SUPPLEMENT A5
TO THE AIRPLANE FLIGHT MANUAL DA 40

COURSE DEVIATION INDICATOR
KI 208
BENDIX/KING

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0.1 RECORD OF REVISIONS

Rev. No.	Chapter	Pages	Date of Revision	Date Inserted	Signature
1	all	all	20 Apr 2001		

0.2 LIST OF EFFECTIVE PAGES

Chapter	Page	Date
0	9-A5-1	20 Apr 2001
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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 CDI KI 208 is installed. The information contained within this Supplement is to be used in conjunction with the complete Manual.

This Supplement is a permanent part of this Manual and must remain in this Manual as long as the CDI KI 208 is installed.

2. OPERATING LIMITATIONS

| No change.

3. EMERGENCY PROCEDURES

No change.

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 CDI 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

INDICATOR CONTROL FUNCTIONS

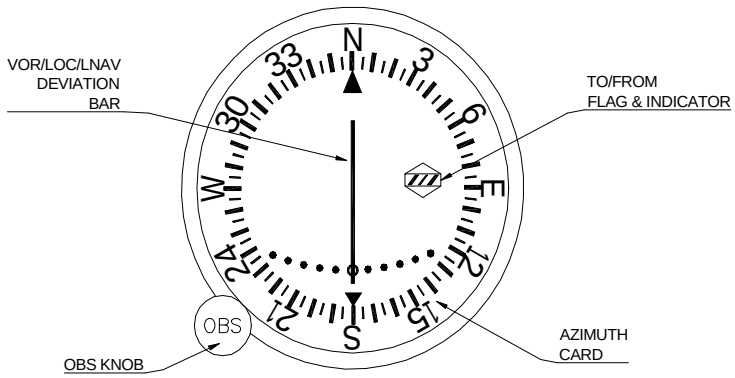
OMNI BEARING SELECTOR (OBS)

The OMNI Bearing Selector knob rotates the azimuth card on which the desired course is selected. The reciprocal course is identified under the bottom course index.

VOR/LOC/LNAV DEVIATION INDICATOR

The VOR/LOC/LNAV needle deflection indicates the amount of deviation from the selected VOR/LNAV course or localizer path. The indicated deviation is toward the proper flight path in normal operation. Crosstrack deviation is linear during LNAV operation, not angular as in VOR operation.

The VOR/LOC/LNAV warning flag is fully visible when the VOR, LNAV or LOC signal is unreliable. The VOR/LNAV TO/FROM flag indicates the direction 'To' or 'From' the VOR station or LNAV waypoint.



VOR OPERATION

Select the desired VOR station frequency with the NAV frequency controls. The NAV receiver volume control can then be adjusted to positively identify the station or listen to FSS reports.

To intercept a selected VOR radial (from the station) and fly outbound, turn the OBS control to set the desired radial under the top indicator index. Maneuver the airplane to fly the selected radial magnetic heading plus a 45° intercept angle which will provide a suficient intercept angle. The intercept angle should be reduced as the deviation needle approaches an on course condition (center) to prevent excessive course bracketing.

To determine the bearing and fly 'to' a selected VOR station, turn the OBS control until the 'To-From' flag resembles a white arrow pointing up and the deviation needle is centered. Read the 'To' bearing under the top indicator index and maneuver the airplane to approximately fly the magnetic course 'To' the station. If the deviation needle moves to the right, the airplane course must be adjusted 5 or 10 degrees to the right. Similarly, if the deviation needle goes to the left, the airplane course must be adjusted to the left. Maintaining a centered deviation needle will provide automatic course compensation for wind drift.

LNAV OPERATION

If the KI 208 OBS lines are connected to the LNAV the course to the active waypoint is selected using the OBS knob on the KI 208. When the LNAV is in LEG mode, course selection is automatically done by the LNAV. To intercept a LNAV course, maneuver the airplane to fly a course heading which establishes a 45° intercept angle to the LNAV course. The intercept angle should be reduced as the deviation needle approaches an on course condition (center) to prevent excessive course bracketing. The deviation scale depends on the present LNAV mode. Crosstrack deviation is linear during LNAV operation rather than angular as in VOR operation.

LOCALIZER OPERATION

Localizer circuits are automatically energized when an ILS frequency is selected on the NAV. By adjusting the NAV volume level, the localizer station can be identified and in some cases, ATIS information received. The localizer flag should disappear from view into the 'To' condition, indicating the signal is reliable.

Maneuver the airplane to fly on course (centered needle). While flying a front course approach or outbound on the back course approach, magnetic heading corrections are made toward the needle deflection. Similarly, while flying the back course approach or outbound on the front course approach, corrections are made away from the needle deflection.

The localizer course width is narrow compared to VOR course width and requires much smaller course corrections to center the deviation needle. When intercepting the localizer course, the airplane turn into the localizer course should be started when the needle moves off the meter stop.

A helpful quick reference reminder of the localizer course is to set the course on the Omni bearing readout.

8. AIRPLANE HANDLING, CARE AND MAINTENANCE

No change.