



CALIFORNIA WING OPERATING INSTRUCTION 33

4 November 2008

Operations – Standardization/Evaluation REQUIREMENTS FOR G1000 TRAINING

Scope

This OI does not affect existing G1000 pilots. Existing pilots are encouraged, but not required to attend the ground training when it is available in your area.

Policy

CAPR 60-1 Section 3-3 a (7) requires that all CAP Pilots be trained in accordance to the current Cessna FITS G1000 Training Syllabus. The operative language from the 60-1 is, as follows:

CAP instructors will use the full Cessna FITS transition syllabus and all provided training materials when conducting ground and flight training for CAP pilots.

If a pilot has completed the Cessna FITS training program at a Cessna Pilot Center or C/STAR, they do not have to repeat the program as administered by a CAP instructor. Upon presenting documentary evidence in the form of a Cessna completion certificate, the pilot may progress directly to a CAPF 5 proficiency check should they so elect.

If a pilot or CAP Pilot has NOT completed the Cessna FITS Training program (e.g. they may have received a “club checkout”), they must complete this program before progressing to the CAPF 5 check-ride. They can do this in either of two ways. They can complete the program at an authorized Cessna training facility or they can complete the program as administered by an authorized CAP instructor.

Differences Training: There are several versions of both G1000 hardware and software. For VFR flight only, a specific review of these differences is not required but strongly recommended. For IFR flight, the candidate must be able to demonstrate familiarity with all G1000 systems of the airplane. If the pilot candidate is familiar with a different version of the G1000, differences training is highly recommended for VFR flight and required for IFR flight.

The version of the program in effect as of the writing of this OI requires 8 hours of documented ground instruction and three flight sessions for IFR qualifications. There is no provision in the syllabus for truncating the ground instruction. Even if the prospective pilot has substantial prior G1000 experience, they still must complete the required ground instruction to ensure standardization.

The syllabus for flight training is proficiency based. A transitioning pilot should plan approximately two hours for flights one and two and approximately one and one-half hours for flight three. A pilot who is already proficient in the G1000 may complete these flights in less time. The syllabus specifically prohibits the administration of all three flights in one

combined session. These times assume that the transitioning G1000 pilot applicant is IFR current, C182 proficient at the start of this flight training and has done adequate preparation prior to the training. This may include viewing DVD based material, working with a PC simulator or Ground Based procedures trainer and completing available online training.

All CAP Instructors are required to use the latest version of the Cessna FITS Training Syllabus and outline. Please contact the CAWG or Group DOV to update your materials.