EXPERIMENTAL AVIATION SOLUTIONS

SOLUTIONS FOR EXPERIMENTAL/AMATEUR-BUILT AND LIGHT SPORT AIRCRAFT (LSA)
GET THE PERFECT PACKAGE FOR YOUR AIRPLANE.
WITH FEATURES AND CAPABILITIES THAT FIT
YOUR PANEL AND BUDGET.

Today you have even more choices, capabilities and screen sizes to configure the
ideal avionics package for your experimental/ amateur-built or light sport aircraft.

And when you choose Garmin, you reap the rewards of our tireless research, thousands
of installations and millions of flight hours, which all ensure you’re flying with the leader in
aviation technology.

From a single electronic flight instrument to a complete integrated panel installation,
our experimental avionics support a wide spectrum of plug-and-play growth
possibilities. That means we can help you create a system that perfectly fits your
panel, your priorities and your price range.
The integration and versatility provided by Garmin avionics make it easy to customize the ideal panel layout for your aircraft. You can start with an electronic flight instrument or a single flight display. Or you can opt for a dual-screen G3X Touch configuration with separate PFD and MFD – or even a 4-screen system, if that best suits your needs. Garmin avionics work like building blocks, allowing you to grow your system to fit your airplane and your budget.

**EXPLORE THE POSSIBILITIES.**

Garmin Flight Display Configurations

The maximum awareness. Combine 2 10.6” G3X Touch panels as PFDs, a single 7” display as an MFD and a GTN 650 touchscreen navigator for GPS/nav/comm functions. Then add a G5 electronic flight instrument for backup, an optional GMC 307 autopilot controller for dedicated autopilot operation and a GTR 200 as a second Comm radio. Behind the scenes, mount a GTX 45R all-in-one ADS-B transponder, for ADS-B “Out” and dual-link ADS-B “In,” as well as a 2-axis autopilot with GSA 28 autopilot servos and a GAP 26 angle of attack probe. And, finally, include a GMA™ 245 audio panel for advanced audio functions, including aural alerts, intercom, Bluetooth® connectivity and passenger entertainment.

**En Route IFR.** A single 10.6” G3X Touch serves as a PFD, MFD and EIS, while a GTN 625 offers GPS nav functions. A G5 electronic flight instrument and optional GMC 307 autopilot controller supply backup capabilities, a GTR 200 provides Comm and intercom functionality, while a GTX 45R all-in-one ADS-B transponder delivers ADS-B “Out” and “In.”

**PFD/MFD VFR.** Twin 7” portrait G3X Touch displays provide all your primary flight information, moving map and engine information. A G5 electronic flight instrument and optional GMC 307 autopilot controller provide backup autopilot operation, a GTX 45R all-in-one ADS-B transponder offers ADS-B “Out” and “In,” and a GTR 200 delivers VHF communication, including automatic frequency ident, and two-place stereo intercom.

**Compact VFR.** Get the most from a small space with 2 G5 electronic flight instruments, an aera® 660 portable navigator and a GMC 307 autopilot controller, which combine to provide coupled autopilot. And with a GTX™ 345 all-in-one ADS-B transponder, you get ADS-B “Out” and “In,” for subscription-free weather and traffic on your portable, while a GTR 200 delivers VHF communication, advanced audio features, inputs for audio alerts and two-place stereo intercom.
With our G3X Touch series glass flight decks, you’ll experience a whole new level of situational awareness in an affordable, easy-to-install package. The G3X Touch system is scalable for growth from single- to dual- to 4-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 these amazing displays.

G3X Touch is built from the ground up with a native infrared touchscreen interface that is seamlessly blended with familiar buttons and knobs so virtually everything you’d ever need to fly in today’s airspace can be accessed right from the display. Large onscreen touch points and familiar graphical icons simplify all your data entry and menu selections — and if you’re flying in turbulence, the bezel design offers added support for easy operation.

