Garmin G500 Checkout

Addendum to Aircraft Checkout Form

System

The G500 system consists of the following units:

- GDU 620 - Primary Flight Display (PDF) & Multi-Function Display (MFD)
  - o PFD shows primary flight information on the left screen.
  - o MFD shows moving maps, flight plan, and other supplemental data on the right screen.
- GDC 74A - Air Data Computer (ADC)
  - o Compiles information from the pitot/static system and the outside air temperature sensor.
  - o Provides pressure altitude, airspeed, vertical speed, and OAT.
- GRS 77 - Attitude & Heading Reference System (AHRS)
  - o The unit contains advanced tilt sensors, accelerometers, and rate sensors.
  - o Interfaces with the ADC and the GMU magnetometer.
  - o It utilizes GPS data forwarded from the GDU 620.
  - o Actual attitude and heading information is sent to the GDU 620.
- GUM 44 – Magnetometer
  - o Senses the earth's magnetic field.
  - o Data is sent to the GRS 77 for processing to determine magnetic heading.
- GTP 59 – Temperature Probe
  - o Outside Air Temperature data to the GDC 74A
- GNS 530 – GPS
  - o Provides GPS information.
  - o Flight plan information.

System Power-Up

• The G500 is connected directly to the electrical bus and will power up when the Master Switch is turned on. The Garmin GNS 530 is connected to the avionics bus and will power up when the Avionics Switch is turned on. The G500 will show warning indicators for some functions until the GNS 530 has completed its booting process.

• During system initialization, test annunciations are displayed, annunciations should disappear within 30 seconds. On the PFD, the AHRS begins to initialize and "AHRS ALIGN: Keep Wings level" is displayed. AHRS should display valid attitude and heading fields within the first minute. The AHRS can align during taxiing and during level flight.

• When the MFD powers up, the splash screen will display information about database versions. Press the **ENT** key to acknowledge. The Map page will appear.

• Press the **ALT** key, then set the current altimeter pressure using the **PFD** knob.

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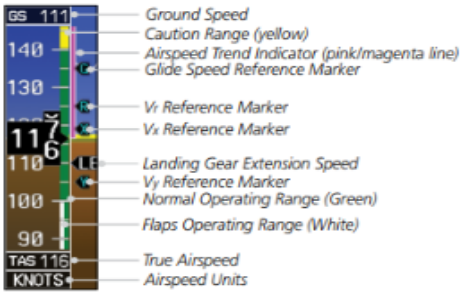
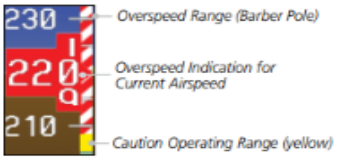
Primary Flight Instruments

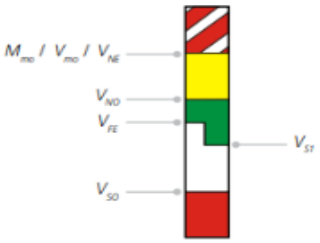
Primary flight instruments are displayed on the left display of the GDU 620

Airspeed Indicator

- Speed indication starts at 20 kts.
- Airspeed trend is shown by a pink/magenta line extending up or down on the airspeed scale.

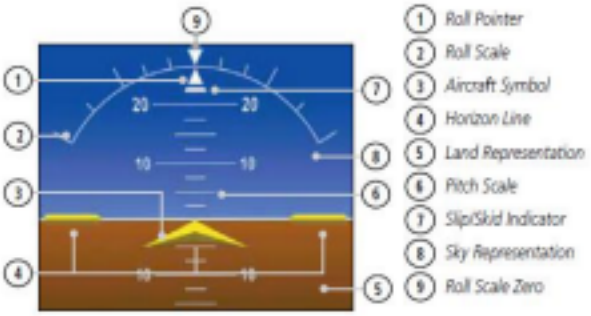


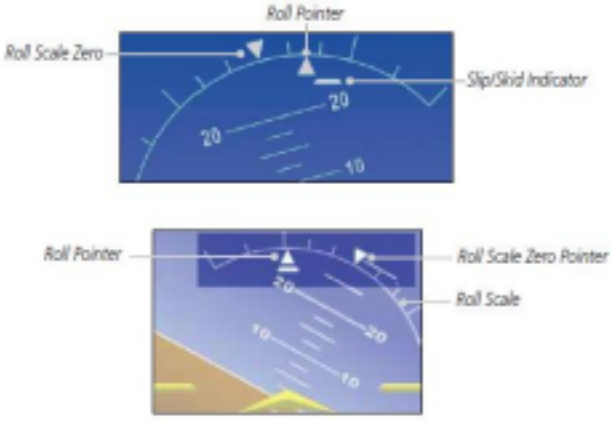




Attitude Indicator - Slip/Skid Indicator

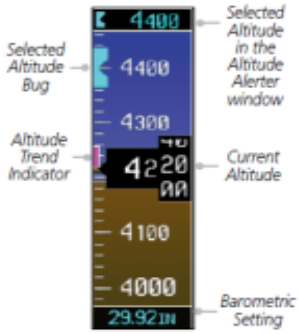
- Major pitch marks labeled every 10°, minor pitch marks every 5° up to 25° below and 45° above the horizon line. Between 20° below to 20° above the horizon minor pitch marks every 2.5°.
- Angle of bank major tick marks 30° & 60°, minor tick marks 10°, 20°, & 45°
- Slip/Skid indicator a one bar displacement (as shown below) is equal to one ball displacement on a traditional Slip/Skid indication.





