

# **G1000**<sup>™</sup>

*annunciations and alerts pilot's guide  
for Mooney M20M & M20R*

**Record of Revisions**

<b>Revision</b>	<b>Date of Revision</b>	<b>Revision Page Range</b>	<b>Description</b>
A	5/17/05	-----	Initial release.

## 9.1 INTRODUCTION



**IMPORTANT NOTE:** *The Aircraft Flight Manual takes precedence over any conflicting information found in this Pilot's Guide.*

The G1000 Alerting System conveys alerts to the pilot using a combination of the following items:

- **Annunciation Window:** The Annunciation Window is not used for Mooney aircraft. It is shown for pilot awareness of the system.
- **Alerts Window:** The Alerts window displays alert text messages. Up to 64 prioritized alert text messages can be displayed in the Alerts window. Pressing the **ALERTS** softkey displays the Alerts window. Pressing the **ALERTS** softkey a second time removes the Alerts window from the display. When the alerts window is displayed, the pilot can use the **large FMS** knob to scroll through the alert message list.
- **Softkey Annunciation:** During alerts, the **ALERTS** softkey may appear as a flashing annunciation. By pressing the softkey, the pilot acknowledges awareness of the alert. The pilot can press the **ALERTS** softkey a second time to view alert text messages.
- **System Annunciations:** Typically, a large red 'X' appears in windows when a failure is detected in the LRU providing the information to the window. See Section 9.3 for more information.

- **Audio Alerting System:** The G1000 system issues audio alert sounds and aural voice messages when specific system conditions are met. See Section 9.2 for more information.

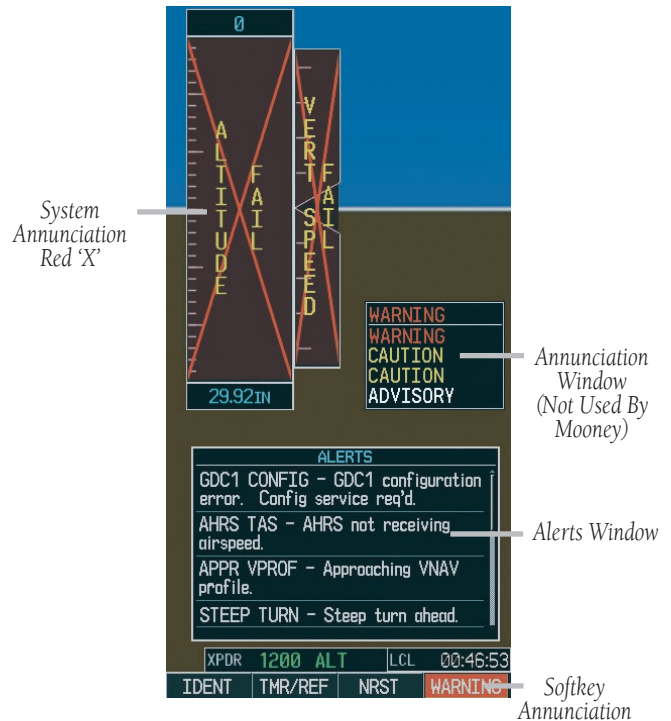


Figure 9.1.1 G1000 Alerting System

## Alert Levels

The G1000 Alerting System uses a single alert level for Mooney aircraft:

- **MESSAGE ADVISORY:** A Message Advisory alert is designed to provide general information to the pilot. This alert is accompanied by a flashing **ADVISORY** softkey, as shown in Figure 9.1.2. Pressing the **ADVISORY** softkey acknowledges the presence of the alert and displays the alert text message in the Alerts window. All G1000 system alerts listed in Section 9.4 are categorized as Message Advisories.



Figure 9.1.2 **ADVISORY** Softkey  
Annunciation

## 9.2 MOONEY AIRCRAFT ALERTS

The following information is configured specifically for the Mooney aircraft. See the Aircraft Flight Manual and/or Flight Manual Supplement for recommended pilot actions.

### Audio Alerts

Audio Alert	Alert Trigger
Altitude Alert Chime	When aircraft altitude reaches the reference altitude threshold (+/- 1,000 ft of reference altitude).
	When aircraft altitude reaches or goes beyond the reference altitude deviation limit (+/-200 ft of reference altitude).
	When aircraft elevation reaches the reference altitude.