Combining full primary flight display (PFD) attitude/directional guidance with detailed moving-map multifunction display (MFD) capabilities, each G3X Touch series display comes with a built-in VFR WAAS GPS receiver. You can choose among 10.6” and 7” landscape and 7” portrait formats — or mix and match — so you have even more control options at your fingertips and less clutter in your limited panel space. In fact, if your installation includes a separate PFD and MFD, you’ll have additional reversionary capabilities should either display go offline. In reversionary mode, the remaining display combines critical flight instrumentation with engine readouts and navigation information in a single, consolidated presentation.

From there, G3X Touch flight displays seamlessly integrate with our family of experimental radios, transponders, audio panels, ADS-B and SiriusXM® datalink, mobile devices via Connect™ and more. And you even can easily add an affordable Garmin G3X autopilot system just by adding Garmin GSA 28 servos.

The Garmin G3X Touch: It’s all about rethinking what’s possible in your cockpit.

G3X TOUCH™: Discover the Possibilities

The Garmin G3X Touch Flight Displays

Featuring big, bright, high-resolution touchscreens, these easy-to-read, easy-to-use flight displays provide a whole new perspective on situational awareness with standard GPS navigation, ADAHRS, terrain/obstacles alerting, wireless connectivity, video input and more.

G3X Touch even comes preloaded with Garmin FliteCharts®, for IFR approach plates and terminal procedures for airports throughout the U.S., Canada and Europe, plus an option for Jeppesen charts for complete worldwide database coverage. And Garmin SafeTaxi® diagrams identify runways, taxiways, FBOs and hangars as well as your aircraft’s exact location on the field for airports throughout the U.S., Canada and Europe.

GSU 25 or GSU 25B ADAHRS

The GPS-aided, digital GSU 25 ADAHRS provides highly accurate and reliable referencing of your aircraft position, rate, vector and acceleration data. And 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 aircraft flying at indicated airspeeds over 300 knots. Both also include an angle of attack (AOA) port.

GEA 24 Engine Indication System (EIS)

This user-configurable EIS module enables aircraft-specific tailoring of displays for engine gauges, color bands, alerts, fuel, flaps, trim and other vital sensor data. Sensor kits are available for most popular engine configurations used in experimental/amateur-built aircraft, or you can manually configure gauges with any electrically compatible sensor (see installation manual for details).

A single GEA 24 can support piston engines of up to 6 cylinders and turbine applications, while a second GEA 24 allows owners to monitor engine operation for up to 12 cylinders, including radials and twin-engine applications. It even works with CAN bus interfaces for compatible FADEC engines, such as the Rotax 912 iS.

GMU Series Magnetometers

GMU series remote-mount, solid-state, tri-axial magnetometers use magnetic field measurements to create electronically stabilized heading references. The GMU 11 interfaces with a Garmin GSU 25 ADAHRS to provide flight attitude and heading data, while the GMU 22 interfaces with GSU 25B ADAHRS for high-performance aircraft flying faster than 300 KIAS.

GTP 59 Temperature Probe

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

THE BUILDING BLOCKS OF YOUR G3X TOUCH SYSTEM.
Garmin SafeTaxi® data provides detailed taxiway diagrams and position information. 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.

Dual-link ADS-B1 enables advanced traffic features such as TargetTrend™ relative motion and TerminalTraffic™ technologies so you can see other ADS-B-equipped aircraft without dependence on a ground station.

Glide range ring displays estimated area the aircraft can reach in best-glide speed (Vg) configuration. How far can you go? Graphical fuel range rings are based on real-time fuel flow calculations.

Optional Sirius XM® Radio support lets you enjoy 170+ channels of audio entertainment.

For enhanced G3X Touch system redundancy, add an extra GSU 25 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 GSU 73 ADAHRS module as the primary sensor. $799 **

Add the GEA 24 engine indication system (EIS) for an additional $600 **. Two GEA 24 units are required for more than 6 cylinders or twin engine applications.

