



GARMIN®



G1000® Integrated Flight Deck
Pilot's Guide



Cessna Nav III

SYSTEM OVERVIEW

FLIGHT INSTRUMENTS

EIS

AUDIO PANEL & CNS

FLIGHT MANAGEMENT

HAZARD AVOIDANCE

AFCS

ADDITIONAL FEATURES

APPENDICES

INDEX

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This manual reflects the operation of System Software version 0563.25 or later for Cessna 172R, 172S, 182T, T182T, 206H, and T206H aircraft. Some differences in operation may be observed when comparing the information in this manual to earlier or later software versions.



NOTE: *Cessna Nav III aircraft include the Cessna 172R, the Cessna 172S, the normally aspirated Cessna 182 (182), the turbocharged Cessna 182 (T182), the normally aspirated Cessna 206 (206), and the turbocharged Cessna 206 (T206). Unless otherwise indicated, information in the G1000 Cockpit Reference Guide pertains to all Cessna Nav III aircraft.*

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 **WARNING:** Navigation and terrain separation must NOT be predicated upon the use of the terrain avoidance feature. The terrain avoidance feature is NOT intended to be used as a primary reference for terrain avoidance and does not relieve the pilot from the responsibility of being aware of surroundings during flight. The terrain avoidance feature is only to be used as an aid for terrain avoidance. Terrain data is obtained from third party sources. Garmin is not able to independently verify the accuracy of the terrain data.


 **WARNING:** The displayed minimum safe altitudes (MSAs) are only advisory in nature and should not be relied upon as the sole source of obstacle and terrain avoidance information. Always refer to current aeronautical charts for appropriate minimum clearance altitudes.


 **WARNING:** The altitude calculated by G1000 GPS receivers is geometric height above Mean Sea Level and could vary significantly from the altitude displayed by pressure altimeters, such as the GDC 74A Air Data Computer, or other altimeters in aircraft. GPS altitude should never be used for vertical navigation. Always use pressure altitude displayed by the G1000 PFD or other pressure altimeters in aircraft.


 **WARNING:** Do not use outdated database information. Databases used in the G1000 system must be updated regularly in order to ensure that the information remains current. Pilots using any outdated database do so entirely at their own risk.

 **WARNING:** Do not use basemap (land and water data) information for primary navigation. Basemap data is intended only to supplement other approved navigation data sources and should be considered as an aid to enhance situational awareness.

 **WARNING:** Traffic information shown on system displays is provided as an aid in visually acquiring traffic. Pilots must maneuver the aircraft based only upon ATC guidance or positive visual acquisition of conflicting traffic.

 **WARNING:** Use of the Stormscope is not intended for hazardous weather penetration (thunderstorm penetration). Stormscope information, as displayed on the G1000 MFD, is to be used only for weather avoidance, not penetration.

 **WARNING:** Do not use datalink weather products (e.g., XM WX Satellite Weather, GFDS World Wide Weather, or FIS-B) for hazardous weather penetration. Weather information provided by these products is aged by up to several minutes and may not depict actual weather conditions as they currently appear.

 **WARNING:** NEXRAD weather data is to be used for long-range planning purposes only. Due to inherent delays in data transmission and the relative age of the data, NEXRAD weather data should not be used for short-range weather avoidance.



WARNING: For safety reasons, G1000 operational procedures must be learned on the ground.



WARNING: The Garmin G1000, as installed in Cessna Nav III aircraft, has a very high degree of functional integrity. However, the pilot must recognize that providing monitoring and/or self-test capability for all conceivable system failures is not practical. Although unlikely, it may be possible for erroneous operation to occur without a fault indication shown by the G1000. It is thus the responsibility of the pilot to detect such an occurrence by means of cross-checking with all redundant or correlated information available in the cockpit.



WARNING: The United States government operates the Global Positioning System and is solely responsible for its accuracy and maintenance. The GPS system is subject to changes which could affect the accuracy and performance of all GPS equipment. Portions of the Garmin G1000 utilize GPS as a precision electronic NAVigation AID (NAVAID). Therefore, as with all NAVAIDs, information presented by the G1000 can be misused or misinterpreted and, therefore, become unsafe.



WARNING: To reduce the risk of unsafe operation, carefully review and understand all aspects of the G1000 Pilot's Guide documentation. Thoroughly practice basic operation prior to actual use. During flight operations, carefully compare indications from the G1000 to all available navigation sources, including the information from other NAVAIDs, visual sightings, charts, etc. For safety purposes, always resolve any discrepancies before continuing navigation.



WARNING: The illustrations in this guide are only examples. Never use the G1000 to attempt to penetrate a thunderstorm. Both the FAA Advisory Circular, Subject: Thunderstorms, and the Airman's Information Manual (AIM) recommend avoiding "by at least 20 miles any thunderstorm identified as severe or giving an intense radar echo."



