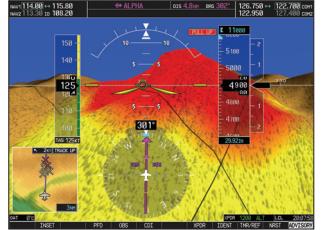


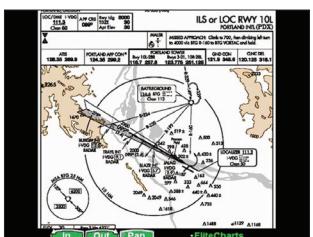
#### New visual horizons.

The pilot's primary flight display (PFD) on the G1000 seamlessly integrates all situational information in reference to aircraft position, speed, attitude, vertical rate, altitude, steering and flight progress.



#### Seeing synthetically.

With optional Garmin SVT™ synthetic vision technology, terrain alerting is three-dimensional. Potential terrain conflict areas are indicated by a color overlay on the topography: Amber for caution. Red for WARNING.



#### Built-in electronic charts.

Garmin FiteCharts® come preloaded with the G1000 system to put full IFR terminal procedures charts and approach plates on the MFD. Optional Garmin ChartView using Jeppesen data is also supported (subscription required).



#### Identify that runway.

Optional Garmin SVT™ helps simplify approaches into unfamiliar airports. Runway surfaces, numbers and thresholds are clearly depicted in 3-D. Also, the destination runway in your active flight plan is outlined in white – just so there's no confusion.



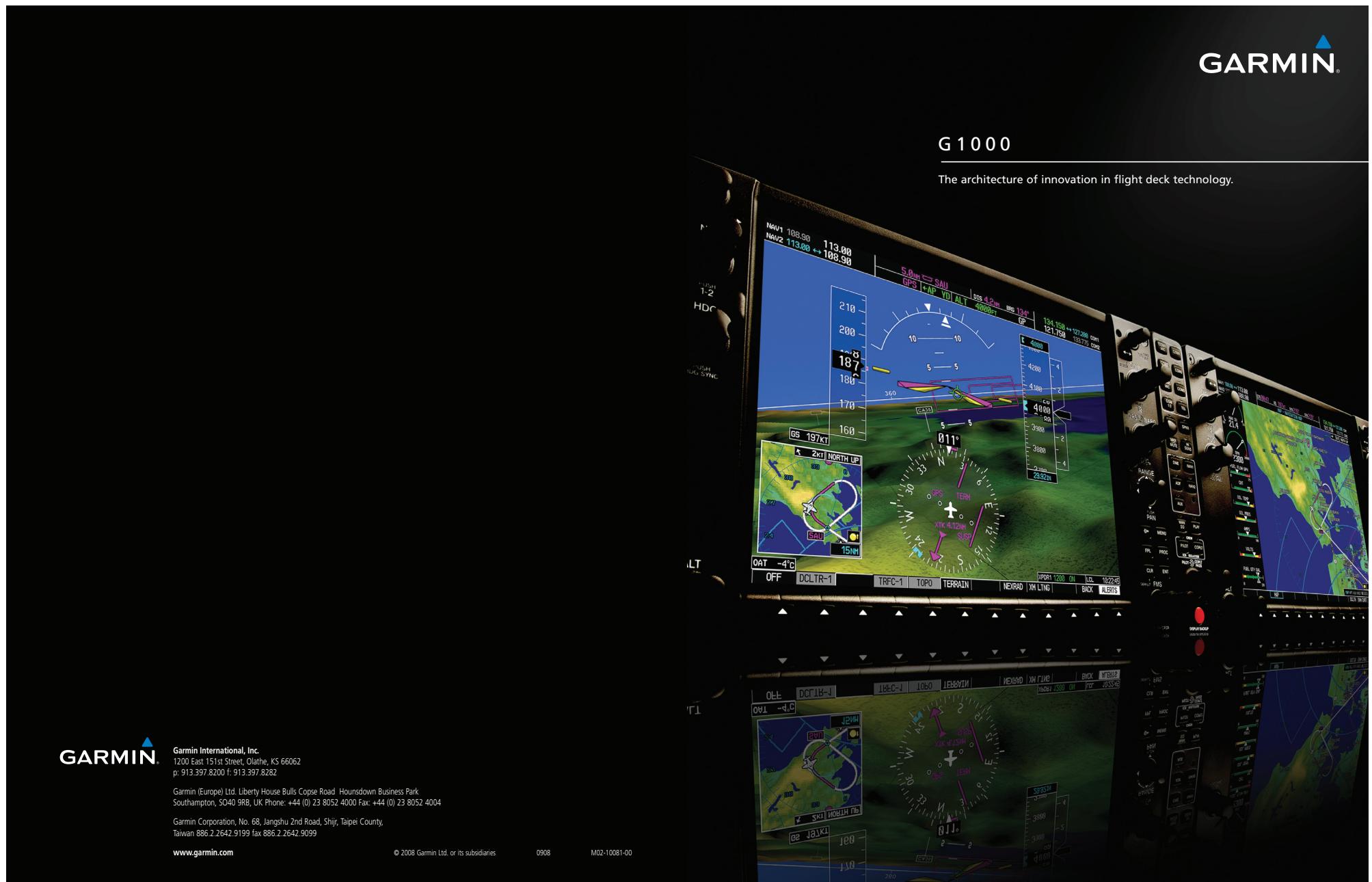
#### XM™ satellite weather.