Choose a bundled pricing program for all essential databases and update information on your G3X Touch system. The bundled database option allows you to purchase annual subscriptions for multiple databases at a reduced price – starting at $49.99 a year – including combinations of navigation, obstacles, SafeTaxi®, and terrain databases.

And with Garmin OnePak™ options, you can purchase annual subscriptions for multiple databases at a reduced price – starting at $49.99 a year – including combinations of navigation, obstacles, SafeTaxi®, and terrain databases.
To provide even more situational awareness, you can install a G5 as a dedicated directional gyro (DG) or horizontal situation indicator (HSI). When paired with a GMU 11 magnetometer and select VHF Nav/Comms and GPS navigators, G5 will serve as your primary reference source for magnetic heading, GPS/VOR/LOC guidance and GPS course guidance – as well as providing distance and groundspeed indications.

And by installing dual G5 displays in your panel, you also gain the advantages of backup redundancy, with dual ADAHRS and reversionary display capability. In the unlikely event of a failure in the primary attitude indicator, a secondary G5 can revert to display attitude information, and for added “get home” protection, it’s available with a backup lithium-ion battery, which can provide up to 4 hours of emergency operation in case of an aircraft electrical outage. And if you use one of our aera® series aviation portables, you can fly with battery-powered moving map navigation guidance, to make that aircraft electronics outage virtually a non-event.

**G5 ELECTRONIC FLIGHT DISPLAY**

By combining visual cues and data readouts once scattered across a myriad of mechanical instruments, the Garmin G5 electronic flight instrument makes flight information easier to scan in a small, affordable package. The complete G5 unit fits into a single 3-1/8” standard instrument cutout, but it efficiently consolidates aircraft attitude, vertical speed, altitude, airspeed, slip/skid and baro setting, attitude and track/heading bug settings. Plus, a built-in GPS receiver and antenna provide a highly accurate ground speed and ground track readout.

**DIRECTIONAL GUIDANCE**

To provide even more situational awareness, you can install a G5 as a dedicated directional gyro (DG) or horizontal situation indicator (HSI). When paired with a GMU 11 magnetometer and select VHF Nav/Comms and GPS navigators, G5 will serve as your primary reference source for magnetic heading, GPS/VOR/LOC guidance and GPS course guidance – as well as providing distance and groundspeed indications.

And by installing dual G5 displays in your panel, you also gain the advantages of backup redundancy, with dual ADAHRS and reversionary display capability. In the unlikely event of a failure in the primary attitude indicator, a secondary G5 can revert to display attitude information, and for added “get home” protection, it’s available with a backup lithium-ion battery, which can provide up to 4 hours of emergency operation in case of an aircraft electrical outage. And if you use one of our aera® series aviation portables, you can fly with battery-powered moving map navigation guidance, to make that aircraft electronics outage virtually a non-event.

**STANDALONE AUTOPILOT**

G5 integrates with autopilot and flight director functions when accompanied by a GMA 350 or GMA 307 autopilot control panel and up to 3 GSA 28 smart servos. By adding a Garmin portable GPS, such as the aera 660/795/796, you enable the autopilot to couple laterally to the flight plan and vertically to support VNAV descents to pattern altitude. Adding a GTN™ navigator and GAD™ 29 digital interface even permits coupled GPS approaches along with lateral and vertical guidance for all approach types.

**THE ULTIMATE G3X TOUCH ™ BACKUP**

The G5 even integrates with G3X Touch systems to provide even more backup display capability. Reversionary display features include primary flight information, flight director cues, autopilot-mode annunciation, flight director, autopilot control (with a GMA 305 or GMA 307), approach lateral/vertical guidance and more. In the unlikely event that your G3X Touch system’s primary ADAHRS reference becomes unavailable, G5 will provide backup ADAHRS information to those displays as well. And G5’s barometric pressure setting syncs with G3X Touch so you have a single, dedicated knob to adjust your entire system.

