DACInternational
A GREENWICH AEROGROUP COMPANY

CONTROL # 143/1270/16

RECEIVED
AUG 02 2016
ASW-140
Aircraft Certification
Office

DAC International, Inc.
6702 McNeil Drive
Austin, TX 78729

July 28, 2016

Sung-Hui Cavazos
ASW-143
FAA Southwest Regional Office
10101 Hillwood Parkway
Fort Worth, TX 76117

Dear Ms. Cavazos,

I am contacting you in regard to the AML Model Qualification Process (MQP) for DAC International STC SA10236SC. On July 25, 2016 you provided Jim Moskal with feedback following your review of the MQP, document number 1049-2131-01 along with an email communication to me on July 7, 2016 noting that the suggested changes were acceptable, provided that we add statements which document the methods used to achieve regulatory compliance.

We have taken the information obtained from your conversation with Jim and those from the email and inserted them into the MQP. We are attaching two copies, one highlighting the changes you required and the other, a clean copy of the document for your records.

Please review the MQP to ensure that we have addressed all of the necessary items in a satisfactory manner and provide approval if agreeable. Please feel free to contact me if you have any questions or comments.

Sincerely,

Rick Horne
Vice President, Engineering/Manufacturing
DAC International, Inc.
O | 512-331-5323
F | 512-331-4516
rhorne@dacint.com

RELEASED

FAA ACTION
ASW-140, AIRCRAFT CERTIFICATION OFFICE
Action Taken
X Accepted
____ Approved
____ Comments
____ Return
____ Acknowledged
Manager
8/5/2016
Date

MODEL QUALIFICATION PROCESS

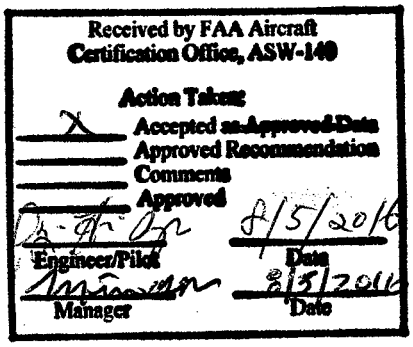
for STC SA10236SC

GDC31 Roll Steering Converter
in Part 23 Airplane

RELEASED

1049-2131-01

REV A



6702 McNeil Drive
Austin, Texas 78729
(512) 331-5323 Phone
(512) 331-4516 Fax

Record of Revisions

REV	DESCRIPTION	DATE	APPROVED
IR	INITIAL RELEASE E1890	03/07/2016	BH
A	1.4 - Added STC ground, EMI, and flight test documents. 2.2.1 2) to harmonize with change to 4.3.2 2.2.2 3) - added doc # references. 2.4.1 - changed per FAA comment 3 to follow format in 2.4.2. 2.4.2 – added doc # references. Added checklist to submissions list. 3.1 - deleted erroneous reference. 3.1.1 – added this section. Airplane model checklist and flow chart amended to make reference. 3.5 - replaced 'certification plan' with 'MQP'. 4.3.1 - referenced EIM as source for mounting orientation and fastener requirements. 4.3.2 - clarified panel space requirement. 4.3.2 – clarified panel space requirement. 4.6 – deleted unnecessary language 5.1 – added references to checklist and corrected section reference. 5.1 Flow chart – amended to remove redundant steps. Added requirement for 8110-3 for EIM amendment. 5.1.1 – added airplane model checklist 5.2 – added references and clarified language. 6.0 – added this section. Appendix A, Certification Basis	06/28/16	BH

Table of Contents

1.0 INTRODUCTION

This model qualification process contains the processes, guidance, and checklists agreed upon between the FAA and DAC International for making a determination to amend the STC AML with either:

- new autopilot models or
- new Class I, II or III airplane models.

1.1 Follow-on Installations

For follow-on installations for airplane models listed on the AML fitted with autopilot models listed on the AML, the installer needs access to the STC approved data. The installer then applies the approved data and complies with the installation instructions and ground and flight test procedures. The installer then completes FAA form 337, Major Repair and Alteration, per AC 43.9-1, identifying the nature of the change in order to return the airplane to service.