Optional weather datalink capability, via XM Satellite Radio and its XM WX Satellite Weather service, provides the G1000 with color NEXRAD, METARS, TAFs, lightning and other U.S. data displays.



#### Taxi to the max.

Built-in Garmin SafeTaxi® airport diagrams with geo-referenced aircraft symbol help pilots identify runways, taxiways, hangars and current on-the-field location at over 850 U.S. airports.



**Garmin International, Inc.**  
1200 East 151st Street, Olathe, KS 66062  
p. 913.397.8200 f. 913.397.8282

Garmin (Europe) Ltd. Liberty House, Bulls Copse Road, Houndsdown Business Park

Southampton, SO40 9RB, UK Phone: +44 (0) 23 8052 4000 Fax: +44 (0) 23 8052 4004

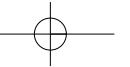
Garmin Corporation, No. 68, Jangshu 2nd Road, Shijr, Taipei County,  
Taiwan 22624.9199 fax 886.2.2642.9099

[www.garmin.com](http://www.garmin.com)

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For the "big picture" in streamlined flight deck management, Garmin's visionary G1000™ system offers major advances in pilot workload reduction, safety and situational awareness. It is clearly the go-to glass choice of our industry's leading airframe manufacturers and avionics retrofit centers. Using large, easy-to-scan LCD color displays, the G1000 consolidates all primary flight, navigation, radio tuning and engine data with the latest in weather, terrain and traffic alerting inputs. It's a seamlessly integrated package designed to bring new focus to any pilot's visual frame of reference.

### **[ Garmin G1000™: Your choice is clear as glass ]**

An all-digital Garmin GFC 700 flight control system adds even more capability to the mix. And for the ultimate in pilot perspective, Garmin's SVT™ synthetic vision technology is optionally available to create a real-time 3-D "virtual reality" viewscape on the primary flight display (PFD), using data from the G1000 system's terrain-alerting database. The SVT presentation looks so real and lifelike, it's almost like having a clear-day out-the-window view of one's flight situation – even in solid IFR or nighttime VFR conditions.

Garmin G1000: Now, more than ever, it's where you look for what comes next.