By combining visual cues and data readouts once scattered across a myriad of mechanical instruments, the Garmin G5 electronic flight instrument makes flight information easier to scan in a small, affordable package. The complete G5 unit fits into a single 3-1/8” standard instrument cutout, but it efficiently consolidates aircraft attitude, vertical speed, altitude, airspeed, slip/skid and baro setting, attitude and track/heading bug settings. Plus, a built-in GPS receiver and antenna provide a highly accurate ground speed and ground track readout.
Now, it’s easy to add full autopilot capability to your G3X Touch™ system. All it takes is the addition of our affordable GSA 28 smart servos to give your system 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 1-, 2- or 3-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 all of these advanced functions can be accessed directly from your G3X Touch display.

But for added redundancy and convenience, you can opt for standalone autopilot operation when you install an optional GMC 305 or GMC 307 control panel. A control wheel integrated into the panels allows easier pitch, vertical speed and airspeed adjustments, and GMC 307 adds dedicated knobs for altitude and heading selection. Plus, for added safety, both panels have an advanced LVL mode button, which 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 Van’s RV series (RV-4/6/7/8/9/10 models).

GARMIN ELECTRONIC STABILITY AND PROTECTION (ESP-X)

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 G3X Touch display 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 normal flight. Conversely, if the system activates for more than 15 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’ 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 the G3X Touch or with an optional switch in the panel.

AUTOPILOT OPTIONS FOR YOUR G3X:

GSA 28 Servos
A typical Garmin autopilot installation includes 2 GSA 28 servos for pitch and roll, while roll-only and pitch-roll-yaw options are available. Auto-trim capability is included. $750*

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 GMC 305, but with a taller 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 altitude and heading controls using the display alone. $1,099*
ADDITIONAL AVIONICS OPTIONS TO CONSIDER:

**AOA Probe**
AOA probes, such as the Garmin GAP 26, provide accurate, real-time information on airfoil flight dynamics and stall characteristics to help you maintain optimum safety, efficiency and performance when combined with a GIU 25/25B/ADHSR. Unheated probe version. $199*

**Heated AOA Probe**
For added protection against icing in flight, a Garmin GAP 26A AOA probe with a pilot-controllable heater is also available. $299*

**GI 260 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 AOA. $249*

**GAD 29 Navigation Data Adapter**
This compact module provides an ARINC 429 data interface between your G3X Touch™ system and various IFD-capable GPS navigators such as the GTX 700/600 or GNS 5000/5300 series. When paired with these certified GPS receivers, GAD 29 enables your G3X Touch to incorporate such advanced features as GPS steering, WAAS LPV vertical approach guidance and more. $475*

**GAD 27 Electronic Adapter Unit**
This small, lightweight solid-state controller replaces multiple adapter modules to bring additional inputs and systems integration to your G3X Touch system. Key functions run the gamut from electronic flap position control and configurable dimming for lighting circuits to 3-axis aircraft trim mixing, “wig-wag” exterior lighting control, configurable discrete inputs and voltage bus stabilization to keep all essential avionics online during engine startup. $499*

**GMA™ 245 Series Bluetooth® Audio Panel**
Featuring Bluetooth wireless connectivity, 3D Audio processing, clearance playback and impressive audio distribution, mixing and audio effects features — including bass boost and equalizer presets — the non-TSO'd GMA 245 panel-mount unit interfaces with your G3X Touch onscreen inputs, offering the most versatile and most advanced audio control technology we’ve ever produced for experimental and light sport aircraft. It includes a USB port to power your smartphone, tablet, music player or other device, a 6-place intercom and support for dual NAV/Comm and multiple aux receivers, totaling up to 7 radios in all. A remote-mount version is also available. $1,325*