1.2 Scope

This process is applicable to DAC International STC SA10236SC for installation of a GDC31 Roll Steering Converter.

The GDC31 is a simple system as defined in AC 23-22 §6 b. Its interfaces to airplane DC power, to a GPS receiver and to an autopilot heading select input are all well understood and clearly documented in the EIM wiring diagrams in accordance with AC23-22 Appendix 1, §4.4.

The GDC31 is approved under the Parts Manufacturer Approval (PMA) process for installation on those Part 23 Class I, II, and III airplanes (as defined in AC 23.1309-1C) listed in the AML (Rev of AC in use when the STC was issued).

1.3 Definitions and Acronyms

AC	Advisory Circular
AML	Approved Model List
DG	Directional Gyro. A panel mounted instrument for the presentation of airplane current magnetic heading that also has a Heading Select Knob for pilot input of a selected heading
DAC	DAC International, Inc.
DER	Designated Engineering Representative
EIM	Equipment Installation Manual
ELOS	Equivalent Level Of Safety
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
GDC31	Article model designation of the avionics article installed under this AML STC
GPS	Global Positioning System
HDG	Heading

Heading Select Knob	A pilot operated control located on an HSI or DG used to select the desired heading for the autopilot to follow
Heading Datum	The error signal sent from a DG or HSI to an autopilot when the pilot manipulates the Heading Select Knob
Heading Hold	A pilot selected mode that commands the autopilot to track the heading selected by the pilot using the Heading Select Knob. Also, in the context of this certification plan, to track steering commands from the GDC31 when it is selected as the Heading Datum source
HSI	Horizontal Situation Indicator (with Heading Select Knob)
ICA	Instructions for Continued Airworthiness
PMA	Parts Manufacturer Approval
STC	Supplemental Type Certificate

1.4 Applicable Document and References

14 CFR Part 23, amendment 23-49

AC 23-22	Guidance for Approved Model List (AML) Supplemental Type Certificated (STC) Approval of Part 23 Airplane Avionics Installations Jan 27, 2005
AC 23-24T	Airworthiness Compliance Checklists for Common Part 23 Supplemental Type Certification (STC) Project Aug 24, 2005
AC 23.1309-1C	System Safety Analysis and Assessment for Part 23 Airplanes 3/13/99
Order 8110.4C	Type Certification Oct 12, 2005
RTCA/DO-160D	Environmental Conditions and Test Procedures for Airborne Equipment Jul 29, 1997
RTCA/DO-178B	Software Considerations in Airborne Systems and Equipment Certification Dec 16, 1992
1049-2510-01	Equipment Installation Manual for the GDC31 Roll Steering Converter Revision V1 or later FAA approved revision.
1049-2070-02	STC Ground Functional Test Revision A or later FAA approved revision.
1049-2180-02	EMI Test Plan Revision A of later FAA approved revision.
1049-2080-02	STC Flight Functional Test Revision A or later FAA approved revision.
1049-2140-02	Electrical Substantiation / Safety Analysis Revision A or later FAA approved revision.

1049-2110-02 Structural Substantiation
Revision A of later FAA approved revision.

2.0 CERTIFICATION CONSIDERATIONS

The certification basis for this AML STC was 14 CFR Part 23 amendment 23-49. The initial approvals were accomplished on one or more Class I, Class II and Class III airplanes.

Separate airworthiness approval is required for installation of the GDC31 into any U.S. registered 14 CFR Part 23 Class IV airplane, any part 25 airplane or any Part 27 or 29 rotorcraft.

An AML STC allows re-use of the same data for additional aircraft models, but only after a compliance finding is made for each new model of airplane. Refer to §3.1.1.

2.1 AML STC Definition

The GDC31 provides analog steering data into the Heading Datum input of an existing autopilot. The steering signal is based on digital data received from an existing GPS receiver. A HDG/GPS mode switch/annunciator is installed near the HSI or near the autopilot mode selector.

2.2 AML STC Limitations and Assumptions

The intended function of the GDC31 is airplane independent except for the following considerations.

2.2.1 Airplane Model Limitations and Assumptions

1) In order for an airplane to be eligible for installation of the GDC31, the candidate airplane must have already installed and approved (Refer to AML STC Limitations and Conditions section.):
   - a GPS receiver
   - an autopilot with Heading Hold capability

2) The airplane model candidate must have panel space to install the HDG/GPS mode switch/annunciator near the HSI/DG or near the autopilot control panel.