Altimeter

- The altitude trend vector is a vertical magenta line extending up or down the left side of the altitude scale.



1) Press the **BARO** key to activate Baro mode.
2) Turn the **PFD** knob to increase or decrease the altimeter setting. OR

Figure 2-22 Barometric Setting

3) Press the **PFD** knob while in Baro mode to toggle between Standard Pressure (29.92 in) and the currently selected barometric setting.

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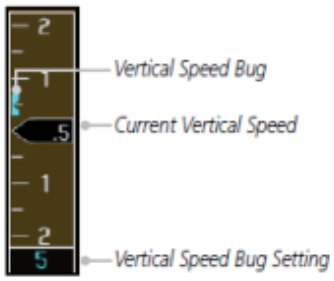
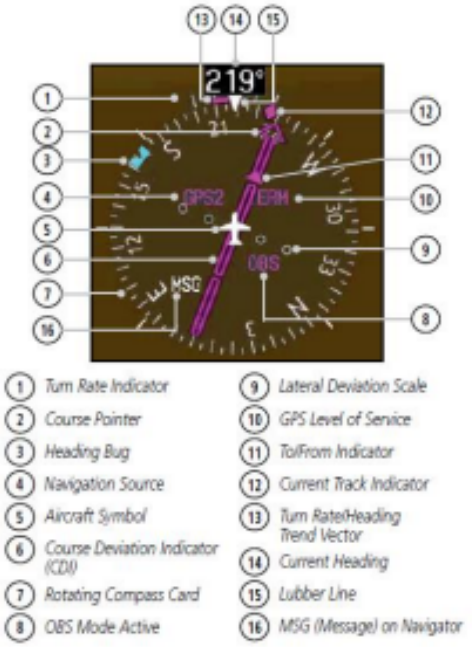
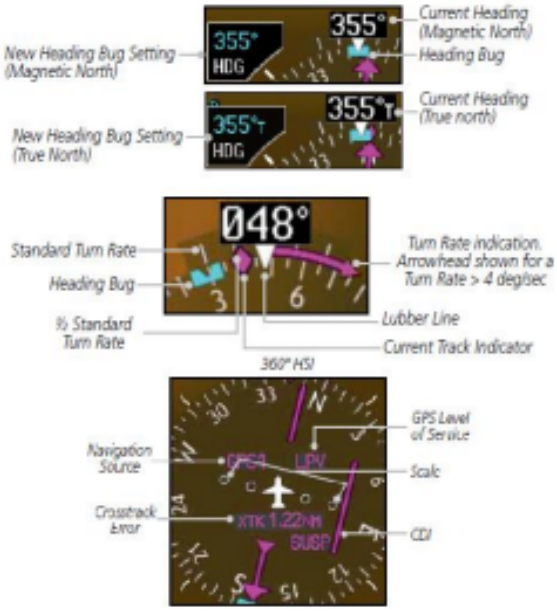
Vertical Speed Indicator



Horizontal Situational Indicator (HSI)

- Letters indicate the cardinal points and numeric labels occur every 30°.
- Major tick marks are at 10° intervals and minor tick marks at 5° Intervals.
- A digital reading of the current heading appears on top of the HSI.
- The HSI presents turn rate, course deviation, bearing, and navigation information. • A standard-rate turn is shown on the indicator by the trend vector stopping at the standard turn rate tick mark.





Garmin G500 Checkout

Sign-Off

Pilot

I have been instructed and understand the basic principles of the Garmin G500 covered in this Aircraft Check-Out Addendum. I understand that this addendum covers only basic VFR flight operations and that I am only checked-out for VFR flight, unless the IFR sign-off has been completed. In order to fly a RMFS aircraft equipped with a Garmin G500 in IFR conditions I will log a minimum of six instrument approaches in a G500 equipped aircraft with a RMFS instructor and receive the additional sign-off below. Failure to complete the IFR check out may void your insurance waiver of subrogation if you have an accident in an IMC operation.

_____ _____

Pilot's signature Date

_____

Print pilot's name

Instructor

I have personally presented the information in this addendum and determined during flight that the above named pilot can operate the G500 and adequately divide his/her attention between the flight instruments and outside the cockpit.

VFR Check-out □

_____ _____

Instructor's signature Date

_____

Instructors's name

IFR Check-out □

List approaches

#	Type	Airport
____	_____	_____
____	_____	_____
____	_____	_____
____	_____	_____
____	_____	_____
____	_____	_____

_____ _____

Instructor's signature Date

_____

Instructors's name