#### **Simplify, amplify, clarify.**

By combining visual clues and data readouts once scattered across a myriad of instruments, the Garmin G1000™ system makes flight information easier to scan – so pilots can respond more quickly, intuitively, and confidently. Typically configured as a two-display or three-display system (with flat screens ranging in size from 10 to 15 inches), the G1000 is adaptable to a broad range of aircraft models – from next-generation business jets to piston singles – and is the most versatile, most fully integrated "glass flight deck" suite in its class. The system's large XGA high-resolution (1024 x 768) screen lets pilots see at a glance the data they need – without sequencing through page after page of individual sensor readouts or navigation screens. Each display is powered by an X-scale microprocessor, and features a high-performance graphics accelerator for superior 3-D rendering. Offering wide side-to-side viewing angles and crystal-sharp, sunlight-readable TFT optics, these easy-to-scan displays put a wealth of flight-critical data right at the pilot's fingertips. Modular line-replaceable units (LRUs) allow easy plug-and-play setup of G1000's "behind the scenes" hardware. All components share a common language, plus high-speed Ethernet connectivity, to synchronize control and display of the integrated avionics, instrument and flight control functions. The G1000's centrally located multi-function display (MFD) is used for engine and fuel system monitoring, plus detailed moving-map graphics. The map function is designed to interface with a variety of sensor inputs, so it's easy to overlay lightning, traffic, weather, terrain and other avoidance system advisories, as desired. Sensor displays are selectable, allowing the pilot to add or deselect overlays to "build at will" the map view he or she prefers for any given phase of flight. Other graphical features, including engine indication (EIS) and crew alerting (CAS) advisories are accommodated by built-in system interfaces. In addition, complete VHF comm, Class 3 WAAS-certified GPS, VOR/ILS and transponder inputs are provided by the G1000 – and controlled by knobs and function keys located on the PFD and MFD bezels. Onscreen navigation, communication and mapping functions are supported by built-in database capabilities, which may be easily updated by means of standard front-loading data subscription cards.

#### **G1000 and SVT**

As mentioned earlier, Garmin SVT™ synthetic vision technology is optionally available on the G1000. And it can make a world of difference when outside visibility is low or nonexistent. Using the G1000's terrain alerting database, SVT creates a 3-D "virtual reality" view of the aircraft's current flight situation – depicting ground and water features, airports, obstacles, traffic and more in realistic dimensional detail on the pilot's PFD. With SVT, pilots can "see and avoid" terrain features or structural hazards that may encroach upon their aircraft's flight path.

#### **Mastering the basics**

A number of built-in terrain and mapping databases provide the G1000 with graphical reference for navigation. At the most basic level, a worldwide Garmin base map helps identify cities, roads, rivers, lakes and other ground features for display on the MFD. Then, added safety is provided by a built-in terrain elevation database that uses color coding to help alert pilots as they approach rising terrain. (Class B TAWS, optionally available on the G1000, adds voice alerts to the color-coded visual terrain warnings.) For on-the-ground navigation, built-in Garmin SafeTaxi® diagrams help pilots visualize their aircraft's exact location and direction of travel on over 850 U.S. airports. Then, for takeoffs and landings, standard Garmin FliteCharts® point the way with electronic versions of NACO terminal procedures charts for U.S. airports. As an alternative, pilots can opt for Garmin ChartView™ using Jeppesen data (optional) instrument approach plates and surface charts in Jeppesen format (subscription required). ChartView is unique in its ability to overlay a geo-referenced aircraft symbol on the electronic approach chart, thus providing a visual crosscheck of one's flight progress inbound. Upon landing, ChartView will automatically display the destination airport's surface diagram – a real help for pilots at unfamiliar airports.

#### **Data links to the future**

State-of-the-art data link technology provides the G1000 system with an impressive array of weather and inflight information sources. To see what's brewing on the weather front, pilots can opt for Garmin's GDL 69A™ data link receiver with XM WX Satellite Weather capability (subscription required). With this option, graphical depictions of NEXRAD weather, METARS, TAFs, TRFs, winds aloft, echo tops, surface precipitation, lightning strikes, storm cell data, and more, can be received and displayed from anywhere in the U.S., regardless of altitude. Users can zoom the NEXRAD screen range out to 2500 nm for nationwide monitoring of weather patterns. And for cabin entertainment enroute, the G1000 also provides an XM user interface offering more than 170 channels of digital-quality audio programming via XM Satellite Radio. There's even an optional XM remote controller that allows for wireless channel selection from any seat in the aircraft, without disturbing the pilot. Another option for futuristic data link connectivity is Garmin's GDL® 90 Universal Access Transceiver (UAT), the first aviation unit certified for Automatic Dependent Surveillance – Broadcast (ADS-B) operation. It enables aircraft to automatically transmit position, velocity and heading information for enhanced air traffic surveillance within the FAA's growing infrastructure of ADS-B ground stations – which will ultimately be used to provide interactive traffic separation services nationwide, without the need for ground-based radar.

