



GARMIN ACHIEVES ADDITIONAL GFC 600 DIGITAL AUTOPILOT CERTIFICATION

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Garmin has received Federal Aviation Administration (FAA) Supplemental Type Certificate (STC) approval for the [GFC™ 600 digital autopilot](#) in Cessna 441 aircraft. The GFC 600 digital autopilot designed for high performance piston single and twin-engine aircraft, and also provides an advanced autopilot solution for both jet and turbine aircraft that have a wide range of speed and performance characteristics.

The GFC 600 certification for the Cessna 441 provides owners an autopilot upgrade that incorporates solid-state attitude with robust self-monitoring capabilities to provide superior autopilot performance, greater reliability and safety benefits that are similar to the popular GFC 700 autopilot. In addition to traditional autopilot capabilities such as altitude hold, vertical speed and heading modes, the GFC 600 also includes altitude preselect, VNAV1, Level Mode, underspeed and overspeed protection and more. Pilots can also select, couple and fly various instrument approaches, including GPS, ILS, VOR, LOC and back course approaches when paired with a compatible GPS navigator.



Environmentally hardened autopilot servos designed for harsh operating conditions contain brushless DC motors offering improved performance and reducing maintenance requirements when compared to decades-old servo designs on the market today. Standard mark-width (6.25-inch) design of the GFC 600 mode controller ensures the autopilot controller allows for routine installation into the aircraft's avionics stack.

In addition to traditional autopilot capabilities, the GFC 600 offers:

- Premium functions and advanced capabilities such as altitude pre-select² and indicated airspeed hold mode;
- Built-in GPS roll steering capability eliminates the need for external roll steering converters, allowing for smoother navigation tracking when installed with a compatible navigator;
- Yaw Damping (YD) mode minimizes yawing oscillations while also helping to maintain coordinated flight;
- Flight Director command bars can be displayed on flight display such as the G600 and G600 TXi;
- Coupled 'go-arounds' during missed approach sequencing with a remotely-installed go-around button that commands the Flight Director to display the appropriate pitch attitude required for the missed approach procedure and activates a loaded missed approach when paired with a GTN 650/750 or GTN 650Xi/750Xi navigator;

- Optional pitch-trim servo adds automatic trim and improved manual electric trim;
- Control wheel steering allows the pilot to adjust pitch, roll, altitude hold, vertical speed or airspeed references using the control yoke while the autopilot is engaged.

As a standard feature, pilots receive Garmin Electronic Stability and Protection (ESP™) with the GFC 600 digital autopilot, which works to assist the pilot in maintaining the aircraft in a stable flight condition. ESP functions independently of the autopilot and works in the background to help pilots avoid inadvertent flight attitudes or bank angles and provide airspeed protection while the pilot is hand-flying the aircraft.

The GFC 600 digital autopilot for the Cessna 441 is available immediately through select Garmin authorized dealers. Additionally, Garmin is introducing a new “De-Mod” kit for select Cessna 400 series aircraft, enabling GFC 600 installations in [eligible aircraft](#) that do not currently have the Cessna 400/800/1000 autopilot components installed. To view the most up-to-date aircraft STC list, to view certifications that are expected to begin in the next 12-months, or to express interest in a specific aircraft make/model for the GFC 600, visit www.garmin.com/GFC600.

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