GPS 500W

GPS 400W

GNC 420W

More ways to go with WAAS.

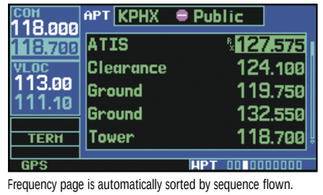
For pilots who want the freedom and flexibility of WAAS navigation in a budget-friendly moving map GPS (minus the VHF nav and comm of the GNS 430W/530W integrated units), Garmin offers the GPS 500W and its slightly smaller companion, the 400W.

Both offer FMS-like capabilities, with graphic orientation features that make navigation simple. And both are now TSO'd to the FAA's most stringent C146a criteria for GPS en route, terminal and approach phases of flight – including WAAS glidepath vertical and lateral approach guidance into hundreds of U.S. airports previously inaccessible in IFR conditions.

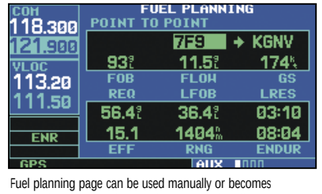
On both the GPS 500W and 400W, important en route and approach information is shown in easy-to-interpret color graphics. By adding optional sensors, overlaid weather, lightning and traffic data can also be displayed along your route. And with onboard help from a Garmin datalink receiver, it's easy to keep an eye on satellite NEXRAD weather for your home airport, destination airport, or any other location you choose within the continental United States.

Powered by robust 15-channel GPS receivers generating five position updates per second, the GPS 400W and 500W units offer incredible accuracy, speed and performance. Each features an extensive Jeppesen® database, updated with front-loading data cards, for detailed graphical reference that includes ground features, navaids, published approaches, arrival and departure procedures, and more.

Then, for those who want to consolidate more functions, there's the GNC 420W. It adds a TSO'd 760-channel comm transceiver to the GPS/color map combination – offering a choice of 10- or 16-watt* comm transmit power versions. When panel space is at a premium, the GNC 420W is one highly productive, WAAS-capable solution.



Frequency page is automatically sorted by sequence flown. Just highlight desired frequency and press enter to load into COMM standby.



Fuel planning page can be used manually or becomes automatic when interfaced with approved fuel flow systems.

Runway diagram page contains all runway surface data including runway lighting frequency.

specifications

Safety

Emergency Search:	25 nearest airports, VORs, NDBs, intersections, or user waypoints; 5 nearest FSS and ARTCC frequencies
Alarms:	Arrival timers; airspace alarms at 10 minutes, 2nm and inside airspace

User customization

Waypoints:	1000 user-defined
Flight Plans:	20 reversible; up to 31 waypoints each

Physical

Unit Size:	Width = 6.25"; Height = 4.58"; Depth = 11.00" behind panel, with connectors
Unit Weight:	500W, 6.8 lb; 420W, 5.5 lb; 400W, 5.0 lb
Display:	Color LCD
Power:	14/28 VDC
Data Storage:	Separate internal battery protects stored data for up to five years

Performance

GPS:	TSO-C146a, Class 3
VOR:	TSO-C40c
LOC:	TSO C36e
GS:	TSO-C36e
GPS Receiver:	15 channel, including 3 WAAS
Acquisition Time:	TTFF 1:45 minute typical (cold), 10sec reacquisition
Update Rate:	5 per second
Accuracy:	1 meter RMS lateral typical, 2 meter vertical, with WAAS
Dynamics:	1000 knots max
Nav Features:	Navigation with flight plans and direct-to waypoints, approach navigation using published approaches stored on the NavData card, terminal navigation using DPs and STARs from NavData card, closest point of flight plan, arrival and departure frequencies, turn advisories and arrival annunciations
Planning Features:	Trip and fuel planning, true air speed, density altitude, winds aloft, flight timers, trip statistics, checklists, sunrise and sunset, RAIM availability, advisory vertical navigation (VNAV)
Interfaces:	ARINC 429, RS-232, CDI/HSI, RMI (digital), altitude input (serial: Icarus, Shadin-Rosetta; encoded Gillham / gray code), fuel sensor, fuel / air data, GDL 69/69A XM, GTX 330/330D, L-3 Stormscope, L-3 Skywatch, Ryan TCAD, GAD 42, and others.r
Map Datums:	WGS-84