

TEMPORARY REVISION

TR-OÄM 40-1029

MD302 STANDBY ATTITUDE MODULE

This temporary revision TR-OÄM 40-1029 is approved in conjunction with the Optional Design Change Advisory OÄM 40-1029, and is valid in conjunction with the latest revision of the DA 40 NG Airplane Flight Manual (AFM), until this temporary revision has been incorporated into the AFM.

The limitations and information contained herein either supplement, or in the case of conflict, override those in the AFM.

The technical information contained in this document has been approved by the Canadian Department of Transport.

Doc. No.	Chapter	Affected Pages
6.01.15-E	1	1-3
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	7	7-13

Instructions:

- Print this document on 8.5" x 11" yellow paper (single sided).
- Copy on yellow paper (single sided) at a reduced size of 72% to get the correct size for the AFM.
- Cut the paper to 6" x 8.5" and punch the holes on the left side of each page.
- Insert the cover page as the first page of the AFM.
- Insert the pages of this temporary revision in front of the corresponding pages in the AFM.
- Sign the Temporary Revision Log as having inserted this temporary revision.
- Keep this temporary revision until the information has been incorporated into the DA 40 NG AFM.

1.1 INTRODUCTION

The following is added to the existing table:

Modification	Source	Installed	
MD302 Standby Attitude Module	OÄM 40-1029	<input type="checkbox"/> Yes	<input type="checkbox"/> No

6.5 EQUIPMENT LIST AND EQUIPMENT INVENTORY

The following is added to the existing table:

Airplane Serial No.:		Registration:		Date:		Mass		Lever Arm	
Description	Type	Part No.	Manufacturer	S/N	Installed	lb	kg	in	m
COMMUNICATION/NAVIGATION									
Standby Attitude Module	MD302	6420302-1	Mid Continent Instr.			1.60	0.730	70.08	1.780

7. DESCRIPTION OF THE AIRPLANE AND ITS SYSTEMS

7.4.3 MD302 STANDBY ATTITUDE MODULE

When installed (via OAM 40-1029) The Mid Continent MD302 Standby Attitude Module is a self-contained situational awareness instrument that provides airplane attitude, altitude, airspeed, and slip indication in lieu of the analogue standby instruments.

The Standby Attitude Module consists of two separate LCD displays. One display serves as the artificial horizon, and the other serves as an airspeed indicator and altimeter. The user interface of the Standby Attitude Module allows for simple, intuitive operation using a single push-and-turn control knob.



Refer to the Mid Continent MD302 Standby Attitude Module Pilot's Guide P/N 9017846, latest effective issue, for more information.

The MD302 Standby Attitude Module is not connected to an external ARINC 429 source, thus heading information and automatic BARO synchronization is not available in the DA 40 NG.