

SC Garage

Hot Start TBM 900

Aircraft Notes:

Due to the limitations of laminar Research's G1000 we ask that you follow this checklist so that you and your Co-Pilot can have a smooth flight.

Xsquawk box Pilots:

Due to limitations in xsquawkbox and the G1000 the observer pilot must pull the fuses for XPDR 1 and XPDR 2. This is important because if both pilots are in ALT mode Air Traffic Control will get collision alerts. The fuses must be pulled because the transponder automatically switches mode after takeoff. Simply disconnecting and reconnecting with one pilot in standby will not work. In addition, disconnecting and reconnecting in flight can cause sync issues.

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PRIMARY FLIGHT DISPLAY

INSET
  DCLTR.....DCLTR-1
  TRAFFIC.....ON
  TOPO.....OFF
  TERRAIN.....OFF
  NEXRAD.....OFF

PFD
  SYN VIS
  SYN TERR.....ON
  PATHWAY.....OFF
  HRZN HDG.....OFF
  APTSIGNS.....OFF
  SYN TERR.....OFF
  WIND.....OFF
  BRG1.....OFF
  BRG2.....OFF

OBS.....OFF
CDI.....GPS ENR
ADF/DME.....OFF
XPDR.....Standy
      VATSIM: OBSERVER PULL
      FUSES XPDR 1 & XPDR 2
TMR/REF.....RESET
RANGE.....2000FT

MULTI FUNCTION DISPLAY
  SYSTEM.....ON
  TOPO.....ON
  TERRAIN.....OFF
  AIRWAYS.....OFF
  NEXRAD.....OFF
  SYSTEM.....OFF
  DCLTR.....DCLTR-1
  RANGE.....2000FT
  FPL.....CLEAR/LOADED

READY TO CONNECT
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