

What's the big deal about touchscreen avionics?



GTN™ 750



GNS 530W

Pilots who love their Garmin GNS 530 systems are quickly discovering why the GTN 750 is even better.

We understand the attachment that pilots have for their hard-working, great-performing GNS 530W navigators. These units have set the standard in nav/comm/GPS integration for well over a dozen years. And truth be told, if touchscreen technology were only about replacing button-pushing and knob-twisting with finger taps on a screen, you probably wouldn't see that much advantage in trading up to the GTN series. But the touchscreen interface is truly so much more than that. It eliminates layers of complexity, adds extensive MFD functions, simplifies flight planning and navigation, and opens up whole new worlds of capability that we've only just begun to explore. In the chart below we offer just a few examples of the many comparative advantages our GTN 750 can bring to your avionics stack:

Product comparison:

	GTN 750	GNS 530W
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 TFT LCD
Display size (GTN 750 is nearly 100% larger)	4.46"W x 5.27"H	4"W x 3"H
Display resolution (GTN 750 has over 550% more pixels)	600 x 708 pixels	320 x 234 pixels
Reduce panel space with remote avionics	Yes	No
Ability to control remote audio panel	Yes	No
Ability to control remote transponder	Yes	No
Airway navigation	Yes	No
Geo-referenced approach charts right on the moving map page	Yes	No
Graphical flight plan editing; "Rubber banding"	Yes	No
Geo-referenced SafeTaxi diagrams that overlay on the moving map page for many airports in the U.S. and Europe	Yes	No
Ability to display and control weather radar like never before	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
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