**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 W of transmit power. Features include automatic frequency identification (using your G3X Touch database) to verify whom you’re talking to as well as standby Comm monitoring, auto squelch, 2-place stereo intercom with 3D Audio input separation and much more. $1,199*

**GTR 200 Comm Radio**
Powerful 10 W, all-digital VHF comm transceiver provides full 760-channel capability (with 25 kHz spacing) in a compact 1.375” high unit. It also features automatic frequency identification (using your G3X Touch database) to verify whom you’re talking to as well as standby Comm monitoring, auto squelch, 2-place stereo intercom with 3D Audio input separation and much more. $1,199*

**GTR 225 Comm Radio**
A TSO’d Comm option for your panel, GTR 225 offers excellent 25 kHz or 8.33 kHz channel spacing for European “Single Sky” compliance. Available with either 10 or 16 W of transmitter output, GTR 225 includes a 2-place intercom, flip-flop frequency entry and a built in frequency lookup database. $1,950*

**GTR 250 Comm Radio**
A TSO’d Comm option for your panel, GTR 250 offers excellent 25 kHz or 8.33 kHz channel spacing for European “Single Sky” 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 with whom you’re talking. Other highlights include storage and recall of most used frequencies, standby frequency monitoring and more. $4,495*

**GTN® 350W/530W or GPS 500W/530W/530AW**
This fully certified 1.65” high unit combines a powerful 10 W VHF Comm transceiver with 200-channel VOICE/LOG/US Nav receiver. (A 16 W 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 with whom you’re talking. Other highlights include storage and recall of most used frequencies, standby frequency monitoring and more. $4,495*

**GTX 45R ADS-B Transponder**
The GTX 45R ADS-B transponder pairs with G3X Touch flight displays for remote operation, including squawk code entry. It offers 1000 MHz Extended Squitter ADS-B “Out” when paired with Garmin GTN 750/650 series, GPS 400W, GNC 420W/420AW, GNS 430W/530W or GPS 500W/530W/530AW navigators or a GPS 20A ADS-B position source plus a dual-link ADS-B receiver for ADS-B “In.” Traffic and weather on G3X Touch flight displays; GTN 650/750 series navigators and GNS 550 with a single, behind-the-scenes installation. And when integrated into the aircraft’s audio panel, it provides ATC-like audible alerts, such as “Traffic: 10 o’clock, same altitude, 2 miles,” to help you keep your eyes outside the cockpit when looking for traffic. Plus, with built-in Connect™ technology, GTX 45R allows you to wirelessly stream ADS-B “In” benefits, including advanced traffic and weather, to Garmin GPS portables such as aera™ 660/796/795, as well as the most popular apps in the industry, Garmin Pilot and ForeFlight Mobile. $3,499*

**GTX 35R ADS-B Transponder**
The GTX 35R Transponder offers a simple, remote-mount ADS-B “Out” solution for G3X™ series flight displays for remote operation, including squawk code entry. It meets worldwide requirements for flight at any altitude when paired with Garmin GTN 750/650 series, GPS 400W, GNC 420W/420AW, GNS 430W/530W or GPS 500W/530W/530AW navigators or a GPS 20A ADS-B position source, so you can satisfy equipage rules as quickly and cost effectively as possible. $2,199*

**GPS 20A ADS-B GPS**
Get TSO-certified GPS position performance at a non-TSO’d price. Pair this receiver with a GTX 35R or GTX 45R transponder to meet ADS-B “Out” requirements while adding an additional GPS source for your G3X Touch flight displays. Or use with compatible third-party Mode S ES transponders designed for experimental aircraft to provide ADS-B “Out.” $845* plus antenna

