Garmin G1000 Test

NAME _____ Date _____

1) Many of the G1000's instruments incorporate a wide magenta line, called a trend vector. It indicates:
   a) The direction and speed of the wind
   b) The position of the next waypoint
   c) Where you will be six seconds from now at the current rate of change

2) The Flight Management System Knob (FMS) controls:
   a) The way the instruments are presented on the PFD
   b) The autopilot
   c) The G1000's menus, flight plan operations, and procedures

3) The controls on the bezels surrounding the PFD and MFD are compromised of:
   a) Knobs and buttons only
   b) Soft-keys only
   c) Knobs, buttons and soft-keys

4) The Flight Plan Page (FPL) group consists of:
   a) The Active Flight Plan, a Flight Plan Catalog, and a Flight Plan History information
   b) The Active Flight Plan, a Flight Plan Catalog, and Current Vertical Navigation Profile information
   c) The Flight Plan Catalog, and Current Vertical Navigation Profile information only

5) The MAP function on the MFD brings up:
   a) Nearest airports, VORs and NDBs
   b) Traffic, topographic, terrain, and airways information
   c) Only shows your airplane in relation to its position on the moving map

6) When the G1000 first powers up during the preflight cockpit check, it does so in a modified way:
   a) Called a reversionary or backup mode
   b) Called the PFD/MFD mode
   c) Called the GPS mode

7) If you only have reserve fuel remaining, the G1000 will represent the distance you could fly with a:
   a) Solid green line
   b) Solid yellow circle
   c) Dashed green line

8) If your G1000 is equipped with Garmin's Synthetic Vision Technology (SVT) and it's a hazy day or night time:
   a) You can see the terrain on the PFD nearly as well as if you were looking out of the window on a clear day
   b) You cannot see the terrain but you can navigate more accurately with this technology
   c) You can see the terrain in a partial way, but kind of fuzzy

9) Which autopilot mode is used to fly an ILS approach?
   a) APR
   b) FLC
   c) NAV

10) The slip and skid indicator is:
   a) A digital ball attached to the HIS
   b) A small horizontal line located under the triangle roll pointer
   c) The usual ball in a glass tube

11) In an MFD failure, the G1000 should:
   a) Automatically go into reversionary mode on the PFD
   b) Cause the MFD screen to flash on and off
   c) Show a large red "X" over the MFD screen

12) A low volt indication can occur when the engine is operating at a low RPM:
   a) True
   b) False

13) You are making an LPV approach. If the required integrity is not available to generate an electronic glide-path the system will:
   a) Not annunciate the change, you have to recognize the problem
   b) Downgrade the approach to LNAV
   c) Immediately annunciate a missed approach

14) If the amp indicator is showing a minus indication, or is amber in color:
   a) This is a normal indication and no action is necessary
   b) The avionics master switch has been turned off
   c) The aircraft is using electrical power from the main battery, not the alternator

15) The Vacuum system is used to power the standby attitude indicator:
   a) True
   b) False

16) The most prominent instrument on the PFD is:
   a) The HIS
   b) The Altimeter
   c) The Attitude Indicator

17) If the wind vector feature is turned on, it shows:
   a) Wind speed on the inset, there is no provision made for wind direction
   b) Wind speed and direction on an independent digital readout not depicted on the PFD or MFD
   c) Wind speed and direction on the inset

18) The G1000's airspeed, altimeter, and vertical speed indicators are represented by:
   a) Round digital gauges
   b) Vertical tapes
   c) Analog gauges

19) What is the purpose of Wide Area Augmentation System (WAAS)?
   a) You will be able to add only the LPV Approach to your itinerary
   b) It improves the accuracy of your GPS allowing you to make approaches with lower minimums, in most cases
   c) It will allow you to make LNAV/VNAV approaches only

20) If you lose your place while going through the many pages contained in the system, the quickest way to start over is to:
   a) Hold the clear (CLR) button and you are returned to the default page – usually the first MAP page
   b) Try to find yourself by using the FMS knob
   c) Turn the MFD power off for a second and back on again

21) To fly the reverse course of your previous flight, you can:
   a) Tell the G1000 to reverse the present flight plan
   b) Activate the Invert-a-Flight-Plan function
   c) You have to program the new flight plan into the system

22) The standby battery, in good condition, should provide how many minutes of power to the essential bus?
   a) 30 minutes
   b) 45 minutes
   c) 15 minutes

23) If the G1000 detects a major failure in one of its systems:
   a) The word "Failed" appears over the affected system
   b) An aural voice announces the failure
   c) The affected system's readout becomes blank with a large red "X" on it

24) The G1000's two liquid crystal screens are called:
   a) GPS and AHARS
   b) PFD and AHARS
   c) PFD and MFD, respectively

25) The essential bus handles the PFD, primary flight sensors, engine monitoring, and a single NAV/COM/GPS unit.
   a) You will have to check out your owner's manual since there is no listing of them on your panel
   b) These items are printed on your circuit breaker panel
   c) These must be memorized in case of an electrical emergency – they don't appear externally on the airplane's panel

26) When you turn on the master switch:
   a) Only the PFD comes on in its normal mode
   b) Both the PFD and MFD comes on in the test mode
   c) Only the PFD comes on and it does so in the reversionary mode

27) Garmin's Synthetic Vision Technology (SVT) features a system termed "Highway-in-the-Sky." It's purpose is:
   a) To create a path to your destination without traffic interference
   b) To guide you to any point on your flight, through a series of green or magenta boxes
   c) To enable you to see clearly all the way to your destination

28) When flying a GPS approach with only LNAV listed in the minimums, a WAAS capable G1000 system sill provide a vertical glide-path:
   a) False
   b) True