The following information was taken from numerous "sources" and will continue to "grow" as we learn more about using the G1000 system.   Newest/latest entries will always be added to the top of the list so you can readily find "what's new."   Position in the document is random and does not denote one is more important than another.   Document date will change with each update.

Light-blue colored tuning box <u>always</u> displays on the <u>standby</u> COM or NAV frequency.

Holding the COM flip-flop key will set 121.5 into the current radio's active frequency.

PFD's Navigation Status bar <u>always</u> show distance and track to the active waypoint.

On power down, the G1000 saves the transponder code. Unless you reset it, that last code is what the transponder squawks when powered up in GND or other transmit mode.

The PDF can be used to load COM frequencies from the NRST page and the MFD can be used to load COM and/or NAV frequencies (WPT and NRST pages).

Consider the ENT key as the "yes"/"forward and the CLR key as "no"/"back" key.

Use the Fuel Range Ring to depict not only fuel "depletion" ring (solid line), but the "reserve" range ring (dashed circle). Enter your reserve minutes to activate. (Map Setup/ENT, Map/ENT, FMS to Fuel RNG (RSV), select ON).

Setup to use Track Line. (Vector from the nose of the airplane over time.) MFD…Menu…Map Setup…Map…select Track Vector…select time period.

Use <u>50nm or smaller</u> map range to see traffic information.

Reset the fuel totals prior to taxi. Fuel information IS NOT based on actual or measured fuel in the tanks. You should adjust the fuel amount as required in the MFD to show actual fuel remaining for useful fuel information.

If one is available, tune a local VOR prior to taxi…backup just in case your GPS fails.

Use the previous waypoints instead of entering each flight plan point individually. Waypoints can be from the FPL, NRST and/or Recent. Press FPL to open the flight plan, turn the SMALL FMS knob ONE click to the right to open the Waypoint Information window, then ONE click left to open a new window with the pull-down lists. When you see the list you want to use, use the LARGE FMS knob to select the waypoint you're interested in and press the ENT key twice to add it to the flight plan.

On a SAR or other tracked mission, use the Utility Page Scheduler to enter a reminder message and associated timer…for example "MISSION BASE OPS REPORT" with a 30 minute timer.

Time Out function can be used to set a reminder for example to call Mission Base every 30 minutes. Set it in the Map Setup page.

~~System Setup Page…Pilot Profile "PRE-SEARCH" (will be set by "squadron" in the future) can be selected to "automatically" set the system to the squadron recommended display and features settings.~~

~~System Setup Page…Pilot Profile "POST-SEARCH" (will be set by "squadron" in the future) can be selected to "automatically" reset the system to the squadron recommended cruise/enroute display and settings.~~

On an approach, don't use "Vectors to Final." This removes all points prior to the FAF. If ATC changes their mind and directs you to an approach fix…it won't be there. If one of those points required an altitude change, it won't be there.

Always specify an IAF when loading an approach. If you select VECTORS on some approaches, the GPS may delete some of the waypoints along the final approach course. Makes it difficult if you're later told to fly to one of those waypoints or an altitude change is associated with one of the waypoints.

On the PDF, use the Timer-Reference soft key to enter the minimum altitude for an approach. This will display the minimum altitude as a reminder along with an aural alert.

Flight Director is available with or without the autopilot use/engagement. To use the FD manually, fly the plane so the lower inverted "V" remains tucked tightly against the command bars…or, press the AP key and the autopilot will control the FD command bars.

"Who's flying the plane?" Don't confuse FD with the AP…they're separate and different!

Each time you press a key on the autopilot…verify it by looking/confirming what you think you did on the mode and status information blocks under the GPS information blocks on the PFD! Check the status bar every time you push an autopilot key!

When it's pushed in and held, the CWS (Control Wheel Steering) button does what its name implies.

The GA (Go Around) button is NOT an autopilot function…it DISCONNECTS the AP and sets the FD command bars for a wings level climb (+7° climb/wings level). It also re-enables automatic sequencing of waypoints and selects the GPS as the navigation source. Ensure you **follow the published missed approach procedures** rather than blindly following the GPS source. If required for example to climb straight ahead to 2000' prior to turning and your "auto sequence" indicates a turn to the next point…make sure you climb to 2000' before executing the turn out! (Also, ensure you can climb at the required rate to meet go-around requirements.)

When the FD button is pressed, the aircraft attitude (pitch and roll) is "locked in," and the FD command bars provide guidance to maintain that aircraft attitude.

On pre-takeoff checks, confirm that you must press BOTH pitch trim switches simultaneously for the electric pitch trim to work…pressing just one should not move the pitch trim…this is a safety logic that tries to prevent run-away pitch trim. (Check both control yokes.)

If loading a departure procedure…load it before the rest of your flight plan. This will ensure the departure procedure will be active.

PFD night flights, use the MENU…PFD DSPL…MANUAL…ENT; then use the small FMS know to set the intensity as you wish and press the ENT key. (Selecting AUTO returns to full brightness.)

The Current Track Bug is displayed as a magenta diamond…normally within a few degrees of your current heading. It displays the aircraft's track heading/ground track. If the track is not what you want, turn the airplane to align the bug with the track you want. The bug follows the aircraft…left turn moves the bug left and right turn moves the bug right.

When the CDI "D" bar is full scale, XTK and distance from the course appears in the HSI (below the tail of the CDI aircraft). If you set the scale to .3 nm, it will start displaying once you are more than .3 nm off course track.

Safe Taxi diagrams are available to help your situation awareness while taxiing at airports. Set the range the safe taxi diagrams are NO LONGER available on the Map Setup Page…SAFETAXI…select the range you no longer want them to appear.

CUM setting is available from the Active Flight Plan Change page. Press the VIEW key and one of the available soft keys is the CUM (cumulative) key. This changes distances in the flight plan to show cumulative distances. This is helpful at non-towered/controlled airports when you may need distance to the field for example while shooting a VOR approach, etc.