

Aviation firsts.

May, 1927 – Charles Lindbergh becomes the first to successfully solo across the Atlantic on a route from New York to Paris.



March, 1998 – The GNC 300XL TSO becomes the first STC'd installation of a TSO-C129a, A1 IFR certified GPS/comm with moving map display. Also shown is the GPS-only, GPS 155XL TSO



Displays change automatically for daylight or low light viewing.

Charles Lindbergh's landmark event jettisoned him into the spotlight. And there he'd stay, recognized as a great aviator, navigator and communicator for an exciting new industry.

Today's GARMIN GNC 300XL TSO embodies many Lindbergh characteristics as a navigation and communication pioneer. It's a C129a, A1 IFR certified moving map GPS/comm combining a powerful 12 parallel channel receiver with a 760 channel VHF transceiver. Truly, a product like no other.

But the story doesn't end there. Our GMA 340 offers never before seen functionality, clarity and value in an audio panel. And the GTX 320 transponder epitomizes solid state efficiency in space,

power and heat emissions.

These products join an impressive list of GARMIN panel mounts that represent the most forward-thinking avionics technology. Cutting edge ideas with an old fashion reverence for service.

GARMIN's changing the future of aviation with products that are designed better, built better and backed better. See them today.



GNC 300XL/GPS 155XL



Jeppesen Database

Coverage:	Americas, International or Worldwide
Airports:	Identifier, city/state, country, facility name, lat/long, elevation, fuel service, control, approach information
VORs:	Identifier, city/state, country, facility name, lat/long, freq., co-located DME (or TACAN), magnetic variation, weather broadcast indication
NDBs:	Identifier, city/state, country, facility name, lat/long, freq., weather broadcast indication
Intersections:	Identifier, country, lat/long, nearest VOR
Comm Freq.:	Approach, arrival, control area, departure, Class B, Class C, CTA, TMA, TRSA with sector, altitude and text usage; also ATIS, clearance delivery, tower, ground, unicom, pre-taxi
Runways:	Designation, length, surface, lighting, ILS/localizer freq. and ID, pilot controlled lighting freq.
FSS/ARTCC:	Identifier, reference VOR (FSS only), freq., usage
MSA:	Minimum safe altitude along and in proximity to user-defined flight plan
SUA:	US Class B & C with sectors, Int. CTA, TMA & TRSA with sectors, all SUAs, including MOAs, prohibited and restricted w/ controlling agency & airport
Approaches:	Non-Precision approaches for U.S., and GPS-only approaches
SIDs/Stars:	Contain all pilot-nav SIDs/Stars

Safety

Emergency Search:	9 nearest airports, VORs, NDBs, intersections, or user waypoints; 2 nearest FSS with frequencies; 2 nearest ARTCC frequencies
Power Backup:	Optional NiCad battery pack automatically powers unit in case of electric power failure
Alarms:	Arrival, proximity, timers, SUAs less than 10 minutes, 2nm and inside SUA

User Customization

Waypoints:	1000 user-defined
Flight Plans:	20 reversible routes of up to 31 waypoints each
Comments:	Storage for comments on up to 250 waypoints
Checklists:	9 user checklists of up to 30 items each
Messages:	9 scheduled user messages

Physical Specifications

Size:	Unit:	6.25 x 5.64 x 2 inches	159 x 143 x 51 mm
	Rack w/connectors:	6.32 x 6.79 x 2 inches	161 x 172 x 51 mm
Weight:	Unit:	2.55 lbs.* (155XL is 2.05 lbs.)	1.16 kg* (.93 kg)
	Rack w/connectors:	.83 lbs.	0.38 kg
Display:	80 x 240 double super twist nematic with six times the contrast of typical DSTN displays. Automatic contrast adjustment with reverse display mode for exceptional readability in direct sunlight or at night.		
Source:	10-15 VDC* (155XL is 10-33 VDC), optional remote rechargeable battery, 115-230 VAC with optional AC adapter for GPS simulator operation		
Battery Life:	Up to 2 hours with screen time out enabled		
Data Storage:	Internal battery retains stored data up to 5 years		

Environmental

Temperature:	Operating:	-20°C to +55°C (-4°F to +131°F)
	Storage:	-55°C to +85°C (-67°F to +185°F)
Humidity:	95% non-condensing	

Performance

Certification:	TSOC37d Class 4 (VHF Transmitter)* TSOC38d Class C (VHFReceiver)* TSO C129a, Class A1 (en route, terminal and approach)
VHF Transceiver*:	760-channel, aviation band 118-136.975 MHz 5 watt minimum transmitter power
GPSReceiver:	PhaseTrac12™, 12 parallel channel receiver, simultaneously tracks and uses up to 12 satellites
Acquisition Time:	15 seconds (warm), 45 seconds (cold)
Update Rate:	1/second, continuous
Accuracy:	Position: 15 meters (49 feet) RMS**, 1-5 m w/ DGPS corrections Velocity: 0.1 knot RMS steady state
Dynamics:	Velocity: 999 knots Acceleration: 6G
Comm. Features*:	Auto squelch control, standard headset output with sidetone and audio leveling, stuck mike transmission timeout, emergency channel select, 'autotune' frequency selection
Navigation Features:	Search and Rescue Operation (ladder search), pilot-defined course selection and waypoint hold, Closest Point of Approach, dep. & arr. frequencies
Moving Map Features:	14 map scales from 0.5 to 300 nm, with nearby waypoints, nav aids and sectorized airspace, runway, and navigation data displayed. Autozoom feature automatically keeps present position and destination on the map, with user-selectable track up, north up or DTK up display
Planning Features:	True Airspeed, Density Altitude, Winds Aloft, RAIM Availability, Sunrise/Sunset Calculations, Trip, Fuel and VNAV Planning
Interfaces:	ARINC 429; RS232 – Plotting (NMEA 0183 v.2.0), Aviation, PC Interface, Altitude Serializer, Fuel Sensor, Fuel/Air Data Computer, Gray Code, RMI Serial Data
Map Datums:	124 and 1 user-defined (Stored on NavData® Card)

Components

Standard:	GNC 300XL TSO GPS/Comm or GPS 155XL TSO Receiver NavData® Card Aviation Installation Kit — GPS Antenna, Rack and Connectors 3/32" Hex Wrench Pilot's Guide Quick Reference Card Database Subscription Packet
Optional:	Remote NiCad Battery/Charger Pack 115/230 VAC Adapter Personal Computer Kit User Data Card 28 to 14 VDC converter*

*GNC300XL only

Specifications subject to change without notice.

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**Subject to accuracy degradation to 100m 2DRMS under the United States

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