WARNING: Because of variation in the earth's magnetic field, operating the system within the following areas could result in loss of reliable attitude and heading indications. North of 72° North latitude at all longitudes. South of 70° South latitude at all longitudes. North of 65° North latitude between longitude 75° W and 120° W. (Northern Canada). North of 70° North latitude between longitude 70° W and 128° W. (Northern Canada). North of 70° North latitude between longitude 85° E and 114° E. (Northern Russia). South of 55° South latitude between longitude 120° E and 165° E. (Region south of Australia and New Zealand).



WARNING: Do not use GPS to navigate to any active waypoint identified as a 'NON WGS84 WPT' by a system message. 'NON WGS84 WPT' waypoints are derived from an unknown map reference datum that may be incompatible with the map reference datum used by GPS (known as WGS84) and may be positioned in error as displayed.



CAUTION: The PFD and MFD displays use a lens coated with a special anti-reflective coating that is very sensitive to skin oils, waxes, and abrasive cleaners. **CLEANERS CONTAINING AMMONIA WILL HARM THE ANTI-REFLECTIVE COATING.** It is very important to clean the lens using a clean, lint-free cloth and an eyeglass lens cleaner that is specified as safe for anti-reflective coatings.



CAUTION: The Garmin G1000 does not contain any user-serviceable parts. Repairs should only be made by an authorized Garmin service center. Unauthorized repairs or modifications could void both the warranty and the pilot's authority to operate this device under FAA/FCC regulations.



NOTE: When using Stormscope, there are several atmospheric phenomena in addition to nearby thunderstorms that can cause isolated discharge points in the strike display mode. However, clusters of two or more discharge points in the strike display mode do indicate thunderstorm activity if these points reappear after the screen has been cleared.



NOTE: Interference from GPS repeaters operating inside nearby hangars can cause an intermittent loss of attitude and heading displays while the aircraft is on the ground. Moving the aircraft more than 100 yards away from the source of the interference should alleviate the condition.



NOTE: All visual depictions contained within this document, including screen images of the G1000 panel and displays, are subject to change and may not reflect the most current G1000 system and aviation databases. Depictions of equipment may differ slightly from the actual equipment.



NOTE: This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.



NOTE: The GDU 1040 PFD/MFD may require a warm-up time of up to 30 minutes when exposed to -40°C for an extended period. A warm-up time of up to 15 minutes may be required when exposed to -30°C for an extended period.



NOTE: This product, its packaging, and its components contain chemicals known to the State of California to cause cancer, birth defects, or reproductive harm. This notice is being provided in accordance with California's Proposition 65. If you have any questions or would like additional information, please refer to our web site at www.garmin.com/prop65.



NOTE: Use of polarized eyewear may cause the flight displays to appear dim or blank.

Record of Revisions				
Part Number	Revision	Date	Page Range	Description
190-00498-00	A	10/27/05	i - I-4	Reformatted for single part number (all previous part numbers incorporated into this part number) Added TAWS-B Added CO Guardian Added new fuel totalizer
190-00498-01	A	9/11/06	i - I-6	Added GFC 700 AFCS Added WAAS and VNAV Added Chartview, Flitecharts, and SafeTaxi Added GDU 7.00 parameters Change manual to larger format
190-00498-02	A	3/8/07	i - I-6	Added Airways Added ADS-B Added GDU 8.02 parameters Various clerical changes
190-00498-03	A	11/6/07	i - I-6	Added GDU 8.20 parameters, including gradient background on the PFD and GFC 700 for the C172.
190-00498-04	A	9/26/08	All	Added GDU 9.03 parameters Removed gradient background. Added Synthetic Vision System
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190-00498-07	A	10/11	All	Added Profile View Added FIS-B Weather Added Arrival Alert Added GTS 800 Traffic System Updated database synchronization Added GDU 12.02 parameters

