

Refresher

Check Pilot Refresher

Check Pilots are required to retake the National Check Pilot Standardization Course (NCPSC) at least once every four years after their appointment to this role.

G1000 Refresher Course

CAPR 70-1 requires pilots with a G1000 endorsement to take a G1000 Refresher Course once every 36 months. The starting date for this requirement is 31 Mar 20 or the date of the last G1000 transition training event, whichever is later.

On-line Instruction – Refresher

OBJECTIVE: Through **on-line, self-paced** instruction, to apprise CAP flight crew of trends related to G1000 aircraft, new capabilities, and review information and procedures relevant to risk reduction. The content of this course will change over time based on changes to aircraft equipment, system software, CAP's operational experience and program improvements. Completion of the on-line course will fulfill the 36-month requirement within OpsQuals.

RESOURCE: Garmin G1000 Refresher Course on AXIS.

Flight Instruction – Refresher

OBJECTIVE: Through a scenario-based flight session that includes demonstrations and hands-on experience, to build the CAP flight crew member's knowledge and skills regarding new capabilities. Currently, this profile is only required for pilots who will be flying G1000 NXi aircraft equipped with System Software 2501.08 or later. This profile will be flown with a CAP IP who has previously completed this training or who has received both ground and flight training from Textron as part of their Cessna High Wing G1000 NXi Transition Training Course. This profile will not be flown more than once as an AFAM (A23 or B23) by any pilot. Sortie duration should not exceed 1.5 hours.

SCENARIO: Conduct AF-Approved Pilot Proficiency Profile #7, Block 1, in a G1000 NXi aircraft with System Software 2501.08 or later. Recovery via a coupled instrument approach.

Event
<ul style="list-style-type: none">• Complete ESP-specific ground instruction• Review G1000 NXi Differences and ESP normal, abnormal and emergency procedures• Brief ESP and E-AFCS Overspeed Protection (these modes will not be attempted)
<ul style="list-style-type: none">• During ground operations, Disable and Enable ESP• Power-off stall till ESP active• Steep turns with ESP inhibited (using CWS and/or AP DISC)• Steep turn till ESP active; allow A/P control force to roll the aircraft back to 30 degrees• Steep turn till ESP active; override servo input until A/P engages in LVL/LVL mode• Nose high till ESP active; allow control force to correct attitude• AFCS Under Speed Protection (USP) in altitude critical mode• AFCS Under Speed Protection (USP) in non-altitude critical mode• Coupled Go-around
<ul style="list-style-type: none">• Post-flight debriefing (<i>learner-based grading / collaborative critique</i>)