

► EASA Certifies G3X Touch™

EASA Approves G3x Touch for Nearly 500 Certified Aircraft



Garmin is pleased to announce the EASA certification of G3X Touch™ flight displays for hundreds of certificated aircraft. G3X Touch offers a variety of scalable panel configurations and a superior feature set that includes wireless connectivity and synthetic vision as standard, as well as options such as display redundancy, advanced autopilot compatibility, engine monitoring and more. Touchscreen displays offer an intuitive user interface and through any combination of the touchscreen or dual-concentric knobs, pilots can efficiently perform common in-flight functions such as Direct-to navigation, setting altitude pre-select or radio tuning. Pilots will also appreciate the seamless in-flight experience behind G3X Touch as the user interface is harmonious with multiple Garmin products, such as the GTN™ 650/750Xi and new GPS 175/GNX™ 375/GNC 355 navigators. EASA has granted installation approval of G3X Touch via a validation of the FAA AML STC that features nearly 500 certified single-engine piston aircraft. Breaking new ground to validate a non-TSO's product is an ongoing effort and Garmin remains focused to continue delivering developments to the market. Garmin will now seek to add an STC that includes the EASA Only models.

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Multifaceted Screen Formats

Multiple panel configurations and display options allow pilots and aircraft owners to better leverage their current and future avionics investments. For space-limited panels, a single 10.6" or 7" display can accommodate both PFD and MFD windows within the same unit. The 10.6" display can also include an EIS strip for additional versatility.

Another single display configuration offered is a standalone Multifunction Display (MFD) with an optional Engine Indication System (EIS). All three display types – 10.6" Landscape, 7" Portrait and 7" Landscape – support the standalone MFD configuration.



Another option allows two 7" screens to be installed side by side and accommodate PFD, MFD and optional EIS functionality. Or pair a 10.6" split-screen unit with a 7" format to provide even more flexibility to lay out the preferred arrangement of PFD, MFD and optional EIS displays. In configurations where multiple displays are installed, the G3X Touch system offers redundancy and reversionary mode as a single display is capable of showing all primary flight information, including engine information when installed. For aircraft owners that have already installed a G5 electronic flight instrument in their aircraft, they can easily add a G3X Touch display to take advantage of the redundancy benefits associated with this configuration. The building-block design of these four approved cockpit configurations give aircraft owners scalable upgrade options that suit a variety of panels.

Dynamic Maps, SVX™ and Wireless Connectivity

The G3X Touch suite offers an impressive array of standard features that gives pilots greater situational awareness throughout every phase of flight. Synthetic vision (SVX) comes standard on all G3X Touch displays and provides a rich, three-dimensional depiction of terrain, obstacles, water features, the runway environment, and more. Capable of serving as a standalone VFR navigator, G3X Touch provides benefits that help further situational awareness in visual conditions with features such as vertical navigation (VNAV), which allows pilots to generate a vertical descent profile by setting an



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altitude constraint in the flight plan. VFR sectionals and IFR enroute charts display pertinent information pertaining to VFR/IFR flights, and geo-referenced instrument approaches improve situational awareness by overlaying own-ship position information on the instrument approach chart. Modern tools such as wireless connectivity are also available as standard. Wireless flight plan transfer, the sharing of traffic¹, weather¹, backup attitude information and more with a compatible tablet or smartphone are all available via Connex[®].

G3X Touch flight displays for certificated aircraft can interface with a variety of optional Garmin equipment including:

- For complete IFR-approach compatibility, customers can pair G3X Touch with a variety of **Garmin GPS navigators and Nav/Comms**, including the new GPS 175/GNX™ 375/GNC 355, GTN™ 650/750Xi, GNS™ 430W/530W, GNS 480, SL 30 and GNC[®] 255.
- For aircraft that can benefit from a modern autopilot, the **GFC™ 500 autopilot** provides workload-reducing features such as auto-trim, flight director, airspeed climbs and descents, dedicated level (LVL) mode and more. Garmin ESP™ (Electronic Stability and Protection) technology as well as underspeed and overspeed protection are also available as standard, and work in the background to help pilots avoid inadvertent flight attitudes or bank angles while the pilot is hand-flying the aircraft. The addition of yaw damping (YD) minimizes yawing oscillations and helps maintain coordinated flight by keeping the slip/skid indicator centered. Additionally, G3X Touch can now serve as an attitude source for the GFC 500 autopilot, which does not require the G5 electronic flight instrument when installed with G3X Touch. GFC 500 is available as an option for select models of aircraft with additional certifications in progress. For a comprehensive list of supported aircraft, visit Garmin.com/GFC500.



- Pilots can fly **fully coupled instrument and visual approaches** when G3X Touch is paired with the **GFC 500** autopilot and a **2" Navigator** or **GTN 650/750Xi**. Pilots can also fly fully coupled go-arounds during missed approach sequencing after an instrument approach.
- The **G5 electronic flight instrument** can be utilized as an all-in-one back-up instrument² to G3X Touch flight displays, offering superior redundancy and the sharing of attitude information, air data, baro sync, and miscompare alerts. In the event of a miscompare between the G3X Touch and G5 attitude or air data sources, the GFC 500 autopilot will choose the best available source and continue to function normally (if installed).
- Pilots can receive and display the benefits of **ADS-B "In"** via the new **GNX 375**, **GTX™ 345** or the **GDL[®] 50R/52R**. ADS-B-enabled features such as patented **TargetTrend™** and **TerminalTraffic™** are also available with these products.

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- With **GDL 51R/52R**, pilots can receive and display **SiriusXM® aviation weather** and listen to audio entertainment with a compatible subscription in territories where this service is available.
- The **GMA™ 345/342 audio panel** adds advanced functions, including auto squelch, 3D Audio and **BLUETOOTH®** connectivity. Note that audio panel control from the G3X Touch displays is not supported in certificated aircraft.
- Up to two Comm radios can be supported and controlled by G3X Touch, including the **GNC® 255** Nav/Comm and the **GTR 225** Comm, the **GNC 355** GPS/Comm, as well as the **GTN™ 650/750Xi**.
- G3X Touch can display **primary engine information** with the addition of the **GEA™ 24** and appropriate sensors. This includes various engine, fuel and electrical gauges with easy-to-interpret color bands. In addition to providing real-time indications, the system also offers a fuel computer, lean assist mode, pilot alerts/advisories and more. Most popular Lycoming or Continental 4- to 6-cylinder engines are supported.
- The **GTS™ 800** active traffic system can interface with G3X Touch, offering added protection and visibility while operating in high-density airspace and traffic environments.



G3X Touch systems for certificated aircraft are available for immediate shipping at list prices of \$7,995 for a single 7-inch display and \$9,995 for a 10.6-inch display. These base system prices include PMA versions of the G3X Touch display, GSU 25D ADAHRS and GMU 11 magnetometer — as well as a GTP 59 temperature probe and appropriate install kits. There is no additional cost for the STC. Optional components such as the GEA 24 or GDL 52R are also available with PMA, and G3X Touch for Certificated Aircraft utilizes the same engine sensor kits as TXi series systems. For full pricing information, please refer to the latest edition of the Aviation Dealer Price Catalog found on the Garmin Dealer Resource Center (DRC). For more information please contact your regional sales manager with any questions.

¹When properly equipped

²The G5 electronic flight instrument can only be used as a back-up to the G3X Touch display in select aircraft

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G3X Touch for Certificated Aircraft is included in the Garmin Installation Policy. G3X Touch for Certificated Aircraft is not included in the Certified Avionics Rebate Program. For more information on these programs, please consult the Marketing Program booklet found on the [Dealer Resource Center](#).