a single GDU 370 display with GSU 25 ADHARS, GEA 24 engine indication (EIS), GMU 22 magnetometer and GTP 59 air temperature probe.</td>
<td></td>
</tr>
<tr>
<td>$6,495*</td>
<td>Combines dual GDU 370 displays with GSU 25 ADHARS, GEA 24 engine indication (EIS), GMU 22 magnetometer and GTP 59 air temperature probe.</td>
<td></td>
</tr>
<tr>
<td>$8,495*</td>
<td>Combines dual GDU 370 PFD/MFD, GSU 25 ADHARS, GEA 24 engine indication (EIS), GMU 22 magnetometer and GTP 59 air temperature probe.</td>
<td></td>
</tr>
</tbody>
</table>

SiriusXM™

<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>$400* upgrade for GDU 370</td>
<td>For an additional $400-$500 you can add SiriusXM® satellite weather and audio entertainment to your system by substituting the SiriusXM-capable GDU 455/465 (G3X™ Touch) or GDU 375 for one of your non-XM display modules. (Note: SiriusXM® subscription required.)</td>
<td></td>
</tr>
<tr>
<td>$500* upgrade for GDU 455/465</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Footnotes:
*Reflects manufacturer suggested retail price or list price.
**Combines dual GDU 460 G3X™ Touch displays with GSU 25 ADHARS, GMU 22 magnetometer and GTP 59 air temperature probe.
Garmin G3X™ Specifications

**Non-certified, high-sensitivity GPS receiver with WAAS**

- **GDU 370**, 1.56 lb (706g)
  - 6.04”W x 7.83”H x 3.41” D
  - 10-29 VDC
  - Display: GDU 370/375 Display Unit
  - In-cabin and externally mounted options available
  - Interfaces: Six RS232 ports per display, supporting NMEA 0183, GTR 225/230, GMG 255 series c/s frequency tuning, Aviation format data from panel-mounted GPS, and GDI 39R traffic and weather data.

- **GDU 450/455 Display Unit**
  - Size: (20.30 x 15.50 x 9.07 cm)
  - Weight: 2.82 lb (1.29 kg)
  - Weight does not include nut plate and connector
  - Interfaces: Six RS232 ports per display, supporting NMEA 0183, GTR 225/230, GMG 255 series c/s frequency tuning, Aviation format data from panel-mounted GPS, and GDI 39R traffic and weather data.

- **GDU 455, 2.82 lb (1.29 kg)**
  - Size: (15.34 x 19.88 x 8.67 cm)
  - Dual isolated power inputs
  - 10 watts typical
  - Optional lighting bus voltage input available for automatic backlight control.

- **GMU 22 Magnetometer Unit**
  - Size: 2.10”H x 3.35” in diameter
  - Weight: 0.3 lb (136 g)

- **GDU 25 AHARIS Unit**
  - This product holds no TSO certification
  - Interfaces: Three RZ23 ports per display, supporting NMEA 0183, GTR 225/230, GMG 255 series c/s frequency tuning, Aviation format data from panel-mounted GPS, and GDI 39R traffic and weather data.
  - In-cabin and externally mounted options available
  - Interfaces: Three RZ23 ports per display, supporting NMEA 0183, GTR 225/230, GMG 255 series c/s frequency tuning, Aviation format data from panel-mounted GPS, and GDI 39R traffic and weather data.

- **GDU 26 Angle-of-Attack (AOA) Indicator**
  - Electrical: 14 or 28 VDC systems
  - Size: 2.16”W x 1.39”H x 2.26” D
  - Weight: 0.27 lb (122 g)
  - Environmental: Operating temperature range: -40°C to +70°C

- **GAP 26 Angle-of-Attack (AOA) Probe**
  - This product holds no TSO certification
  - Weight does not include mounting hardware and connector
  - Interfaces: Six RZ23 ports per display, supporting NMEA 0183, GTR 225/230, GMG 255 series c/s frequency tuning, Aviation format data from panel-mounted GPS, and GDI 39R traffic and weather data.

- **GCS 350 Autopilot Control Panel**
  - Electrical: 14 or 28 VDC systems
  - Size: 6.25”W x 1.87”H x 3.00” D
  - Weight: 0.5 lb (226 g)

- **GI 260 Angle-of-Attack (AOA) Indicator**
  - Electrical: 14 or 28 VDC systems
  - Size: 2.16”W x 1.39”H x 2.26” D
  - Weight: 0.27 lb (122 g)
  - Environmental: Operating temperature range: -40°C to +70°C

G3X Accessories

- **GCA 26 In-cabin GPS antenna**
  - Unit Size: 6.25”W x 2.7”H x 12.7” D
  - Weight: 11.3 lb (5.13 kg) unit only; 1.35 lb (0.61 kg) excluding mount

- **GCA 26 External XM antenna**
  - Unit Size: 4.83”W x 4.83”D x 4.83”L
  - Operating Temperature: To 15000 feet

- **GCA 26 External GPS antenna**
  - Unit Size: 4.83”W x 4.83”D x 4.83”L
  - Operating Temperature: To 15000 feet

- **GCA 26 In-cabin GPS/antenna**
  - Unit Size: 6.25”W x 2.7”H x 12.7” D
  - Weight: 11.3 lb (5.13 kg) unit only; 1.35 lb (0.61 kg) excluding mount

- **GCA 26 External XM/GPS combo antenna**
  - Unit Size: 4.83”W x 4.83”D x 4.83”L
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