

What's the value difference between GTN and GNS?

Pilots who've flown the Garmin GNS 430W are now finding even more to love in the touchscreen GTN 650.



GTN™ 650



GNS 430W

For years, the trusty Garmin GNS 430W series has proven to be a game-changing, all-in-one comm/nav/GPS package that does a lot of things amazingly well. So why, loyal owners ask, should they consider trading up to the newer GTN 650 touchscreen systems? The short answer: You still get the great things the GNS 430 can do – PLUS you get a much simpler, centralized and more intuitive user interface, a “shallower” menu structure, and a wealth of innovative features and capabilities that take graphical flight planning, systems management and GPS guidance technology to whole new levels of utility. Touchscreen control not only streamlines tuning and mode selection – but, in effect, lets pilots utilize the GTN 650 as a virtual flight management system. For more examples of the added value provided with our GTN avionics, just take a look at the comparison chart below:

Product comparison:

	GTN 650	GNS 430W
Simple, centralized and intuitive touchscreen pilot interface	Yes	No
Sleek, modern, streamlined design with fewer mechanical knobs, buttons, and switches to learn	Yes	No
Display type	Full color TFT LCD	8-color DSTN LCD
Display size (GTN 650 is nearly 50% larger)	4.46" W x 1.98" H	3.3" W x 1.8" H
Display resolution (GTN 650 has over 400% more pixels)	600 x 266 pixels	240 x 128 pixels
Reduce panel space with remote avionics	Yes	No
Ability to control remote transponder	Yes	No
Airway navigation	Yes	No
Graphical flight plan editing; "Rubber banding"	Yes	No
Advanced ADS-B "In" Display (ADS-B symbology, TargetTrend™ relative motion, Surface application, weather products and more)	Yes	No
Optional Worldwide Weather, Voice, Text Messaging	Yes	No
Geo-referenced SafeTaxi diagrams that overlay on the moving map page for many airports in the U.S. and Europe	Yes	No
High Resolution Terrain	Yes	No
Advanced weather features (including Canadian WX, cloud tops, Sigmets/Airmets, city forecast, WX forecast, icing potential, turbulence, Pireps/Aireps, and more)	Yes	No
PilotPak eligible, databases for the entire aircraft, for a single annual price	Yes	No
Heading and altitude leg types allow select autopilots to fly missed approaches and other leg types	Yes	No