**NOTE:** *Audio and Voice Alerts are provided to the G1000 by GIA 63 #1. Should this GIA fail, voice alerts are no longer provided.*

### Voice Alerts

The following voice alerts can be configured to be 'Male' or 'Female' in gender, by going to the AUX-SYSTEM SETUP Page on the MFD.

Voice Alert	Alert Trigger
"Traffic"	Played when new traffic advisory arrives.
"Traffic Not Available"	Played when the traffic system fails or cannot communicate.
"Check Gear"	Played when landing gear remain in the 'Up' position, and the pilot retards the throttle to within 1/4" of Idle.
"Stall"	Played when a stall is detected.



**NOTE:** *This Pilot's Guide does not list optional equipment voice alerts or message advisories. Refer to the G1000 Optional Equipment Pilot's Guide for voice alert and advisory information.*





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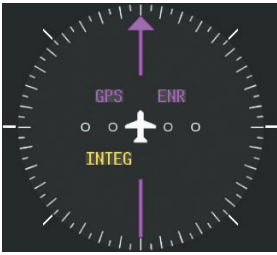

## 9.3 G1000 SYSTEM ANNUNCIATIONS

When an LRU or an LRU function fails, a large red 'X' is typically displayed on windows associated with the failed data. The following Section describes various system annunciations. Refer to the Aircraft Flight Manual and/or Flight Manual Supplement for additional information regarding pilot responses to these annunciations.



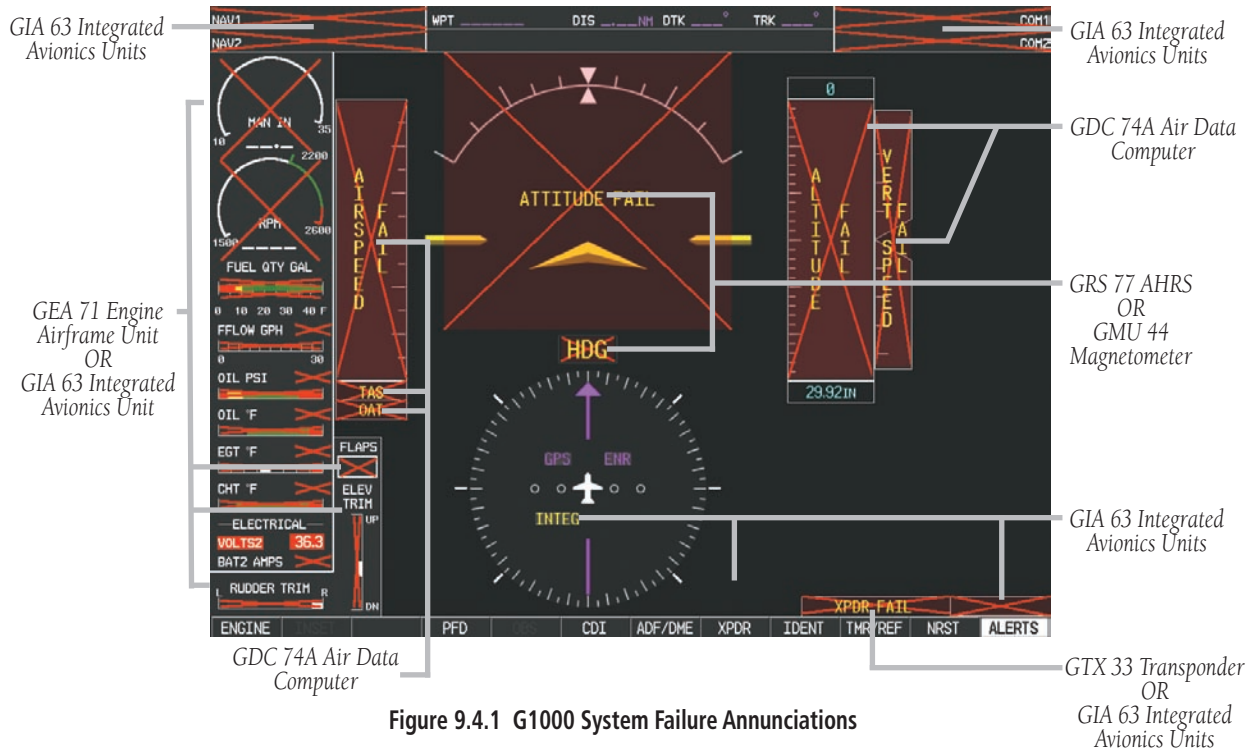
**IMPORTANT NOTE:** Upon power-up of the G1000 system, certain windows remain invalid as G1000 equipment begins to initialize. All windows should be operational within 1 minute of power-up. Should any window continue to remain flagged, have the G1000 system serviced by a Garmin-authorized service center.