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SECTION 1 SYSTEM OVERVIEW		
1.1	System Description	1
1.2	Line Replaceable Units (LRU)	2
1.3	G1000 Controls	7
	PFD/MFD Controls	7
	Audio Panel Controls	10
1.4	Secure Digital (SD) Cards	12
1.5	System Power-up	13
1.6	System Operation	14
	Normal Display Operation	14
	Reversionary Display Operation	14
	AHRS Operation	15
	G1000 System Annunciations	17
	Softkey Function	17
	GPS Receiver Operation	25
1.7	Accessing G1000 Functionality	29
	Menus	29
	MFD Page Groups	30
	MFD System Pages	34
1.8	Display Backlighting	44
	Automatic Adjustment	44
	Manual Adjustment	44
SECTION 2 FLIGHT INSTRUMENTS		
2.1	Flight Instruments	50
	Airspeed Indicator	50
	Attitude Indicator	52
	Altimeter	53
	Vertical Speed Indicator (VSI)	55
	Horizontal Situation Indicator (HSI)	57
	Course Deviation Indicator (CDI)	62
2.2	Supplemental Flight Data	69
	Outside Air Temperature	69
	Wind Data	71
	Vertical Navigation (VNV) Indications	72
2.3	PFD Annunciations and Alerting Functions	73
	System Alerting	73
	Marker Beacon Annunciations	74
	Traffic Annunciation	74
	TAWS Annunciations	75
	Altitude Alerting	76
	Low Altitude Annunciation	76
	Minimum Descent Altitude/Decision Height Alerting	77
2.4	Abnormal Operations	78
	Abnormal GPS Conditions	78
	Unusual Attitudes	79
SECTION 3 ENGINE INDICATION SYSTEM (EIS)		
3.1	Engine Display	83
	Normally-Aspirated and Turbocharged Aircraft	83
3.2	Lean Display	86
	Normally-Aspirated Aircraft	88
	Turbocharged Aircraft	89
3.3	System Display	90
	Normally-Aspirated and Turbocharged Aircraft	90
SECTION 4 AUDIO PANEL AND CNS		
4.1	Overview	95
	MFD/PFD Controls and Frequency Display	96
	Audio Panel Controls	98
4.2	COM Operation	100
	COM Transceiver Selection and Activation	100
	COM Transceiver Manual Tuning	101
	Quick-tuning and Activating 121.500 MHz	102
	Auto-tuning the COM Frequency	103
	Frequency Spacing	107
	Automatic Squelch	108
	Volume	108
4.3	NAV Operation	109
	NAV Radio Selection and Activation	109
	NAV Receiver Manual Tuning	110
	Auto-tuning a NAV Frequency from the MFD	112
	Marker Beacon Receiver	117
	DME Tuning	118
4.4	GTX 33 Mode S Transponder	119
	Transponder Controls	119
	Transponder Mode Selection	120
	Entering a Transponder Code	123
	IDENT Function	124
4.5	Additional Audio Panel Functions	125
	Power-up	125
	Mono/Stereo Headsets	125
	Speaker	125
	Intercom	126
	Passenger Address (PA) System	128
	Clearance Recorder and Player	128
	Entertainment Inputs	129

