

What's the big deal about touchscreen avionics?

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



GTN™ 750



GNS™ 530W

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, intuitive touchscreen pilot interface	Yes	No
Sleek, modern, streamlined design with fewer mechanical knobs, buttons, switches, etc.	Yes	No
Display type	Bright, 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 450% more pixels)	600 x 708 pixels	320 x 234 pixels
Display pixel density (GTN 750 has 175% more pixels per square inch)	134 dpi	79 dpi
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
Over 1,000 geo-referenced SafeTaxi diagrams that overlay on the moving map page	Yes	No
High Resolution Terrain	Yes	No
Advanced weather features (including Canadian WX, cloud tops, Sigmet/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
Inclusion of heading and altitude ARINC 424 leg types that allow select autopilots to fly missed approaches and other leg types	Yes	No

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 all the great things the GNS 430 can do – PLUS you get a much simpler, 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, intuitive touchscreen pilot interface	Yes	No
Sleek, modern, streamlined design with fewer mechanical knobs, buttons, switches, etc.	Yes	No
Display type	Bright, 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
Display pixel density (GTN 650 has 250% more pixels per square inch)	134 dpi	70 dpi
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
Over 1,000 geo-referenced SafeTaxi diagrams that overlay on the moving map page	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
Inclusion of heading and altitude ARINC 424 leg types that allow select autopilots to fly missed approaches and other leg types	Yes	No