System Annunciation	Comment
	Attitude and Heading Reference System is aligning.
	Display system is not receiving attitude information from the AHRS.
	Display system is not receiving airspeed input from air data computer.
	Display is not receiving altitude input from the air data computer.

System Annunciation	Comment
	<p>Display is not receiving vertical speed input from the air data computer.</p>
	<p>Display is not receiving valid heading input from AHRS.</p>
	<p>GPS information is either not present or is invalid for navigation use. Note that AHRS utilizes GPS inputs during normal operation. AHRS operation may be degraded if GPS signals are not present (see AFMS).</p>
	<p>Display is not receiving valid transponder information.</p>
<p>Other Various Red X Indications</p>	<p>A red 'X' through any other display field, such as engine instrumentation fields, indicates that the field is not receiving valid data.</p>



A red 'X' may be the result of an LRU or an LRU function failure. The figure presented below illustrates all possible flags and the responsible LRUs.



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## 9.4 G1000 SYSTEM MESSAGE ADVISORIES

This section describes various G1000 system message advisories. Certain messages are issued due to an LRU or LRU function failure. Such messages are normally accompanied by a corresponding red 'X' annunciation as shown in Section 9.3.



**NOTE:** This section provides information regarding G1000 message advisories that may be displayed by the system. Knowledge of the aircraft, systems, flight conditions, and other existing operational priorities must be considered when responding to a message. Always use sound pilot judgment. The Aircraft Flight Manual takes precedence over any conflicting guidance found in this section.

### MFD & PFD Message Advisories

Message	Comments
<b>DATA LOST</b> – Pilot stored data was lost. Recheck settings.	The pilot profile data was lost. System reverts to default pilot profile and settings. The pilot may re-configure the MFD & PFD with preferred settings, if desired.
<b>XTALK ERROR</b> – A flight display crosstalk error has occurred.	The MFD and PFD are not communicating with each other. The G1000 system should be serviced.
<b>PFD1 SERVICE</b> – PFD1 needs service. Return unit for repair.	The PFD and/or MFD self-test has detected a problem. The G1000 system should be serviced.
<b>MFD1 SERVICE</b> – MFD1 needs service. Return unit for repair.	
<b>PFD1 CONFIG</b> – PFD1 configuration error. Config service req'd.	PFD and/or MFD configuration settings do not match backup configuration memory. The G1000 system should be serviced.
<b>MFD1 CONFIG</b> – MFD1 configuration error. Config service req'd.	
<b>SW MISMATCH</b> – GDU software mismatch. Xtalk is off.	The MFD and PFD have different software versions installed. The G1000 system should be serviced.
<b>MANIFEST</b> – PFD1 software mismatch. Communication halted.	The PFD and/or MFD has incorrect software installed. The G1000 system should be serviced.
<b>MANIFEST</b> – MFD1 software mismatch. Communication halted.	
<b>PFD1 COOLING</b> – PFD1 has poor cooling. Reducing power usage.	The PFD and/or MFD is overheating and is reducing power consumption by dimming the display. If problem persists, the G1000 system should be serviced.
<b>MFD1 COOLING</b> – MFD1 has poor cooling. Reducing power usage.	
<b>PFD1 "KEY" KEYSTK</b> – key is stuck.	A key is stuck on the PFD and/or MFD bezel. Attempt to free the stuck key by pressing it several times. If the problem persists, the G1000 system should be serviced.
<b>MFD1 "KEY" KEYSTK</b> – key is stuck.	