3) In order to be eligible for installation, the GDC31 must be installed in an area of the airplane model candidate compliant with the DO-160 environmental limitations listed in the EIM.

4) The airplane model candidate must have sufficient 14V/28V power to supply the voltage and current listed in the EIM.

5) The airplane model candidate must have sufficient weight and balance margin to accommodate the addition of the equipment and associated wiring.

6) Evaluate the airplane certification basis per Section 3.1

2.2.2 Autopilot Model Limitations and Assumptions

1) In order for an autopilot model to be eligible for interface with the GDC31, the candidate autopilot must have a Heading Hold function.

2) The autopilot installation must be pre-existing and approved.

3) The completed installation must pass the STC approved ground functional test and flight functional test (1049-2070-02 and 1049-2080-02).

2.3 Installation Overview

This AML STC adds the GDC31 roll steering converter and one annunciator/mode selector along with wiring to other existing airplane systems. Refer to the block diagram in Figure 4-1.

The GDC31 is expected to be installed in the avionics area in a location compatible with the DO-160 limitations of the AML STC.

The HDG/GPS mode switch/annunciator is expected to be installed on the instrument panel near the autopilot mode controller or near the HSI or DG.

2.4 AML Revision Process

This section describes the agreed upon process between the FAA and DAC for adding additional airplane models or adding additional autopilot models to the AML.

AML revisions must be FAA approved. Under this process, a DER may only recommend approval to AML changes.

2.4.1 Adding Airplane Models

For adding a new airplane model to the AML:

- DAC identifies a Class I, II or III airplane model to add to the AML.
- DAC follows the Airplane Model Flow Chart in §5.1.
    - DAC verifies the proposed model meets the eligibility requirements of §2.2.1 steps 1 – 5.
    - DAC evaluates the proposed model against the certification basis listed in Appendix A per §3.1.1.
        - DAC presents their findings to cognizant DERs for a finding of compliance.
        - DAC will obtain DER approvals coving all the FARs listed in Appendix A.
    - DAC reviews the EIM and other STC design data per the flow chart in §5.1 for applicability with the proposed model.
        - DAC will obtain DER approval for any changes to design data needed to accommodate the proposed model.
        - DAC will submit the ICA to FAA for concurrence if any changes are made to accommodate the proposed model.
- DAC submits to ACO:
    - The completed Airplane Model Flowchart from section 5.1.

- The completed Airplane Model Check List from section 5.1.1.
- Forms 8110-3 approving the substantiating data for the proposed airplane model(s) and that this MQP was accomplished per AC 23-22 guidance.
- A draft AML along with form 8110-3 recommending approval of the AML.
- Any FAA approved data amended to accommodate the proposed airplane model(s) along with forms 8110-3 approving those changes.
- A cover letter.

- The FAA reviews the submittal. If satisfactory, the FAA amends and re-issues the AML.

The determination of eligibility should be only made by an individual with specific knowledge of the candidate airplane model(s).

2.4.2 Adding Autopilot Models

For adding new autopilot models to the AML:

- DAC identifies a model to add to the AML.
- DAC adds the wiring interface diagram to the EIM.
  - During this step, DAC verifies that the candidate autopilot meets the eligibility requirements of §2.2.2 steps 1) and 2).
- DAC obtains DER approval of the EIM change.
- An authorized Part 145 repair station performs the installation on an airplane listed on the AML using the EIM approved data.
- The repair station conducts ground functional test and flight functional test of the installation using the STC approved test plans (1049-2070-02 and 1049-2080-02).
- The repair station obtains DER approval of the functional installation as a Major Alteration to return this airplane serial number to service.
- DAC amends the STC MDL to add the EIM revision and date
- DAC obtains DER approval of the MDL change.
- DAC submits to ACO the completed Autopilot Model flowchart from this process along with:
  - The results of the successful ground and flight tests along with form 8110-3 approving the test results.
  - A copy of the EIM along with form 8110-3 approving the EIM.
  - A copy of the MDL along with form 8110-3 approving the MDL.
  - A copy of form 337 and associated 8110-3 approving the major alteration.
  - A draft AML along with form 8110-3 recommending approval of the AML.
  - A cover letter
  - A copy of the Autopilot Model Checklist from section 5.2

- The FAA reviews the submittal. If satisfactory, the FAA amends and re-issues the AML.