**GTX Series 750/650 touchscreen**
This 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. Starting at $11,600*

**VIRB® Ultra 30 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 Ultra 30 is a true ultra HD 4K/30fps action camera with 3-axis stabilization and 5 Matrix™ sensors. It mounts easily in your aircraft, providing a continuous video feed 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, and Bluetooth connectivity allows you to wirelessly record intercom and radio audio in high resolution from a GIU 245S or GIU 245R audio panel. Bundle includes headset audio cable, prop filter, cage mount, microSD® card and a free trial of the Garmin Pilot app as standard accessories. $499*
Your G3X Touch™ comes equipped to take advantage of Connext®, our 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 2 – waypoints, airways, arrivals and all. That leaves you more time to focus on preflight 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 or GTX™ 43R transponder. 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.
### SPECIFICATIONS

**GTX 35R**

- **Physical Dimensions (Unit, Rack, Connectors):**
  - Weight: 25.2 lb (11.4 kg)
  - Size: [Dimensions not provided]

- **Electrical:**
  - Voltage range: 14000VDC (110/50 Hz)
  - Transistor power: 2000 W maximum
  - Temperature: -65°F to +70°F

- **Environmental Compliance (TSO Approved):**
  - DO-160G
  - To 55,000 ft (16,800 m)
  - Temperature: -45°C to +70°C

- **Software Compliance (TSO Approved):**
  - 14 or 28 VDC systems

- **Mount type:** Remote

- **Transponder type:** Mode A/C

- **Size:** 7.99"W x 5.93"H x 3.57" D

- **Weight:** 2.69 lb (1.22 kg)

**GTX 35R**

- **Physical Dimensions (Unit, Rack, Connectors):**
  - Weight: 1.91 lb (0.86 kg)
  - Size: [Dimensions not provided]

- **Electrical:**
  - Voltage range: 14000VDC (110/50 Hz)
  - Transistor power: 2000 W maximum
  - Temperature: -65°F to +70°F

- **Environmental Compliance (TSO Approved):**
  - DO-160G
  - To 55,000 ft (16,800 m)
  - Temperature: -45°C to +70°C

- **Software Compliance (TSO Approved):**
  - 14 or 28 VDC systems

- **Mount type:** Remote

- **Transponder type:** Mode A/C

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

- **Weight:** 1.20 lb (0.54 kg)

### GDU 400/465 Display Unit

- **This product holds no TSO certification**

- **Display:**
  - 13.68" diagonal (35 cm) 480 x 480 pixels, high-resolution color touchscreen display with an adjustable backlighting. Optional lightning bolt voltage input available for automatic backlighting control.

- **Electrical:**
  - 10-32 VDC
  - 30 W typical

- **Size:** 6.01"W x 7.82"H x 3.68" D (15.3 x 19.9 x 9.07 cm)

- **Weight:** 4.6 lb (2.09 kg)

### GDU 470 Display Unit

- **This product holds no TSO certification**

- **Display:**
  - 19.7" diagonal (50 cm) 480 x 480 pixels, high-resolution color touchscreen display with adjustable backlighting. Optional lightning bolt voltage input available for automatic backlighting control.

- **Electrical:**
  - 10-32 VDC
  - 30 W typical

- **Size:** 7.99"W x 5.93"H x 3.57" D

- **Weight:** 2.69 lb (1.22 kg)

### GSU 25/ADAHRS Unit

- **AIAA:**
  - Provides accurate digital output and referencing of aircraft attitude rate, velocity and altitude.
  - Latching solid state sensors and sophisticated aircraft orientation and inertial monitoring algorithms.
  - Capable of high flight dynamics.
  - Capable of maneuver analysis to a range of 360° in bank and pitch.