4.6 Audio Panel Preflight Procedure 130

4.7 Abnormal Operation 131

 Stuck Microphone..... 131

 COM Tuning Failure..... 131

 Audio Panel Fail-safe Operation 131

 Reversionary Mode..... 131

SECTION 5 FLIGHT MANAGEMENT

5.1 Introduction 133

 Navigation Status Box..... 134

5.2 Using Map Displays..... 136

 Map Orientation..... 136

 Map Range 138

 Map Panning..... 140

 Measuring Bearing and Distance..... 144

 Topography..... 145

 Map Symbols 148

 Airways 154

 Track Vector 156

 Wind Vector 157

 Nav Range Ring..... 158

 Fuel Range Ring 159

 Field of View (SVS)..... 160

 Selected Altitude Intercept Arc..... 161

5.3 Waypoints..... 162

 Airports 163

 Intersections 170

 NDBs..... 172

 VORs..... 174

 User Waypoints 176

5.4 Airspaces 182

5.5 Direct-to-Navigation 185

5.6 Flight Planning..... 190

 Flight Plan Creation 191

 Adding Waypoints to an Existing Flight Plan..... 196

 Adding Airways to a Flight Plan 198

 Adding Procedures to a Stored Flight Plan 201

 Flight Plan Storage 207

 Flight Plan Editing 210

 Along Track Offsets..... 214

 Parallel Track 215

 Activating a Flight Plan Leg 218

 Inverting a Flight Plan..... 219

 Flight Plan Views 220

 Closest Point of FPL 222

5.7 Vertical Navigation 223

 Altitude Constraints..... 225

5.8 Procedures 229

 Departures..... 229

 Arrivals 232

 Approaches 234

5.9 Trip Planning..... 240

 Trip Planning..... 240

5.10 RAIM Prediction..... 244

5.11 Navigating a Flight Plan..... 247

5.12 Abnormal Operation 275

SECTION 6 HAZARD AVOIDANCE

6.1 XM WX Satellite Weather 278

 Activating Services..... 278

 Using XM WX Satellite Weather Products..... 279

6.2 GFDS Worldwide Weather 312

 Registering the Iridium Satellite System 312

 Registering the system for Garmin Flight Data Services..... 313

 GFDS Weather Data Requests 322

 Worldwide Weather Products..... 326

 Abnormal Operations..... 342

6.3 FIS-B Weather 344

 Using FIS-B Weather Products..... 344

6.4 WX-500 Stormscope 359

 Setting Up Stormscope on the Navigation Map 359

6.5 Terrain Proximity 364

 Displaying Terrain Proximity Data..... 364

6.6 Profile View Terrain 369

 Profile View Display 369

6.7 Terrain-SVS 372

 Displaying Terrain-SVS Data..... 373

 Terrain-SVS Page 375

 Terrain-SVS Alerts 377

6.8 TAWS-B 381

 Displaying TAWS-B Data..... 382

 TAWS-B Page 385

 TAWS-B Alerts 387

 System Status..... 392

6.9 Traffic Information Service (TIS)	394	7.5 Autopilot Operation	459
Displaying TRAFFIC Data	395	Engaging the Autopilot	459
Traffic Map Page.....	397	Control Wheel Steering	460
TIS Alerts	398	Disengaging the Autopilot.....	460
System Status.....	399	7.6 Example Procedures	461
6.10 Garmin GTS 800 Traffic	402	Departure	462
Theory of operation	402	Intercepting a VOR Radial.....	464
TAS Alerts	405	Flying a Flight Plan/GPS Course	465
System Test.....	406	Descent	466
Operation	407	Approach.....	470
6.11 Honeywell KTA870 Traffic	415	Go Around/Missed Approach	474
TAS Symbology.....	415	7.7 AFCS Annunciations and Alerts	476
Operation	416	AFCS Status Alerts	476
Altitude Display.....	419	Overspeed Protection.....	477
Traffic Map Page Display Range	419		
TAS Alerts	421		
System Status.....	422		
6.12 ADS-B Traffic	423		
SECTION 7 AUTOMATIC FLIGHT CONTROL SYSTEM			
7.1 AFCS Controls	430	8.1 Synthetic Vision System (SVS) (Optional)	480
7.2 Flight Director Operation	432	SVS Operation.....	481
Activating the Flight Director	432	SVS Features	483
AFCS Status Box.....	433	Field of View	491
Command Bars.....	434	8.2 SafeTaxi	493
Flight Director Modes.....	434	SafeTaxi Cycle Number and Revision	496
7.3 Vertical Modes	435	8.3 ChartView (Optional)	499
Pitch Hold Mode (PIT)	436	ChartView Softkeys.....	499
Selected Altitude Capture Mode (ALTS).....	437	Terminal Procedures Charts	500
Altitude Hold Mode (ALT)	438	Chart Options.....	508
Vertical Speed Mode (VS)	439	Day/Night View	514
Flight Level Change Mode (FLC).....	440	ChartView Cycle Number and Expiration Date.....	516
Vertical Navigation Modes (VPTH, ALTV).....	442	8.4 FliteCharts	519
Glidepath Mode (GP) (SBAS Only).....	447	FliteCharts Softkeys	519
Glideslope Mode (GS)	449	Terminal Procedures Charts	520
Go Around Mode (GA)	450	Chart Options.....	527
7.4 Lateral Modes	451	Day/Night View	531
Roll Hold Mode (ROL)	452	FliteCharts Cycle Number and Expiration Date.....	533
Heading Select Mode (HDG)	453	8.5 AOPA Airport Directory	536
Navigation Modes (GPS, VOR, LOC)	454	AOPA Database Cycle Number and Revision	537
Approach Modes (GPS, VAPP, LOC)	456	8.6 SiriusXM Satellite Radio (Service Optional)	539
Backcourse Mode (BC)	458	Activating SiriusXM Satellite Radio Services	539
		Using SiriusXM Radio.....	540
		Automatic Audio Muting	544
		8.7 Scheduler	545
		8.8 Electronic Checklists	547

8.9 Flight Data Logging 550

8.10 Auxiliary Video (Optional) 552

 Video Setup 553

 Display Selection 553

 Input Selection 554

 Zoom/Range 554

8.11 Abnormal Operation 556

 SVS Troubleshooting 556

 Reversionary Mode 556

 Unusual Attitudes 557

APPENDICES

Annunciations and Alerts 561

 Alert Level Definitions 562

 Nav III Aircraft Alerts 562

 CO Guardian Messages 563

 G1000 System Annunciations 563

 Other G1000 Aural Alerts 566

 G1000 System Message Advisories 566

 Flight Plan Import/Export Messages 577

 AFCS Alerts 578

 Terrain-SVS Alerts 579

 TAWS-B ALERTS 580

 TAWS-B System Status Annunciations 581

Database Management 583

 Jeppesen Databases 583

 Garmin Databases 587

Glossary 593

Frequently Asked Questions 599

General TIS Information 603

 Introduction 603

 TIS vs. TAS/TCAS 603

 TIS Limitations 603

Map Symbols 605

INDEX

Index I-1