3.0 Determination of Applicability

This section contains general steps for determining if a proposed model of airplane should be included on the AML. The intended function of the GDC31 is airplane independent except for the considerations in §2.2.1.

3.1 Certification Basis

The certification basis for the GDC31 equipment installed under this AML STC was in accordance with the 14 CFR Part 23, amendment 23-49. (See Appendix A)

If the certification basis of the airplane model candidate is newer than amendment 23-49, then a complete evaluation of the FARs listed in the STC certification plan must be performed.

In cases where the airplane certification basis is older than amendment 23-49, the remainder of the airplane is left at the original certification basis, while amendment 23-49 is applied to the equipment installed under this STC (per §21.101).

No issue papers were used for any certification aspect of the AML STC.

3.1.1 Compliance Finding

Evaluate the candidate airplane for compliance against the FARs listed in Appendix A using the previously approved Electrical Substantiation (1049-2140-02) and the Structural Substantiation, 1049-2110-02 data and present the findings to cognizant DERs.

If the DER reviews result in a compliance finding, DAC will obtain forms 8110-3 covering all FARs listed in Appendix A approving the candidate airplane model for use with this AML STC pending FAA approval of the AML.

3.2 Prior Considerations

This AML STC assumes the following equipment is already installed and approved on the airplane:

1) GPS receiver
2) Autopilot with Heading Hold mode.

Installation of the GDC31 under this AML STC does not affect the performance of the existing GPS or autopilot equipment. The GDC31 provides a data source signal to the existing autopilot Heading Datum input that emulates the pilot controlled input provided by the existing Heading Datum data source (DG or HSI).

3.2.1 Environmental Considerations

Consider differences between the candidate airplane and baseline airplane for the applicable Class, proposed location of the GDC31 as it relates to the DO-160 limitations listed in the EIM, and proposed routing of interconnect wiring.

3.2.2 System Safety Assessment

Evaluate the installation as it relates to the aircraft model candidate to determine if the proposed installation provides an equivalent level of safety (ELOS). Classification is Major for an un-annunciated failure of the GDC31 output to the autopilot or GPS input to the GDC31.

3.3 Operational Considerations

Installation of the GDC31 under this AML STC does not change any operational approvals or limitations associated with of the existing GPS or autopilot.

The FAA approved AFMS describes the operation of the single switch/annunciator installed under this AML STC and operational use of the installed equipment.

3.4 Installation Considerations

Installation of this equipment is accomplished with a generic set of installation instructions found in the EIM. All limitations and considerations are found therein.

3.5 Final Approval

DAC International will perform the steps described in Section 2.4 of this MQP for any requested amendments to the AML. Section 2.4.1 is applicable to airplane models, while Section 2.4.2 is applicable to autopilot models.

4.0 Specific Evaluations

There are no differences in intended function among airplanes or among autopilots.

4.1 Intended Function

This process does not anticipate any difference in intended function across eligible airplane models (part 23, Class I, II and III as defined in AC23.1309-1C).

The process does not anticipate any difference in intended function across eligible autopilot models (those with a heading hold function).

4.2 Applicability Across Airplane Serial Numbers

This process does not anticipate differences among airplane serial numbers that will impact the operation of the equipment installed under this STC.

4.3 Physical Location of Equipment

4.3.1 GDC31 Roll Steering Converter

Per the EIM, 1049-2510-01, the GDC31 can mount in any orientation using the prescribed attaching hardware. It can be located in the avionics bay, on a shelf or other suitable structure that is sufficiently flat surface, or has been structurally modified to be so and the location must provide adequate clearance on the D-sub connector side of the GDC31 to prevent interference with wiring.

4.3.2 Switch and Annunciator Switch

The airplane must have panel space near the autopilot mode controller or near the HSI or DG for mounting of the Switch/Annunciator.

