

# The difference between GARMIN's GPS/maps and all others is like day,



and night.



GARMIN's newest entries in panel-mount technology stand in sharp contrast to all challengers. The GNC 250XL is a GPS/Comm with high definition moving map graphics. The GPS 150XL is its no-Comm sibling. Each offers pilots a unique combination of performance, convenience, price and clarity — day or night.

As the only VFR panel-mounted units with GARMIN's proprietary 12-parallel channel GPS receiver (tracking 12 satellites simultaneously), the GNC 250XL and GPS 150XL lock on fast and stay locked on for precise navigation information. The GNC 250XL also delivers clear communication from its 760-channel VHF transceiver. And both units feature front-loading data cartridges for easy Jeppesen updating.

While these features made the original GNC 250 and GPS 150

industry leaders, the "XL" versions add incredible mapping detail. The DSTN, double super twist nematic, LCD provides more than two times the pixels of other panel-mount maps. So jagged lines disappear and curved lines and alphanumeric characters shine. A built-in photocell automatically adjusts the backlighting level for optimum viewing. And will even reverse the display from black-on-yellow to yellow-on-black for nighttime viewing.

See your GARMIN dealer to feast your eyes on the new standard in panel mount GPS maps. With or without the built-in Comm, you'll see satellite mapping technology in a whole new light.



GPS 150XL

 **GARMIN**

# GNC 250XL/GPS 150XL



## 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, unicomm, 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

## 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 Rack w/connectors: 6.32 x 6.79 x 2 inches	159 x 143 x 51 mm 161 x 172 x 51 mm
Weight:	Unit: 2.55 lbs.* (150XL is 1.70 lbs.) Rack w/connectors: .83 lbs.	1.16 kg* (.77 kg) 0.38 kg
Display:	80 x 240 double super twist pneumatic with six times the contrast of typical DSTN displays. Automatic contrast adjustment with reverse mode for exceptional readability in direct sunlight or at night.	
Source:	10-15 VDC* (150XL is 10-33VDC), 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 (VHF Receiver)* AC 20-138 (VFR) (GPS Receiver)
VHF Transceiver*:	760-channel, aviation band 118-136.975 MHz 5 watt minimum transmitter power
GPS Receiver:	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, navaids 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, RS 232 – Plotting (NMEA 0183 v.2.0), Aviation, PC Interface, Altitude Serializer, Fuel Sensor, Fuel/Air Data Computer
Map Datums:	124 and 1 user-defined (Stored on NavData® Card)

## Components

Standard:	GNC 250XL or GPS 150XL 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*

\* GNC 250XL only

Specifications subject to change without notice.

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\*\* Subject to accuracy degradation to 100m 2DRMS under the United States Department of Defense imposed Selective Availability Program.

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