SUPPLEMENT A15
TO THE AIRPLANE FLIGHT MANUAL
DA 40, DA 40 F
GPS ANNUNCIATION CONTROL UNIT
MD 41
MID-CONTINENT

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Signature :

Authority :

AUSTRO CONTROL GmbH
Abteilung Flugtechnik
Zentrale
A-1030 Wien, Schnirchgasse 11

Stamp :

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This Supplement has been verified for EASA by the Austrian Civil Aviation Authority Austro Control (ACG) as Primary Certification Authority (PCA) in accordance with the valid Certification Procedures and approved by EASA with approval no.:_____

DIAMOND AIRCRAFT INDUSTRIES GMBH
N.A. OTTO-STR. 5
A-2700 WIENER NEUSTADT
AUSTRIA

0.1 RECORD OF REVISIONS

Rev. No.	Reason	Chapter	Page(s)	Date of Revision	Approval Note	Approval Date	Date Inserted	Signature
1		all	all	20 Apr 2001	n.a.	20 Apr 2001		
2	DA 40 F AFM Rev. 0 EASA Statement	all	all	15 Mar 2005	EASA 2005-3345	18 APR. 2005		

0.2 LIST OF EFFECTIVE PAGES

Chapter	Page	Date
0	9-A15-1	15 Mar 2005
	9-A15-2	15 Mar 2005
	9-A15-3	15 Mar 2005
1, 2, 3, 4A, 4B, 5	9-A15-4	15 Mar 2005
6	9-A15-5	15 Mar 2005
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0.3 TABLE OF CONTENTS

1. GENERAL

This Supplement supplies the information necessary for the efficient operation of the airplane when the GPS Annunciation Control Unit MD 41 is installed. The information contained within this Supplement is to be used in conjunction with the complete AFM.

This Supplement is a permanent part of this AFM and must remain in this AFM at all times when the MD 41 is installed.

2. LIMITATIONS

No change.

3. EMERGENCY PROCEDURES

In the event off a power failure of the MD 41, the MD 41 turns automatically to the 'Emergency Mode'. In the 'Emergency Mode', the Compass System is connected directly to NAV #1. This allows navigation capability regardless of unit condition. Any time power is removed or turned off, the MD 41 will be placed in the 'Emergency Mode'.

4A. NORMAL OPERATING PROCEDURES

No change.

4B. ABNORMAL OPERATING PROCEDURES

No change.

5. PERFORMANCE

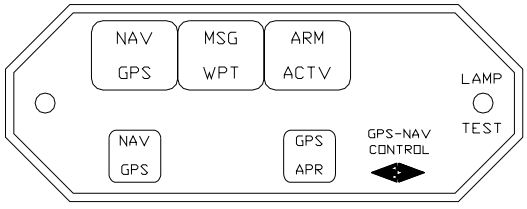
No change.

6. MASS AND BALANCE

Upon removal or installation of the MD 41 the change of empty mass and corresponding center of gravity of the airplane must be recorded according to Chapter 6 of the Airplane Flight Manual.

7. DESCRIPTION OF THE AIRPLANE AND ITS SYSTEMS

7.14 AVIONICS

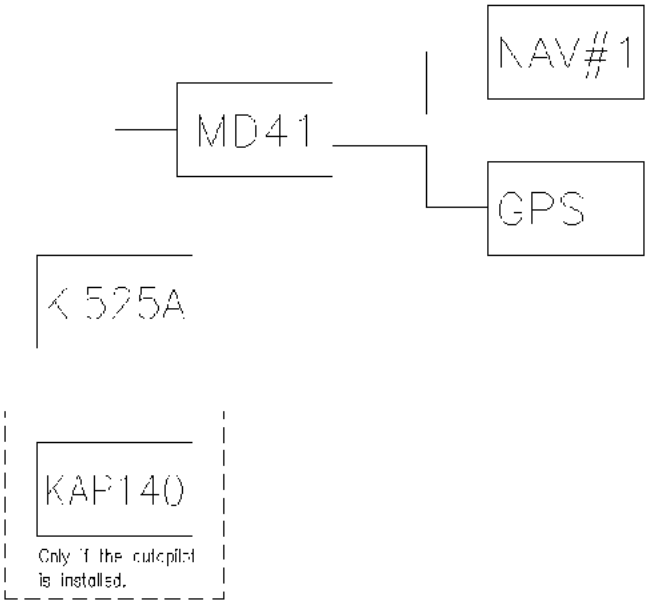


GENERAL

The MD 41 is a self-contained GPS Annunciation and Control unit. It combines all the necessary functions required for switching HSI/CDI data inputs between a conventional NAV (VOR) receiver and the GPS receiver (show in the blockdiagramm). In addition, the MD 41 contains several GPS status annunciations used to indicate modes selected by the front panel switches and various inputs from the GPS receiver.

A special ILS override feature has been incorporated to cause the MD 41 to automatically switch the NAV mode when the NAV (VOR) #1 receiver is tuned to an ILS frequency.

BLOCK DIAGRAM



Either the NAV #1 (VOR) information or the GPS information can be switched to the data inputs of the HSI KI 525A. In addition, this navigation information is also used for the KAP 140 autopilot, if the autopilot is installed.

CONTROLS

NAV/GPS Alternate action switch, when pressed, will select NAV #1 (VOR) or GPS presentation on HSI/CDI.

GPS/APR Momentary switch, when pressed, will arm GPS Approach Mode.

LAMP TEST Momentary switch for testing annunciation lamps.

ANNUNCIATIONS

NAV NAV #1 (VOR) information presented on the HSI/CDI.

GPS GPS information presented on the HSI/CDI.

ARM GPS is armed for automatic transition to approach mode.

ACTV GPS is actively engaged in the approach mode.

MSG GPS message alert, from the GPS receiver.

WPT GPS waypoint alert, from the GPS receiver.

8. AIRPLANE HANDLING, CARE AND MAINTENANCE

No change.