4.3.3 Circuit Breaker

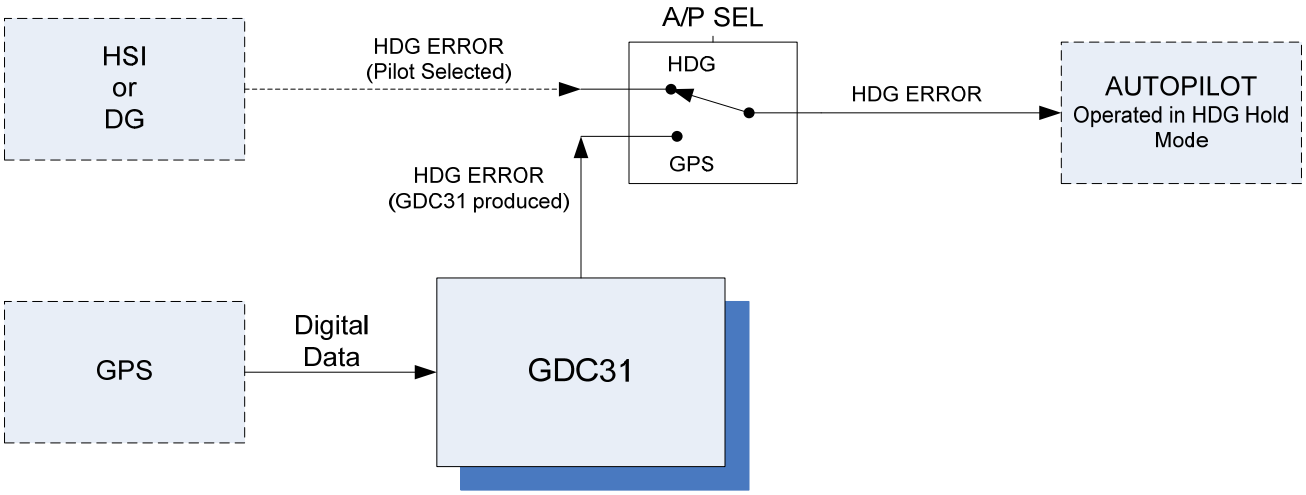
The airplane must have panel space on or near the existing circuit breaker panel to for mounting one Klixon 7277-2-2 circuit breaker.

4.4 Interface to Existing Equipment

The evaluation considers whether the airplane model candidate is, or can be, fitted with the following list of suitable equipment:

- a GPS receiver
- an autopilot with Heading Hold capability

The figure below shows a block diagram of a typical GDC31 installation. When the A/P selector is in HDG, the pilot selects the desired heading to track with a selector knob on the instrument. When GPS is selected, the heading to track is determined by data sent to the GDC31 from the GPS receiver.



Note: Dashed boxes and lines indicate existing equipment.

Figure 4-1

4.5 Electromagnetic Interference

Each installation will be subjected to the STC ground test (dn 1049-2070-02) which includes EMI testing.

