



The future flies with WAAS

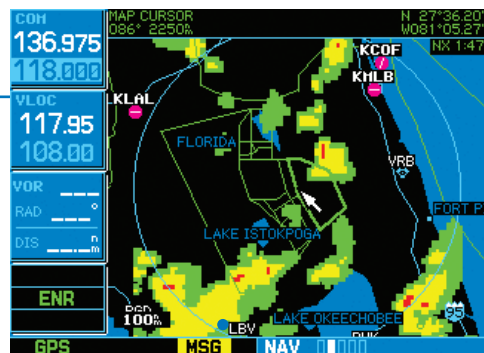
For years the GNS 530 and its slightly smaller sibling, the GNS 430, have set the industry standard for multitasking, integrated avionics. Now, with its "W" versions of these units, Garmin brings these two best-selling GPS systems into the WAAS age.

Allowing glidepath approach capability similar to a Category One ILS, the FAA's growing Wide Area Augmentation System, or WAAS, offers pilots the ability to fly GPS-guided LPV approaches down to decision heights as low as 200 feet – providing access into thousands of U.S. runways not currently served by ground-based ILS approaches.

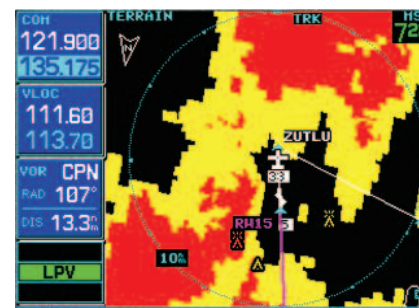
These WAAS LPVs already outnumber ILS approaches in the U.S. airspace system – opening the world of IFR flying to more all-weather landing options than ever. Not only does WAAS bring glidepath approach access to scores of smaller GA airports, but it also serves as a great backup for existing ILS procedures.

Beyond their WAAS-certified GPS navigation capabilities, the versatile GNS 530W and 430W also feature built-in 2280 channel capable VHF comm (with 10- or optional 16-watt output), plus 200 channel ILS/VOR with localizer and glideslope. Their expandable architecture also welcomes weather, lightning and traffic enhancements – with available data link options that bring flight-critical weather updates directly to the cockpit for instant access to NEXRAD weather graphics, METARs, and more<sup>1</sup>. They can even link to XM Satellite Radio for the latest music, news and entertainment<sup>2</sup>. All GNS 430W/530W systems now provide basic visual terrain advisory data. In addition, another upgrade option on the GNS 530W lets buyers augment its built-in terrain elevation database with full Class-B TAWS alerting – to provide an extra margin of safety in steering clear of terrain/obstacle conflicts.

The Garmin GNS 430/530 "W" series: Today's ultimate one-box solutions for a whole new era in point-to-point navigation.



Garmin's GNS 430W and 530W units combine the best features of a moving-map multifunction display with takeoff-to- touchdown navigation and radio communication capabilities.



Built-in terrain elevation database can be augmented with optional Class B TAWS alerting capability on the GNS 530W.



TIS traffic datalink capabilities, available with Garmin's IFR-certified GTX 330 Mode S transponder, let pilots keep an eye on potential flight path conflicts.



XM Radio channel selection and volume control lets you enjoy optional audio entertainment via the GDL 69A satellite data link receiver<sup>1</sup>.



With autopilot-coupled roll steering, both the GNS 430W and 530W can automatically fly the aircraft through holding patterns, procedure turns and other position-critical IFR flight procedures.



specifications

<b>Safety</b>	
<b>Emergency Search:</b>	25 nearest airports, VORs, NDBs, intersections, and user waypoints; 5 nearest ARTCC and FSS frequencies
<b>Alarms:</b>	Terrain and TAWS (530W); airspace messages at 10 minutes, 2nm, and inside airspace; arrival timers
<b>User customization</b>	
<b>Waypoints:</b>	1000 user-defined
<b>Flight Plans:</b>	20 reversible; up to 31 waypoints each optional flight plan management tool
<b>Physical</b>	
<b>Unit Size:</b>	430W, 2.66" h x 6.25" w x 11.00" d 530W, 4.58" h x 6.25" w x 11.00" d Depth is behind panel with connectors
<b>Unit Weight:</b>	430W, 6.2 lb; 530W, 8.2 lb
<b>Display:</b>	Color LCD
<b>Power:</b>	14/28 VDC
<b>Data Storage:</b>	Separate internal battery protects stored data for up to five years
<b>Performance</b>	
<b>GPS:</b>	TSO-C146a, Class 3
<b>VOR:</b>	TSO-C40c
<b>LOC:</b>	TSO C36e
<b>GS:</b>	TSO-C36e
<b>VHF COMM:</b>	Transmitter TSO C37d, Class 4 and 6 Receiver TSO C38d, Class C and E

<b>GPS Receiver:</b>	15 channel, including 3 WAAS
<b>Acquisition Time:</b>	TTF 1:45 minute typical (cold), 10sec reacquisition
<b>Update Rate:</b>	5 per second
<b>Accuracy:</b>	<2 meters RMS typical with WAAS (horizontal/vertical)
<b>Dynamics:</b>	1000 knots max
<b>Nav Features:</b>	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 announcements
<b>Planning Features:</b>	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)
<b>Interfaces:</b>	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, Avidyne TCAD, GAD 42, and others.
<b>Map Datums:</b>	WGS-84

<sup>1</sup>GDL 69A XM receiver sold separately.  
<sup>2</sup>XM subscription required (sold separately).