**MFD & PFD Message Advisories (Cont.)**

Message	Comments
<b>CNFG MODULE</b> – PFD1 configuration module is inoperative.	The PFD1 configuration module backup memory has failed. Have the G1000 system serviced.

**Database Message Advisories**

Alerts Window Message	Comments
<b>MFD1 DB ERR</b> – MFD1 aviation database error exists.	The MFD and/or PFD detected a failure in the aviation database. Attempt to reload the aviation database. If problem persists, the G1000 system should be serviced.
<b>PFD1 DB ERR</b> – PFD1 aviation database error exists.	
<b>MFD1 DB ERR</b> – MFD1 basemap database error exists.	The MFD and/or PFD detected a failure in the basemap database.
<b>PFD1 DB ERR</b> – PFD1 basemap database error exists.	
<b>MFD1 DB ERR</b> – MFD1 terrain database error exists.	The MFD and/or PFD detected a failure in the terrain database. Ensure terrain card is properly inserted in display. Replace terrain card. If problem persists, the G1000 system should be serviced.
<b>PFD1 DB ERR</b> – PFD1 terrain database error exists.	
<b>DB MISMATCH</b> – Aviation database version mismatch. Xtalk is off.	The PFD and MFD have different aviation database versions installed. Crossfill is off. Install correct aviation database version in both displays.
<b>DB MISMATCH</b> – Aviation database type mismatch. Xtalk is off.	The PFD and MFD have different aviation database types installed (Americas, European, etc). Crossfill is off. Install correct aviation database type in both displays.
<b>DB MISMATCH</b> – Basemap database version mismatch. Xtalk is off.	The PFD and MFD have different basemap database versions installed. Crossfill is off. Install correct basemap database version in both displays.
<b>DB MISMATCH</b> – Terrain database version mismatch. Xtalk is off.	The PFD and MFD have different terrain database versions installed. Crossfill is off. Install correct terrain database version in both displays.
<b>DB MISMATCH</b> – Terrain database type mismatch. Xtalk is off.	The PFD and MFD have different terrain database types installed. Crossfill is off. Install correct terrain database type in both displays.
<b>DB MISMATCH</b> – Obstacle database version mismatch. Xtalk is off.	The PFD and MFD have different obstacle database versions installed. Crossfill is off. Install correct obstacle database version in both displays.

## GMA 1347 Message Advisories

Alerts Window Message	Comments
<b>GMA1 FAIL</b> – GMA1 is inoperative.	The audio panel self-test has detected a failure. The audio panel is unavailable. The G1000 system should be serviced.
<b>GMA1 CONFIG</b> – GMA1 configuration error. Config service req'd.	The audio panel configuration settings do not match backup configuration memory. The G1000 system should be serviced.
<b>MANIFEST</b> – GMA1 software mismatch. Communication halted.	The audio panel has incorrect software installed. The G1000 system should be serviced.
<b>GMA1 SERVICE</b> – GMA1 needs service. Return unit for repair.	The audio panel self-test has detected a problem in the unit. Certain audio functions may still be available and the audio panel may still be usable. The G1000 system should be serviced when possible.
<b>BACKUP PATH</b> – Audio panel using backup data path.	The audio panel is using a backup communication path. The G1000 system should be serviced when possible.

