

This changes everything.

Until recently, the only way to fly with an all-Garmin glass cockpit was to buy a factory-new OEM aircraft. But, as so many builders kept reminding us: Kitbuilts are new aircraft, too. Responding to numerous customer requests for this cutting-edge technology in a version customized for experimental aircraft, Garmin developed the G900X.

As a result, builders of many popular kitbuilt models – including Epic, Lancair, Van’s RV, Comp Air, Velocity, and Seawind – can now step up to a fully integrated glass flight deck solution tailored to their aircraft. The process is further simplified by a growing network of Garmin G900X Distributors across the U.S., who’ve been serving the home built market for years to provide you with G900X installation and support. With this core team of authorized technicians providing panel design, fabrication, wiring harness, test equipment, tooling and direct one-on-one customer field assistance, Garmin gives builders the “total package” for successful completion of their new glass cockpit kitplane.

Guidance under glass.

The dealer-supplied G900X system comes with everything needed to equip your kit-supported aircraft with a fully integrated Garmin avionics suite and dual electronic flight displays. The system can be interfaced with most popular autopilots currently used on experimental aircraft – serving as a selection hub for available nav inputs onboard, as well as providing course deviation and vertical descent indicators, plus heading bug and GPS roll steering information.

Leveraging technology from Garmin’s highly successful G1000™ OEM-installed system, the G900X puts a wealth of graphical flight information at the kitplane pilot’s fingertips.

Dual LCD screens mounted side-by-side put Primary Flight Display (PFD) and Multi-Function Display (MFD) capabilities right in front of the pilot – bringing a whole new level of capability and situational awareness to the kitplane aircraft market.



G900X™

Integrated avionics suite for kitplanes.

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Follow the leader.



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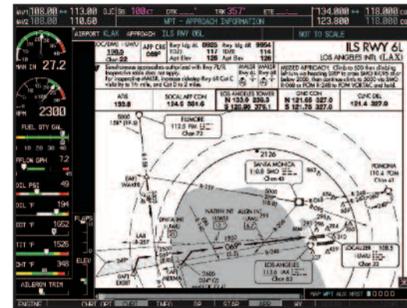
For kitplane builders who see the “big picture,” this is where it all comes together: With Garmin’s G900X™ integrated glass cockpit package. Suddenly, a whole new level of technology is open to flyers and builders of experimental aircraft. It’s clearly more than a glass replacement for the old-style gyro instruments in your panel. Fact is, by consolidating all primary flight, navigation, radio tuning and sensor data inputs in a seamless graphical context, the G900X brings unprecedented flight progress monitoring and situational awareness to the high-end kitplane cockpit.

**[Envision the possibilities:
Garmin G900X™ for your kitplane.]**

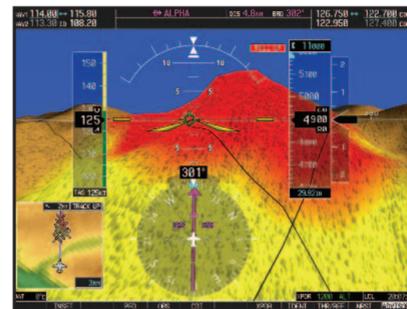
And for the ultimate in pilot perspective, Garmin’s amazing SVT™ synthetic vision technology is now available on the G900X as well. Using terrain-alerting data to synthesize a 3-D “virtual reality” viewscape on the pilot’s primary flight display (PFD), Garmin’s SVT presentation looks so real, it’s almost like having a clear-day, out-the-window view in any weather or flight situation. Garmin G900X: For your next kitplane project, the avionics choice is clear as glass.



The pilot’s primary flight display (PFD) on the G900X seamlessly integrates all situational information in reference to aircraft position, speed, attitude, vertical rate, altitude, steering and flight progress.



Garmin FliteCharts™ electronic approach plates and terminal procedures charts come preloaded on the G900X. Optional ChartView™ is also supported via JeppView™ subscription service.



With Garmin SVT™ synthetic vision technology, terrain alerting is three-dimensional. Potential terrain conflict areas are indicated by a color overlay on the topography: Amber for caution. Red for WARNING.



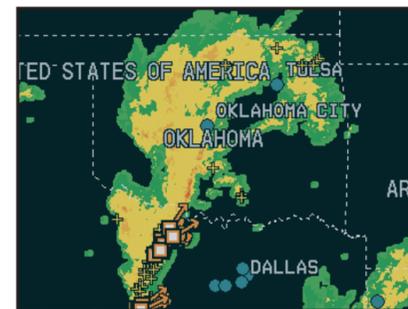
A comprehensive full-page display of engine, fuel and systems data can be accessed and monitored on the G900X MFD. Systems without EIS data displays are available for aircraft having engines not supported by Garmin inputs.



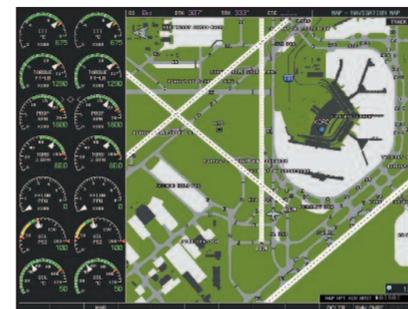
Garmin SVT™ helps simplify approaches into unfamiliar airports. Runway surfaces, numbers and thresholds are clearly depicted in 3-D. Also, the destination runway in your active flight plan is outlined in white – just so there’s no confusion.



Built-in terrain elevation and obstacles databases can be augmented with optional TAWS-B alerting functionality.



Optional weather datalink capability, via XM Satellite Radio and its XM WX Satellite Weather service (subscription required), provides the G900X with color NEXRAD, METARs, TAFs, lightning and other U.S. data displays.