#### **Fully integrated flight control**

As one of the first all-digital flight control systems to be fully designed and certified in the 21st century, Garmin's GFC 700 brings a whole new level of sophistication to the G1000 flight experience. Now, pilots from all segments of general aviation can look forward to the same integrated functions, AHRS-based situational reference, and dual-channel, self-monitoring safety features once found only on high-end business jets. Using prestored data from the aircraft's flight manual to optimize performance over the entire airspeed regime, the G1000 system offers precise lateral and vertical navigation guidance for all phases of flight – with the ability to maintain airspeed holds, VNAV profiles, vertical speed reference, automated Go-Around procedures, and more. Pilots will appreciate the positive, consistent response afforded by airspeed-scheduled trim. And on climbs and descents, the system's advanced software modeling ensures smooth roundouts and vertical intercepts, while automatic nav-to-nav captures help streamline enroute and approach transitions in busy terminal areas. Half-bank, control wheel steering, soft ride, roll attitude hold: The list of upper-bracket modes and features is unprecedented in this class of autopilot. What's more, the system is fully enabled for WAAS-based, GPS-only instrument approach operations. The FAA's Wide Area Augmentation System, or WAAS, is now bringing ILS-like glidepath approach guidance into hundreds of airports with no ground-based approach aids of any kind. Suddenly, an airspace system once tied to rigid and costly IFR ground technology is open to a whole new world of possibilities.

#### **Advanced AHRS architecture**

For reliable output and referencing of aircraft position, rate, vector and acceleration data, the G1000 uses Garmin's innovative GR577 Attitude and Heading Reference System (AHRS). Able to properly reference itself even while the aircraft is moving, the Garmin AHRS is a major step forward in spatial-sensing technology. What's more, it uses additional comparative inputs from GPS, magnetometer and air data computer information to achieve new levels of integrity, reliability and precision.

#### **Seamless integration, worldwide support**

The vision for Garmin's G1000 suite was to develop a fully integrated, all-glass avionics system that would enhance situational awareness, reduce pilot workload, and make futuristic flight capabilities available on today's most popular new aircraft. Clearly, that vision has become a reality. And it's a reality supported and reinforced by more than 700 Garmin sales/service centers worldwide. Ranked first in avionics support by aviation's leading pilot publication surveys, Garmin service sets the GA industry standard. Plus, with support spares, parts and loaner units strategically located around the globe, you're never far from that "keep 'em flying" brand of service that continues to make Garmin #1 in customer support.

### **GARMIN G1000 FEATURES AT A GLANCE.**

- Large-format LCD displays – interchangeable for use as PFD or MFD
- Fully integrated avionics suite with WAAS-upgradeable GPS
- Optional SVT™ synthetic vision on PFD renders terrain-alerting data
- Available with fully digital, dual-channel Garmin flight control system
- Ethernet data-bus connectivity
- Moving-map MFD with engine/fuel gauge cluster, checklist capability
- 16-watt VHF comm transceivers with 8.33-kHz channel spacing
- Mode-S transponders with Traffic Information Service (TIS)
- Solid-state AHRS referencing
- Built-in terrain elevation and towers/obstacles databases
- Standard FlightCharts® and SafeTaxi® databases
- Optional Garmin ChartView using Jeppesen data shows aircraft position on approach
- Modular rack-mounted LRUs
- Interfaces for terrain, traffic, lightning and weather sensors
- Optional onboard digital color weather radar
- XM WX satellite weather and XM Radio (optional)