

G1000[™]

pilot's guide for Cessna Nav III

Part Number	Change Summary
190-00362-03 (Rev. A)	Added XM Radio and XM Weather. Added DME capability. Added BRG1 and BRG2 pointers. Added dual panel operation. Added Cessna 172 parameters. Changed airspeed trend vector. Changed altitude trend vector. Added checklist capability. Added flight ID capability.

Record of Revisions			
Revision	Date of Revision	Revision Page Range	Description
A	12/17/04	i – xx I-1 – I-7	Initial release.
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190-00389-01	G1000 VHF NAV/COM Pilot's Guide for Cessna Nav III
190-00382-00	G1000 Transponder Pilot's Guide
190-00378-02	G1000 Audio Panel Pilot's Guide
190-00390-01	G1000 Audio Panel Pilot's Guide Supplement for Cessna Nav III
190-00391-02	G1000 Engine Indication System for Cessna Nav III
190-00392-02	G1000 Multi Function Display Pilot's Guide for Cessna Nav III
190-00470-00	G1000 Multi Function Display Optional Interface Addendum
190-00388-02	G1000 Annunciations and Alerts Pilot's Guide for Cessna Nav III
190-00383-02	G1000 Pilot's Guide Appendices

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This manual reflects the operation of System Software versions 0394.00 or later for Cessna 172R aircraft, 0395.00 or later for Cessna 172S aircraft, 0371.09 or later for normally aspirated Cessna 182 aircraft, 0372.08 or later for turbocharged Cessna 182 aircraft, 0373.05 or later for normally aspirated Cessna 206 aircraft, and 0374.05 or later for turbocharged Cessna 206 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 Pilot's Guide binder 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 function. The G1000 Terrain Proximity 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 Proximity feature is only to be used as an aid for terrain avoidance and is not certified for use in applications requiring a certified terrain awareness system. 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 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: For safety reasons, G1000 operational procedures must be learned on the ground.



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: The Jeppesen database used in the G1000 system must be updated regularly in order to ensure that its information remains current. Updates are released every 28 days. A database information packet is included in the G1000 package. Pilots using an outdated database do so entirely at their own risk.



WARNING: The basemap (land and water data) must not be used for navigation, but rather only for non-navigational situational awareness. Any basemap indication should be compared with other navigation sources.



CAUTION: 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.



CAUTION: To reduce the risk of unsafe operation, carefully review and understand all aspects of the G1000 Pilot's Guide documentation and the G1000 Flight Manual Supplement. 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.



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.



CAUTION: The GDU 1040 PFD and MFD displays use a lens coated with a special anti-reflective coating that is very sensitive to skin oils, waxes, and abrasives 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: 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. Depictions of equipment may differ slightly from the actual equipment.



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



CAUTION: 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. Avoid the clusters to avoid the thunderstorms. In the cell display mode, even a single discharge point may represent thunderstorm activity and should therefore be avoided.



WARNING: 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.



WARNING: Traffic information shown on the G1000 Multi Function Display is provided as an aid in visually acquiring traffic. Pilots must maneuver the aircraft based only upon either ATC guidance or positive visual acquisition of conflicting traffic.



WARNING: Use of the Stormscope interface for hazardous weather penetration (thunderstorm penetration) is prohibited. Weather information on the G1000 MFD is approved only for weather avoidance, not penetration.



WARNING: Use of the GDL 69 Weather interface for hazardous weather penetration (thunderstorm penetration) is prohibited. Weather information provided by the GDL 69 is approved only for weather avoidance, not penetration.



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

LIMITED WARRANTY

This Garmin product is warranted to be free from defects in materials or workmanship for two years from the date of purchase. Within this period, Garmin will, at its sole option, repair or replace any components that fail in normal use. Such repairs or replacement will be made at no charge to the customer for parts and labor, provided that the customer shall be responsible for any transportation cost. This warranty does not cover failures due to abuse, misuse, accident, or unauthorized alterations or repairs.

THE WARRANTIES AND REMEDIES CONTAINED HEREIN ARE EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES EXPRESS OR IMPLIED OR STATUTORY, INCLUDING ANY LIABILITY ARISING UNDER ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, STATUTORY OR OTHERWISE. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, WHICH MAY VARY FROM STATE TO STATE.

IN NO EVENT SHALL GARMIN BE LIABLE FOR ANY INCIDENTAL, SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES, WHETHER RESULTING FROM THE USE, MISUSE, OR INABILITY TO USE THIS PRODUCT OR FROM DEFECTS IN THE PRODUCT. Some states do not allow the exclusion of incidental or consequential damages, so the above limitations may not apply to you.

Garmin retains the exclusive right to repair or replace the unit or software, or to offer a full refund of the purchase price, at its sole discretion. SUCH REMEDY SHALL BE YOUR SOLE AND EXCLUSIVE REMEDY FOR ANY BREACH OF WARRANTY.

To obtain warranty service, contact your local Garmin Authorized Service Center. For assistance in locating a Service Center near you, visit the Garmin Web site at "<http://www.garmin.com>" or contact Garmin Customer Service at 800-800-1020.

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G1000[™]

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for Cessna Nav III*

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