

**SECTION 9**

**Pilot's Operating Handbook Supplement AS-02**

**ASPEN EFD1000 MFD**



This supplement is applicable and must be inserted into Section 9 of the POH when the Aspen EFD 1000-MFD is installed in the AQUILA AT01-100. The information in this supplement adds to or replaces information in the basic POH.

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## 0.1 RECORD OF REVISIONS

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## 0.2 LIST OF CURRENT PAGES

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## 1. GENERAL

### 1.1. INTRODUCTION

The information found in this Supplement is to be used alongside the basic Pilot's Operating Manual.

This supplement provides the information necessary for a safe and efficient operation of the AQUILA AT01-100 when the ASPEN Multi-Function Display (MFD) EFD 1000 is installed.

The chapters of this POH Supplement follow the same structure as the basic POH. Only the chapters listed in this document are affected by the installation of the EFD-1000.

To operate the device, a system software version v1.1 or higher is required. Software updates are released as an SI (Service Information) on our website ([www.aquila-aviation.de](http://www.aquila-aviation.de)). The actual software version of the ASPEN equipment installed in your aircraft can be found in section 6.5.1 Equipment List. The software version should always be kept current.

For a detailed description of the EFD1000-MFD and full operating instructions, refer to the current issue of the Aspen EFD 1000 (MFD) Pilot's Guide, P/N 091-00006-001.

<b>NOTE</b>
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*The Pilot's Guide for the Aspen EFD 1000 MFD is available in English only.*

### 1.11. Terminology and Abbreviations

#### 1.11.5 Miscellaneous

MFD            Multi Funktion Display  
PFD            Primary Flight Display

## 2. LIMITATIONS

### 2.3 Airspeed Indicator Markings

The Aspen EFD1000-MFD is optional equipment. A failure of the MFD is uncritical during any phase of flight. The MFD is an additional source of information and can be changed to a PFD as backup system. An airspeed indicator and altimeter will be displayed in PFD mode.

The pilot may use these indicators as an additional source of information. The analog airspeed indicator and the altimeter remain the operative instruments for airspeed and altitude evaluation.

The PFD airspeed indicator markings are the same as those on the analog airspeed indicator. These markings conform to the basic POH section 2.3.

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### 3. EMERGENCY PROCEDURES

#### 3.1 Introduction

This section contains procedures recommended in the case of an emergency. If the preflight inspection is properly completed and all maintenance requirements are met, the failure of critical components is highly unlikely.

The following procedures are recommended if an emergency does occur none the less. Not all types of emergencies situations or combinations can be described in the POH. A pilot must therefore always use good airmanship and have a sound knowledge of the aircraft and its systems.

#### 3.10 Electrical power supply system malfunctions

##### 3.10.1 Complete Failure of Electrical System

**NOTE**

*The Aspen MFD has an internal backup battery. This internal battery can supply power for at least 30 min. If the external power supply has a malfunction the MFD switches automatically to the internal battery. Pushing any button, except the "REV" button, stops the automatic shut down procedure of the MFD.*

*Check all messages on the display!!*

##### 3.10.2 Alternator Failure

###### 3.10.2.1 External Failure of **ALT 1**

In addition to the procedures described in the basic Pilot's Operating Handbook, the MFD must be switched "OFF".

###### 3.10.2.2 Internal Failure **ALT 2**

**NOTE**

*If the aircraft is certified for N/VFR operations, the electrical system has 2 alternators.*

##### 3.13.4 Multi-function Display Failure

Pull the **MFD** circuit breaker, wait 3 seconds and reset.

If the MFD reboots: verify the validity of the information.

If the MFD does not reboot: pull circuit breaker.

The GPS can be used for information to safely continue flight.

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## 4. NORMAL PROCEDURES

### 4.5.3 Before Taxiing

<b>NOTE</b>
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*Due to the internal battery of the MFD, it is possible to operate it for a while without a power supply (see Pilot's Guide EFD 1000 / 500 MFD).*

#### 4.5.3.2 Dimming the brightness of the Display

The ASPEN MFD has a light sensor which adjusts the brightness of the display to ambient light conditions. In addition, it is also possible to alter the brightness using the instrument menu. Press the "menu" key to access settings mode. After pressing the left rotary knob once, the brightness level can be adjusted by turning the knob. Pressing the "menu" key saves the brightness level and exits the settings mode. For more information please refer to the ASPEN EFD 1000 / 500 MFD Pilot's Guide.

#### 4.5.13 Engine Shutdown

After switching off the power supply the MFD starts to shut-down automatically.

<b>NOTE</b>
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*The MFD can be switched off separately by pushing and holding the red „REV“-button.*

## 5. PERFORMANCE

No change to the basic POH.

## 6. WEIGHT AND BALANCE

No change to the basic POH.

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## 7. SYSTEM DESCRIPTION

<b>NOTE</b>
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*This POH-Supplement contains a general description of the integration of the ASPEN EFD 1000-MFD into the AQUILA AT01-100 instrument panel. For a detailed description of the EFD1000-MFD and full operating instructions, refer to the current issue of the ASPEN Avionics EFD 1000/500 MFD Pilot's Guide.*

The MFD connected to the Avionic-bus by a push-pull type circuit breaker. The circuit breaker is located in the right area of the instrument panel and is labelled **MFD** (see section 2.16 of this POH-supplement). The Avionic-bus is activated by the **Avionic** switch. The switch **Avionic** is located in the left lower area of the instrument panel. (see section 2.16 - Basic POH)

## 8. HANDLING, SERVICE and MAINTENANCE

### 8.6 Handling of electronic devices-

In order to increase the service life of the MFD, it is recommended to switch the MFD off during engine start-up and shut-down as voltage peaks may be experienced.

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