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**Chesapeake Sport Pilot, LLC**

Garmin G1000 Avionics Exam

1. Define the following equipment terms:

PFD

MFD

AHRS

ADC

TIS

2. Define the following Navigation terms:

TRK

DTK

VNAV

3. What color is the Com frequency in use on the PFD?

4. Describe how you set and change frequencies in Com1.

5. What button on the PFD must be pushed to change from tuning Com1 to Com2? Or from Com 2 to Com1?

6. If the Com radio frequency toggle button (flip-flop button) is pushed and held for 2 seconds, what occurs?

7. On the AUDIO panel, what is the difference between the Com1 Mic key and the Com1 key?

8. Which button should be used on the AUDIO panel to monitor a Com frequency without using it to transmit on?

9. What should you do if you see the Alert Message: Alert Com1 PTT?

10. When the NRST key is pushed on the PFD, a list of the nearest airports appears, with runway length and Tower/CTAF frequencies. How can the CTAF/Tower frequency be tuned directly without dialing it into the Com radio?

11. What is the purpose of the RED button at the bottom of the Audio panel?

12. Is the process to manually tune a Nav frequency the same as it is to manually tune a Com frequency?

What is another way of inputting a Nav frequency?

(IFR) When is a Nav frequency automatically set into a Nav radio?

13. Describe two ways to identify proper reception of a Nav frequency.

14. How do you change the navigation source shown on the HSI?

15. How do you select the bearing pointers on the HSI?

16. Where is the turn coordinator on the PFD?

17. Where is the ball on the PFD?

18. What buttons must be pushed to enter a new transponder code?

19. What happens when the HDG knob is pressed?

20. What happens when the CRS knob is pressed?

21. Is the aircraft required to be stationary while the AHRS aligns?

22. If the AHRS fails, what instruments are lost from the PFD? Shown by RED X’s.

What instruments will you now use?

23. What are the inputs to the ADC?

24. If the ADC fails, what instruments are lost from the PFD? Shown by RED X’s.

What instruments will you now use?

25. Where would verify that your vacuum pump has failed?

26. If your pitot tube becomes blocked, would your backup airspeed indicator be affected or would it just be the PFD that reads erroneously?

What might you do if this happens?

27. The MFD’s main purpose is to display what information?

28. How can you check the currency of the G1000 databases?

29. What button can be pushed for 2 seconds to return the MFD to the navigation page?

30. If either the PFD or the MFD goes blank, what should you do?

31. Describe the process of entering a Flight Plan into the G1000.

32. Name some advantages of using the Flight Plan function as opposed to continuously inputting Direct To points.

33. (IFR) This airplane is not equipped with WAAS. What check must be done before flight? How do you do it? How does not having WAAS affect Alternate airport selection?

34. (IFR) How do you load a SID? STAR? Instrument Approach?

35. What are two ways to select NRST Airport?

36. If one display, PFD or MFD, fails, what happens?

37. How can you tell what mode(s) of the KAP 140 Autopilot are engaged?

38. With the KAP 140 engaged in the NAV mode, pushing what button on the PFD will disengage the NAV mode of the KAP 140 with no audio alert?

39. What are the Altitude, Airspeed, Flap, and fuel lateral imbalance limits of the KAP 140 Autopilot?