10.6.2   Altitude Display

With the Pitot/Static tester still set for 5000 ft. above field elevation and with BARO Set to 29.92 in. Hg. on the EFD (see Section 12), verify altitude tape displays altitude within ±40ft of the calibrated test set altitude.

10.6.3   System Leak Test

Perform a pitot-static system leak test per the aircraft manufacturer's maintenance manual or set the Pitot Static Test Set to 1000ft above field elevation and without additional pumping for a period of 1 minute the aircraft static system should not lose more than 100ft of altitude in a non-pressurized aircraft.

10.6.4   AHRS Sensor Test

Verify that correct aircraft attitude information is presented on the Attitude Indicator portion of the EFD. The Flags may take up to 5 minutes to clear when the ambient temperature is below –20° C. Typically the attitude solution will be available in less than 3 minutes.

10.6.5   GPS1 Sensor Test (labeled as GPS1)

Refer to GPS manufacturer's instructions for operating GPS receiver and verifying a complete and fully functional interface.

10.6.5.1   All GPS interfaces

1) Allow the GPS1 receiver to acquire a valid position and enter a Direct To waypoint or a Flight Plan.
2) Verify GPS groundspeed is displayed on the EFD. GPS1 unit may need to be in test mode. If GPS does not display groundspeed in test mode then verify the GPS groundspeed is displayed during a taxi test.
3) Select GPS1 on the EFD and verify the CRS pointer auto-slews (if enabled) to the desired track (DTK). To enable AUTOCRS go to Main Menu page 1.
4) Select OBS or Hold Mode (if available) on the GPS and verify that the CRS knob on the E5 has control over the CRS pointer (manual-slew).
5) Verify the To/From and Left/Right deflection has the correct polarity.

NOTE: The EFD1000 E5 displays the CDI in EFIS scale factors which are 2.5 dots full scale deflection. This is half that shown on a mechanical indicator. Therefore 0.155DDM = 2.5 dots and 0.093DDM = 1.5 dots on the EFD indicator.

NOTE: The EFD1000 E5 system will not display a VDI (GPS LPV Glide Slope) indicator without an activated valid LPV approach with APPROACH mode active.

6) Verify that the OBS resolver output (if available) reads correctly on the GPS.
7) Turn off the GPS1 receiver and verify GPS1 is red slashed and goes invalid on EFD.

10.6.5.2   Analog GPS interfaces

Verify OBS accuracy on GPS1 and calibrate if necessary using GPS manufacturer's instructions.