

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

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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.: \_\_\_\_\_

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**0.1 RECORD OF REVISIONS**

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## 0.2 LIST OF EFFECTIVE PAGES

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## **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 of 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

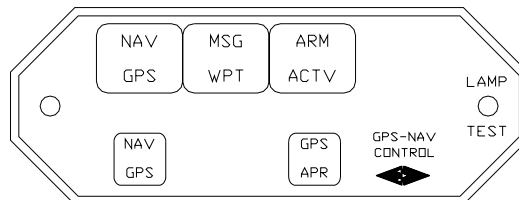
No change.

## 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

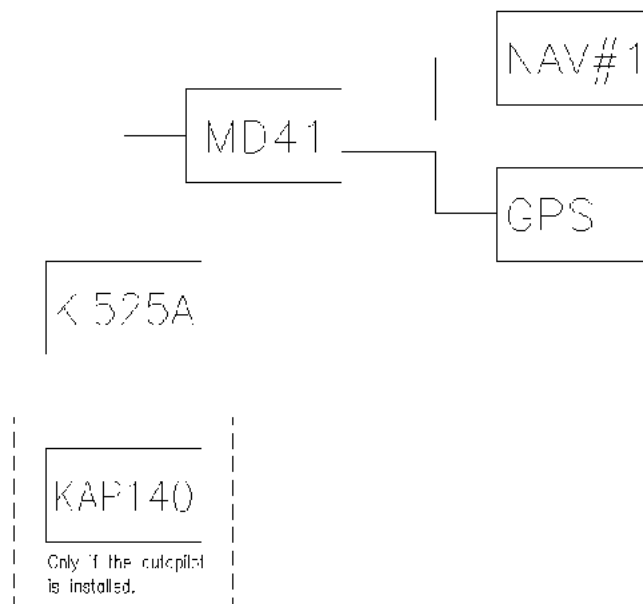


### GENERAL

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 (shown in the block diagram). 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.