G1000 Course – Questions and Answers

I know to operate the GNS430/ GNS530. Does that help to understand the G1000 system? Yes it does. Garmin's engineers are very smart and use a uniform and user friendly software architecture. If you have experience with the 400/500 Garmin avionics series you will experience a steep learning curve.

I used a Garmin G1000 for my IFR training. I passed my check-ride. How about flying IFR in a 'steam gauge' equipped aircraft? You should NOT fly a 'Steam Gauge' equipped aircraft into IFR conditions before you got substantial training and feel totally comfortable to operate such an aircraft.

Is the G1000 a safer system than the older 'steam gauges'? Yes, but only if you have a thorough understanding of the system and know all functions cold. You also need to understand the importance of all your pilot tasks. Don't fixate on the screens and use it as the only reference. When flying VFR your main attention span should be directed out of your aircraft, not on the screen. When the system fails you need to be able to cope with partial instruments or with the remaining 3 steam gauges.

How does the future look regarding navigational systems? The G1000 definitely represents a milestone in navigational innovation. Some features will be improved and expanded. For example all newer units include the WAAS approach capacity.