



A scaled version of Garmin's SVT™ 3-D synthetic vision renders terrain-alerting data into a realistic virtual landscape, showing obstacles, traffic, airports and more. SVT is standard on G600; optional on G500.

RETROFIT GLASS IS NOW WITHIN YOUR GRASP

If you love the idea of flying a glass cockpit – but hate to think of parting with your current aircraft – this is clearly the retrofit option you've been waiting for: The Garmin G600. Or its lookalike version for lighter aircraft, the G500.

Leveraging our industry-leading G1000® integrated cockpit technology, these twin-screen Garmin units combine primary flight (PFD) and multifunction (MFD) display capabilities in one easy-to-install, 10-inch wide bezel – providing a perfect-fit replacement for the standard gyro cluster in your panel. The PFD's attitude display is over 50 percent larger than those of traditional 3-inch flight instruments. And for easier scanning, both the PFD and MFD are paired directly in the pilot's field of view.

Take a firsthand look, and you'll see that these glass displays offer faster, more responsive dynamic mapping and sharper, richer, more vibrant optics. Plus, they integrate with the Garmin GTX 345 all-in-one ADS-B transponder for advanced ADS-B traffic and weather uplinks on your MFD screen. That allows you to see TargetTrend relative motion technology that helps you visualize the trend of traffic as it relates to their aircraft, as well as TerminalTraffic airport surface targets for ADS-B equipped aircraft and vehicles on Garmin SafeTaxi diagrams. You also have access to a comprehensive set of subscription-free weather products via the GTX 345, including NEXRAD, METARS, TAFs, PIREPs, winds and temperatures aloft, NOTAMs and AIRMET/SIGMETs. Of course, your G500/G600 all has support for a number of weather, traffic and other display options, such as the WX 500 Stormscope®, Canadian weather, WireAware wire-strike avoidance technology, and much more.

Instrument data for the G500/G600 comes from ultra-reliable digital AHRS and Air Data Computer reference, while built-in terrain and mapping databases add graphic navigation detail. Garmin FliteCharts® and SafeTaxi® come pre-installed as standard. And, if you prefer, optional ChartView™ instrument approach plates and airport surface charts are also available (Jeppesen JeppView™ subscription required). Both the FliteCharts® and ChartView™ formats offer geo-referencing capability. Plus, you'll keep these databases current with database synchronization, which streamlines updating when a G500/G600 is paired with a GTN 650/750 touchscreen series navigator with Flight Stream 510. Once you complete the wireless database transfer to the GTN, the databases are automatically synced with the G500/G600. Chart streaming allows you to view and utilize departure, approach and arrival charts when needed, even while the full chart database is still

synchronizing with the G500/G600. And with Flight Stream, your G500/G600 can also wirelessly display back-up attitude information within a mobile device or select Garmin portable.

All onscreen navigation functions on the G500/G600 are easily integrated with the WAAS-certified GTN 650/750 or GNS 430W/530W units in your stack. Other optional inputs let you overlay Sirius XM™ satellite weather¹, TAWS-B terrain alerting, onboard radar, traffic alerts or other data. Support for optional radar altimeter control/display is provided. And there's also a video input option that will even let the G500/ G600 MFD function as a live-cam video monitor. ARINC 708 interface support for many popular GA weather radars is optionally available on both versions. And for those flying outside the U.S., Garmin's Connex™ worldwide weather service – via the optional GSR 56 datalink system – can also provide satellite voice/data communications from virtually anywhere your aircraft might take you, including phone calls through your headset using your mobile device's contact list.

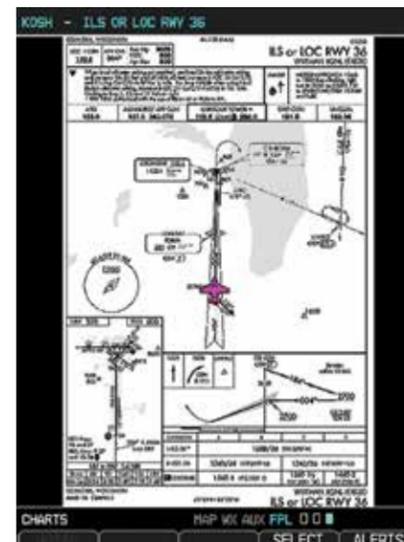
To further augment the units' growth capabilities, interface support is offered for select autopilots and flight directors. A Garmin GAD 43 adapter unit (standard on G600; optional on G500), provides enhanced autopilot interface – allowing AHRS to drive your autopilot in place of a gyro-mechanical ADI (such as the familiar KI-256). The GAD 43 can emulate many existing gyro interfaces, using reliable AHRS data to provide the required attitude, heading, yaw input, baro correction, and alerting information to the autopilot. This typically enables the system's costly ADI to be replaced on the panel with a far more affordable (and space-saving) attitude indicator as one's backup instrumentation. You can also opt for the GAD 43e, which adds even more capabilities, including altitude preselector and vertical speed control, as well as DME distance, synchro ADF, analog radar altitude, analog VOR/LOC/ Glideslope and marker beacon lamps right on the display. This allows you to retain older avionics and sensors, while gaining the advantage of having these readouts displayed in your primary field of view.