## GIA 63 Message Advisories

Alerts Window Message	Comments
<b>GIA1 CONFIG</b> – GIA1 configuration error. Config service req'd.	The GIA1 and/or GIA2 configuration settings do not match backup configuration memory. The G1000 system should be serviced.
<b>GIA2 CONFIG</b> – GIA2 configuration error. Config service req'd.	
<b>GIA1 COOLING</b> – GIA1 temperature too low.	The GIA1 and/or GIA2 temperature is too low to operate correctly. Allow units to warm up to operating temperature.
<b>GIA2 COOLING</b> – GIA2 temperature too low.	
<b>GIA1 COOLING</b> – GIA1 over temperature.	The GIA1 and/or GIA2 temperature is too high. If problem persists, the G1000 system should be serviced.
<b>GIA2 COOLING</b> – GIA2 over temperature.	
<b>GIA1 SERVICE</b> – GIA1 needs service. Return the unit for repair.	The GIA1 and/or GIA2 self-test has detected a problem in the unit. The G1000 system should be serviced.
<b>GIA2 SERVICE</b> – GIA2 needs service. Return the unit for repair.	
<b>MANIFEST</b> – GIA1 software mismatch. Communication halted.	The GIA1 and/or GIA 2 has incorrect software installed. The G1000 system should be serviced.
<b>MANIFEST</b> – GIA2 software mismatch. Communication halted.	
<b>COM1 TEMP</b> – COM1 over temp. Reducing transmitter power.	The system has detected an over-temperature condition in COM1 and/or COM2. The transmitter is operating at reduced power. If the problem persists, the G1000 system should be serviced.
<b>COM2 TEMP</b> – COM2 over temp. Reducing transmitter power.	
<b>COM1 SERVICE</b> – COM1 needs service. Return unit for repair.	The system has detected a failure in COM1 and/or COM2. COM1 and/or COM2 may still be usable. The G1000 system should be serviced when possible.
<b>COM2 SERVICE</b> – COM2 needs service. Return unit for repair.	
<b>COM1 PTT</b> – COM1 push-to-talk key is stuck.	The COM1 and/or COM2 external push-to-talk (PTT) switch is stuck in the enable (or "pressed") position. Press the PTT switch again to cycle its operation. If the problem persists, the G1000 system should be serviced.
<b>COM2 PTT</b> – COM2 push-to-talk key is stuck.	

## GIA 63 Message Advisories (Cont.)

Alerts Window Message	Comments
<b>COM1 RMT XFR</b> – COM1 remote transfer key is stuck.	The COM1 and/or COM2 transfer switch is stuck in the enabled (or “pressed”) position. Press the transfer switch again to cycle its operation. If the problem persists, the G1000 system should be serviced.
<b>COM2 RMT XFR</b> – COM2 remote transfer key is stuck.	
<b>RAIM UNAVAIL</b> – RAIM is not available from FAF to MAP waypoints.	GPS satellite coverage is insufficient to perform Receiver Autonomous Integrity Monitoring (RAIM) from the FAF to the MAP waypoints.
<b>RAIM UNAVAIL</b> – RAIM is not available.	GPS satellite coverage is insufficient to perform Receiver Autonomous Integrity Monitoring (RAIM) for the current phase of flight.
<b>POSN ERROR</b> – RAIM has determined GPS position is in error.	When a RAIM position error is detected, GPS is flagged and the system no longer provides GPS-based guidance.
<b>DGRD GPS ACC</b> – GPS position accuracy degraded & RAIM unavailable.	GPS position accuracy has been degraded and RAIM is not available.
<b>GPS1 FAIL</b> – GPS1 is inoperative.	A failure has been detected in the GPS1 and/or GPS2 receiver. The receiver is unavailable. The G1000 system should be serviced.
<b>GPS2 FAIL</b> – GPS2 is inoperative.	
<b>GPS1 SERVICE</b> – GPS1 needs service. Return unit for repair.	A failure has been detected in the GPS1 and/or GPS2 receiver. The receiver may still be available. The G1000 system should be serviced.
<b>GPS2 SERVICE</b> – GPS2 needs service. Return unit for repair.	
<b>NAV1 SERVICE</b> – NAV1 needs service. Return unit for repair.	A failure has been detected in the NAV1 and/or NAV2 receiver. The receiver may still be available. The G1000 system should be serviced.
<b>NAV2 SERVICE</b> – NAV2 needs service. Return unit for repair.	
<b>NAV1 RMTXFR</b> – NAV1 remote transfer key is stuck.	The remote NAV1 and/or NAV2 transfer switch is stuck in the enabled (or “pressed”) position. Press the transfer switch again to cycle its operation. If the problem persists, the G1000 system should be serviced.
<b>NAV2 RMTXFR</b> – NAV2 remote transfer key is stuck.	