Built-in Garmin SafeTaxi® airport diagrams with geo-referenced aircraft symbol help pilots identify runways, taxiways, hangars and current on-the-field location at over 850 U.S. airports.

SVT™ adds perspective.

As mentioned earlier, Garmin SVT™ synthetic vision technology is available on the G900X. And it can make a world of difference when outside visibility is low or nonexistent. Using sophisticated graphics modeling to recreate a topographic landscape from the system’s terrain-alerting database, SVT gives pilots a clear 3-D visual depiction of ground and water features, airports, obstacles, traffic and more – all in realistic dimensional detail on the pilot’s PFD. With SVT, pilots can “see and avoid” terrain features or structural hazards that may encroach upon their projected flight path. So, it’s a great “virtual reality” aid to situational awareness.

Other design highlights of the G900X suite include a detailed moving map display, with position derived by a Class 3 WAAS-certified GPS system. In addition, complete 16 watt VHF comm, VOR/ILS and digital transponder inputs are provided – with frequency and code selection controlled by tuning knobs and function keys on the dual “big screen” LCD cockpit displays. Between the displays, most installations feature Garmin’s slimline vertical audio panel. This all-digital unit features high-quality sound, plus a unique record/playback function to help ensure accurate readback of ATC clearances.

Seamlessly integrating control and display of virtually all avionics and instrument functions, Garmin’s big, bright XGA-quality (1024 x 768 pixel) flat-panel displays offer brilliant color, wide side-to-side viewing angles, advanced backlighting and crisp readability, even in bright sunlight. As typically configured, two of these 10.4-inch diagonal displays are placed side-by-side on the panel to put all essential flight situation, navigation and sensor data right in front of the pilot. The left hand glass panel contains the pilot’s Primary Flight Display (or PFD) for attitude, airspeed, climb rate, altitude and course/heading information – while the right hand screen serves as a Multi-Function Display (MFD), providing engine and fuel systems monitoring plus detailed moving-map graphics of the aircraft’s current position in relation to ground features, chart data, nav aids, flight plan routings, and more. Onscreen navigation and flight reference are supported by a number of built-in terrain and mapping databases (including towers and obstacles in the U.S.), which may be easily updated by means of standard front-loading SD™ data cards.

Myriad map display options.

The map display is designed to interface with a growing array of optional remote sensors and tracking systems, so pilots can overlay graphical weather, lightning, traffic, terrain and other avoidance system advisories. Sensor

functions are selectable, allowing the pilot to add or deselect overlays to “build at will” the map view he or she prefers for any given phase of flight. For MFD navigation, Garmin FliteCharts® electronic terminal procedures charts and approach plates come pre-loaded on the system. Airways, approaches, departure and arrival routes – FliteCharts® put the full IFR spectrum at your fingertips. Likewise, on the ground, built-in SafeTaxi™ airport diagrams for over 850 U.S. locations help pilots navigate unfamiliar airfields with confidence – by graphically pinpointing the aircraft’s current location and direction of travel on ramps, taxiways and runways.

For system redundancy, the G900X’s PFD and MFD screens are designed to provide a reversionary mode should failure or shutdown of either display occur. In reversionary mode the remaining operable control/display unit is reconfigured to show the PFD symbology with engine and fuel parameters on the left-hand side of the display. Pop-up windows allow additional mapping, checklist or other desired inputs to remain visible on the PFD.

Optional satellite weather.

To see what’s brewing on the weather front, builder/pilots can opt to combine their G900X system with a Garmin data link receiver for the latest in XM WX Satellite Weather information (subscription required). With this option, graphical depictions of NEXRAD radar summaries, METARs, TAFs, TFRs, winds aloft, echo tops, surface precipitation, lightning strikes, storm cell data, and more, can be accessed anywhere in the U.S., regardless of altitude. Users can zoom the NEXRAD screen range out to 2500 nm for nationwide monitoring of weather patterns. And for cabin entertainment enroute, the G900X also provides a user interface offering more than 170 channels of digital-quality audio programming, when installed with Garmin’s GDL 69A version XM receiver (subscription required).

Putting it all together.

With your Garmin G900X distributor’s kitplane installation package, you get everything but guesswork. From wiring harness and detailed drawings to customized brackets for AHRs and magnetometer mounts – whatever it takes to assure a straightforward, by-the-numbers installation, your authorized distributor is equipped to provide. You can count on their one-on-one advice and support through the process – including an on-site final systems checkout. Just add the finishing touches, and your state-of-the-art glass cockpit is ready to fly.

To find out more about the program – and to check out the growing list of factory-approved G900X distributors – please visit our website: www.garmin.com

G900X FEATURES AT A GLANCE

- Dual 10.4-inch AMLCD displays – configured for use as PFD or MFD
- Fully integrated CNI suite with dual WAAS-certified GPS and digital HSI standard
- SVT™ synthetic vision on PFD renders terrain-alerting data in 3-D view; selectable “pathway” guidance shows planned route of flight
- Moving-map MFD with full Engine Indicating System, checklist capability
- Dual 16-watt VHF comm transceivers with 8.33-kHz channel spacing
- Digital audio panel with auto-squelch and “instant replay” clearance recorder
- Mode-S transponders with Traffic Information Service (TIS)
- Integrated solid-state AHRs referencing; comparative inputs from GPS, magnetometer and digital air data computer
- Supports standard FliteCharts® and optional ChartView electronic charting
- Standard SafeTaxi™ airport diagram functionality
- Worldwide terrain and U.S. obstacle database
- Optional Flight Management System (FMS) controller for simplified data entry
- Modular rack-mounted LRUs
- Interfaces for terrain, traffic and weather sensors
- XM WX satellite weather and XM Radio (optional)
- Full reversionary display capability
- Interface support for most popular kitbuilder autopilots