Best of all, a scaled version of Garmin's SVT™ Synthetic Vision Technology also comes standard on the G600 – or as an option on the G500. With SVT, pilots are offered a realistic 3-D virtual reality display of terrain, obstacles, runways and traffic information – as well as ADS-B traffic if you're outfitted with a GTX 345 – all shown in context on the PFD. It's like having a clear-day "out-the-window" view in any weather or flight situation. And it promises to bring a whole new level of situational awareness to your Garmin retrofit glass cockpit.

Garmin SafeTaxi® U.S., Canadian and European airport diagrams depict the current aircraft position in relation to runways, taxiways, hangars, etc.



Standard Garmin FliteCharts® provide terminal procedures for thousands of U.S., European and Canadian airports, which can be viewed on the unit's 6.5-inch MFD.



SPECIFICATIONS

Display Features

- Dual 6.5 inch diagonal color AMLCDs
- RGB backlighting technology
- High resolution 640x480 VGA (921,600 RGB dots)
- 65,536 simultaneous colors
- Direct sunlight readable
- Auto, manual or lighting bus inputs for dimming
- Field upgradeable software
- Available option with the PFD on the right and the MFD on the left

Physical – GDU 620 display

- 6.7 inches high
- 10.0 inches wide
- 3.25 inches deep
- 6.4 lbs.

System Architecture

- Position source: Requires external SBAS/WAAS GPS, such as GTN 650/750, GNS 480 or 430W/530W series unit.
- Supported interfaces include GDL 69/69A XM datalink weather; GSR 56 for global connectivity/WX; GWX 70, GWX 68 and select third-party radars; GTX 345, GTX 335 transponder; GDL 88 ADS-B datalink; GRA 55, GRA 5500 radar altimeters; various traffic sensors, and more
- Supported AHRS: GRS 77 (supplied)
- Supported Air Data Computer: GDC 74 (supplied)

Electrical

- 10-40 VDC, reverse polarity protected
- 55 watts typical

Environmental

- 20C to +55C operating temp
- 55C to +85C storage temp
- 2 degrees C per minute temp variation
- 95% at 50C humidity
- 35,000 feet max altitude
- internal cooling, external cooling not required

Certification Candidates

STC via Approved Model List (AML) for over 785 airframes
 TSO-C2d, TSO-C3d, TSO-C4c, TSO-C6d, TSO-C8d, TSO-C10b, TSO-C34e, TSO-C36e, TSO-C40c, TSO-C41d, TSO-C43c, TSO-C52b, TSO-C63c, TSO-C118, TSO-C113, TSO-C147, TSO-C151b

HOW THE UNITS COMPARE

	G500	G600
Approved for Class 1 Aircraft (typically piston singles under 6,000 lbs.)	Yes	Yes
Approved for Class 2 Aircraft (typically piston twins and turbine aircraft under 6,000 lbs.)	Yes	Yes
Approved for Class 3 Aircraft (typically piston or turbine aircraft between 6,000 lbs. and 12,500 lbs)	No	Yes
Garmin SVT Synthetic Vision Technology	Optional	Standard
GAD 43/43e replaces old A/P gyro attitude with AHRS references; GAD 43e adds additional interfaces with other avionics	Optional	Standard
GWX 68/70 Radar interface (radar LRU sold separately)	Optional	Standard
ARINC 708 interface support for select GA radar units	Optional	Optional
RVSM compliance kits available for select aircraft	No	Optional
Internal TAWS-B terrain alerting	No	Optional
Video input	Optional	Optional
Radar altimeter interface (digital)	Optional	Optional

¹XM subscription required (sold separately).