- **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)

### GMD 305 AutoPilot Control Panel

- **Electrical:**
  - 14 or 28 VDC systems

- **Size:** 6.30"W x 3.65"H x 3.07" D (16.0 x 9.2 x 7.7 cm)

- **Weight:** 2.8 lbs (1.27 kg)

### GMS 450 Electronic Flight Display

- **This product holds no TSO certification**

- **Electrical:**
  - 14 or 28 VDC systems

- **Size:** 6.07"W x 1.85"H x 3.07" D (15.4 x 4.7 x 7.7 cm)

- **Weight:** 1.0 lbs (0.45 kg)

### GMD 11 Magnetometer Unit

- **Electrical:**
  - 10-32 VDC

- **Size:** 2.79"W x 1.70"H x 3.07" D (7.2 x 4.3 x 7.8 cm)

- **Weight:** 1.0 lbs (0.45 kg)

### GMD 22 Magnetometer Unit

- **Electrical:**
  - 10-32 VDC

- **Size:** 2.10"W x 2.56"H x 3.74" D (5.3 x 6.5 x 8.8 cm)

- **Weight:** 0.8 lbs (0.36 kg)

### GTX 260 AOA Indicator

- **Electrical:**
  - Unheated version of the GTX 260 does not require power.
  - Supply voltage for heated probe at 14 VDC

- **Size:** 8.9"W x 4.97"H x 2.63" D (23 x 12.6 x 6.7 cm)

- **Weight:** 0.22 lbs (0.1 kg)

### GPM 26 AOA Probe

- **Electrical:**
  - 14 or 28 VDC systems

- **Size:** 0.82"W x 1.56"H x 3.07" D (2.08 x 40.64 x 7.7 cm)

- **Weight:** 0.30 lbs (0.14 kg)

### GBA 28 Autopilot Servo

- **Electrical:**
  - 14 or 28 VDC systems

- **Size:** 1.91"W x 1.94"H x 1.92"D (4.85 x 4.92 x 4.87 cm)

- **Weight:** 0.39 lbs (0.18 kg)

### GI 260 AOA Indicator

- **Electrical:**
  - 14 or 28 VDC systems

- **Size:** 3.82"W x 3.82"H x 3.00" D (9.71 x 9.71 x 7.62 cm)

- **Weight:** 0.5 lbs (0.23 kg)

### GSA 28 Autopilot Servo

- **Electrical:**
  - 14 or 28 VDC systems

- **Size:** 2.25"W x 1.11"H x 4.55" D

- **Weight:** 0.9 lbs (0.41 kg)

### ORM 255 Nav/Com/Radio

- **Electrical:**
  - 14 or 28 VDC systems

- **Size:** 12.0"W x 10.0"H x 3.5"D (30.4 x 25.4 x 8.89 cm)

- **Weight:** 3.4 lbs (1.54 kg)

### GSD 39R ADS-B DataLink

- **Electrical:**
  - 14 or 28 VDC systems

- **Size:** 9.75"W x 7.5"H x 2.75" D (24.8 x 19 x 7 cm)

- **Weight:** 2.7 lbs (1.27 kg)

### GTS 800 Active Traffic System

- **Electrical:**
  - 14 or 28 VDC systems

- **Size:** 6.07"W x 2.75"H x 1.75" D (15.4 x 6.99 x 4.45 cm)

- **Weight:** 1.3 lbs (0.59 kg)

### GXS Accessories

- **Standard:**
  - Fits wide character databases.

- **Optional:**
  - GX 93 slim GPS antennas
  - GX 94 slim MxFE antennas
  - GX 100 XM GPS antennas
  - GX 101 External VHF antennas

### GTR 200 Comm Radio

- **Electrical:**
  - 14 or 28 VDC systems

- **Size:** 1.26"W x 1.75"H x 3.45" D (3.2 x 4.45 x 8.8 cm)

- **Weight:** 1.1 lbs (0.50 kg)

### GTR 225 Comm Radio

- **Electrical:**
  - 14 or 28 VDC systems

- **Size:** 1.15"W x 1.25"H x 3.45" D (3.4 x 3.2 x 8.8 cm)

- **Weight:** 0.7 lbs (0.32 kg)

---

**Note:** The above specifications are subject to change without notice. Always refer to the latest manufacturer's documentation for the most accurate information.