**GIA 63 Message Advisories (Cont.)**

<b>Alerts Window Message</b>	<b>Comments</b>
<b>G/S1 FAIL</b> – G/S1 is inoperative.	A failure has been detected in glideslope receiver 1 and/or receiver 2. The G1000 system should be serviced.
<b>G/S2 FAIL</b> – G/S2 is inoperative.	
<b>G/S1 SERVICE</b> – G/S1 needs service. Return unit for repair.	A failure has been detected in glideslope receiver 1 and/or receiver 2. The receiver may still be available. The G1000 system should be serviced when possible.
<b>G/S2 SERVICE</b> – G/S2 needs service. Return unit for repair.	

**GEA 71 Message Advisories**

<b>Alerts Window Message</b>	<b>Comments</b>
<b>GEA1 CONFIG</b> – GEA1 configuration error. Config service req'd.	The GEA 71 configuration settings do not match those of the backup configuration memory. The G1000 system should be serviced.
<b>MANIFEST</b> – GEA1 software mismatch. Communication halted.	The GEA 71 has incorrect software installed. The G1000 system should be serviced.
<b>BACKUP PATH</b> – EIS using backup data path.	The GEA 71 is using a backup communication path. The G1000 system should be serviced when possible.

**GTX 33 Message Advisories**

<b>Alerts Window Message</b>	<b>Comments</b>
<b>XPDR1 CONFIG</b> – XPDR1 config error. Config service req'd.	The transponder configuration settings do not match those of the backup configuration memory. The G1000 system should be serviced.
<b>MANIFEST</b> – GTX1 software mismatch. Communication halted.	The transponder has incorrect software installed. The G1000 system should be serviced.
<b>BACKUP PATH</b> – Transponder using backup data path.	The transponder is using a backup communication path. The G1000 system should be serviced when possible.



## GRS 77 Message Advisories

Alerts Window Message	Comments
<b>AHRS TAS</b> – AHRS not receiving airspeed.	The AHRS is not receiving true airspeed from the air data computer. The AHRS relies on GPS information to augment the lack of airspeed. The G1000 system should be serviced.
<b>AHRS GPS</b> – AHRS using backup GPS source.	The AHRS is using the backup GPS path. Primary GPS path has failed. The G1000 system should be serviced when possible.
<b>AHRS GPS</b> – AHRS not receiving any GPS information.	The AHRS is not receiving any GPS information and not operating in its normal mode. The G1000 system should be serviced.
<b>AHRS GPS</b> – AHRS not receiving backup GPS information.	The AHRS is not receiving backup GPS information. The G1000 system should be serviced.
<b>AHRS GPS</b> – AHRS operating exclusively in no-GPS mode.	The AHRS is operating exclusively in no-GPS mode. The G1000 system should be serviced.
<b>MANIFEST</b> – GRS1 software mismatch. Communication halted.	The AHRS has incorrect software installed. The G1000 system should be serviced.
<b>BACKUP PATH</b> – AHRS using backup data path.	The AHRS is using a backup communication data path. The G1000 system should be serviced when possible.
<b>AHRS SERVICE</b> – AHRS Magnetic-field model needs update.	The AHRS earth magnetic field model is out of date. Update magnetic field model when practical.
<b>GEO LIMITS</b> – Too far North/South, no magnetic compass.	The aircraft is outside geographical limits for approved AHRS operation. Heading is flagged as invalid.

## GMU 44 Message Advisories

Alerts Window Message	Comments
<b>HDG FAULT</b> – A magnetometer fault has occurred.	A fault has occurred in the GMU 44. Heading is flagged as invalid. The AHRS uses GPS for backup mode operation. The G1000 system should be serviced.
<b>MANIFEST</b> – GMU1 software mismatch. Communication halted.	The GMU 44 has incorrect software installed. The G1000 system should be serviced.

**GDC 74A Message Advisories**

<b>Alerts Window Message</b>	<b>Comments</b>
<b>GDC1 CONFIG</b> – GDC1 configuration error. Config service req'd.	GDC 74A configuration settings do not match those of the backup configuration memory. The G1000 system should be serviced.
<b>MANIFEST</b> – GDC1 software mismatch. Communication halted.	The GDC 74A has incorrect software installed. The G1000 system should be serviced.
<b>BACKUP PATH</b> – Airdata using backup data path.	The GDC 74A is using a backup communication data path. The G1000 system should be serviced when possible.

**Miscellaneous Message Advisories**

<b>Alerts Window Message</b>	<b>Comments</b>
<b>FPL WPT LOCK</b> – Flight plan waypoint is locked.	Upon power-up, the G1000 system detected that a stored flight plan waypoint was locked. This occurs when an aviation database update eliminates an obsolete waypoint. The flight plan cannot find the specified waypoint and flags this message. This can also occur with flight plan user waypoints that are deleted. Remove the waypoint from the flight plan if it no longer exists in any database, OR update the waypoint name/identifier to reflect the new information.
<b>FPL WPT MOVE</b> – Flight plan waypoint moved.	The system has detected that a waypoint coordinate has changed due to a new aviation database update. Verify that stored flight plans contain correct waypoint locations.
<b>TIMER EXPIRD</b> – Timer has expired.	The system notifies the pilot that the timer has expired.
<b>DB CHANGE</b> – Database changed. Verify user modified procedures.	This occurs when a stored flight plan contains procedures that have been manually edited. This alert is issued only after an aviation database update. Verify that the user-modified procedures in stored flight plans are correct and up to date.
<b>FPL TRUNC</b> – Flight plan has been truncated.	This occurs when a newly installed aviation database eliminates an obsolete approach or arrival used by a stored flight plan. The obsolete procedure is removed from the flight plan. Update flight plan with current arrival or approach.
<b>APPR VPROF</b> – Approaching VNAV profile.	Aircraft is approaching VNAV profile. Prepare to climb or descend to meet VNAV profile.
<b>APPR TRG ALT</b> – Approaching target altitude.	Aircraft is approaching target altitude. Prepare to level aircraft.

## Miscellaneous Message Advisories (Cont.)

Alerts Window Message	Comments
<b>LOCKED FPL</b> – Cannot navigate locked flight plan.	This occurs when the pilot attempts to activate a stored flight plan that contains locked waypoints. Remove locked waypoints from flight plan. Update flight plan with current waypoint.
<b>WPT ARRIVAL</b> – Arriving at waypoint -[xxxx]	Arriving at waypoint [xxxx] where xxxx is the waypoint name.
<b>STEEP TURN</b> – Steep turn ahead.	A steep turn is 15 seconds ahead. Prepare to turn.
<b>INSIDE ARSPC</b> – Inside airspace.	Aircraft is inside airspace.
<b>ARSPC AHEAD</b> – Airspace ahead less than 10 minutes.	Airspace is ahead of aircraft. Aircraft will penetrate airspace within 10 minutes.
<b>ARSPC NEAR</b> – Airspace near and ahead.	Special use airspace is near and ahead of the aircraft position.
<b>ARSPC NEAR</b> – Airspace near – less than 2 nm.	Special use airspace is within 2 nm of the aircraft position.
<b>LEG UNSMOOTH</b> – Flight plan leg will not be smooth.	The approaching flight plan waypoints are too close to make smooth turns. Prepare for steep turns ahead and expect noticeable course deviations.
<b>APPR INACTV</b> – Approach is not active.	The loaded approach is not active. Activate approach when required.
<b>SLCT AUTOSEQ</b> – Select auto sequence mode.	Select auto-sequence mode. Press the <b>OBS</b> softkey to deactivate the OBS mode.
<b>SLCT FREQ</b> – Select appropriate frequency for approach.	Load the approach frequency for the appropriate NAV receiver. Select the correct frequency for the approach.
<b>SLCT NAV</b> – Select NAV on CDI for approach.	Set the CDI to the correct NAV receiver.
<b>NO WGS84 WPT</b> – Non WGS 84 waypoint for navigation -[xxxx]	The selected waypoint [xxxx] does not use the WGS 84 datum. Cross-check position with alternate navigation sources.
<b>TRAFFIC FAIL</b> – Traffic device has failed.	The traffic information system (TIS) has failed. The G1000 system should be serviced.
<b>STRMSCP FAIL</b> – Stormscope has failed.	Stormscope has failed. The G1000 system should be serviced.
<b>BACKUP PATH</b> – Stormscope using backup data path.	Stormscope is using the backup communication path. The G1000 system should be serviced when possible.



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