4.6 Human Factors

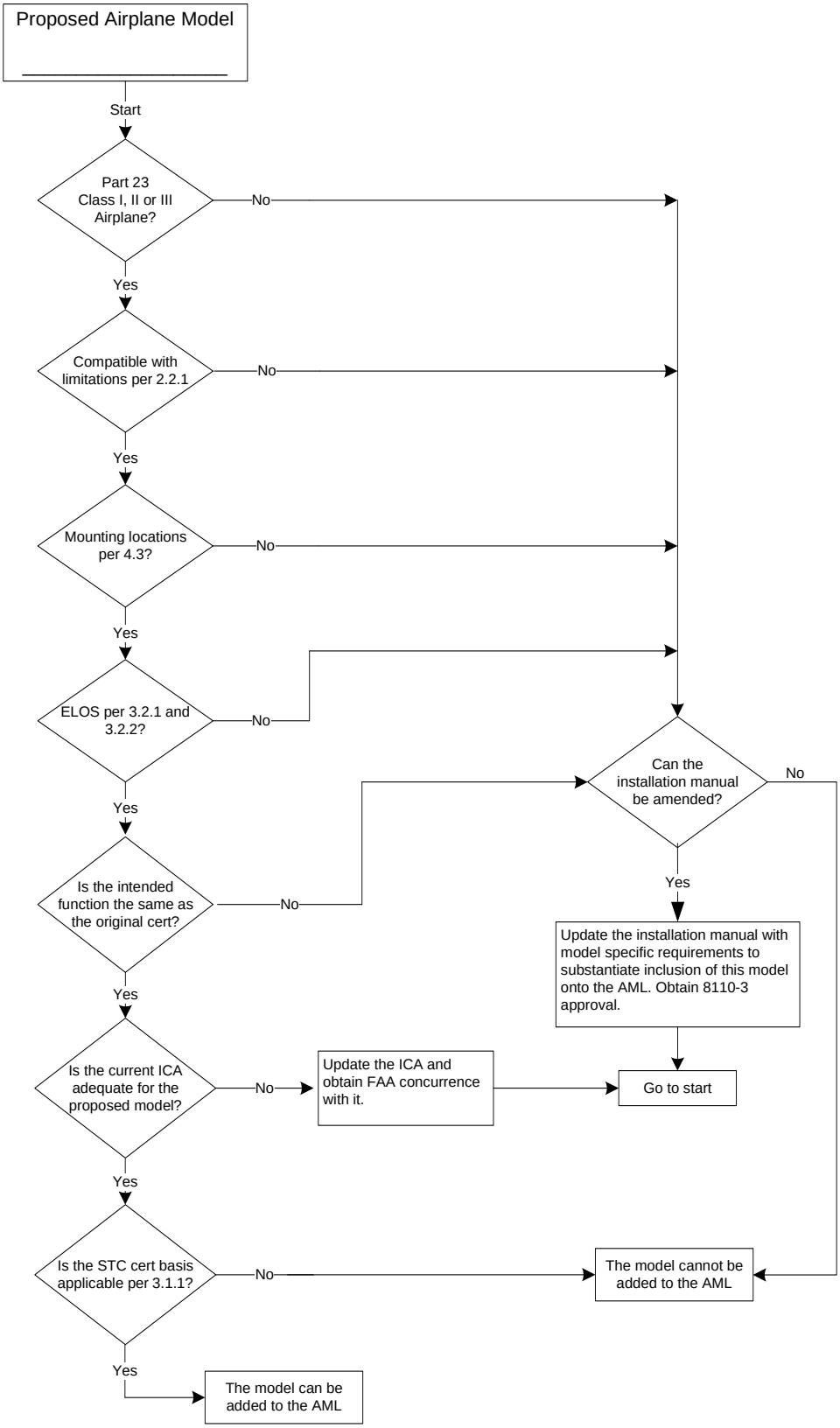
A single switch/annunciator is installed as part of this AML STC. The operation and readability were evaluated in FAA flight tests conducted as part of the original equipment certification.

5.0 Acceptance Process

5.1 Airplane Model Flowchart

This flowchart and checklist will be used when requesting the addition of an airplane model. Annotated copies of this flowchart and the checklist will be submitted per section 2.4.1

Airplane Model Flow Chart



5.1.1 Airplane Model Check List

This checklist will be used when requesting the addition of an airplane model. An annotated copy of the checklist will be submitted per section 2.4.1.

Proposed Airplane Model _____

□ The flow chart in §5.1 of this MQP is complete.

□ Obtained any STC data amended as part of this MQP (if applicable).

□ Obtained forms 8110-3 approving the substantiating data listed below is applicable to the candidate airplane and that this MQP followed the guidance in AC 23-22.

- 1049-2140-02 Electrical Substantiation
- 1049-2110-02 Structural Substantiation

□ Obtained copy of draft AML that adds the airplane model.

□ Obtained form 8110-3 recommending approval of the AML.

□ Submittal package assembled

- □ Flow chart and substantiation data along with forms 8110-3 approving the data.
- □ Draft AML along with 8110-3 recommend approval.
- □ The cover letter.
- □ A copy of this checklist

5.2 Autopilot Model Checklist

This checklist will be used when requesting the addition of an autopilot model. An annotated copy of the checklist will be submitted per section 2.4.2.

Proposed Model _____

- □ The proposed model meets the eligibility requirements of §2.2.2.
- □ Wiring diagram added to EIM
- □ Obtained form 8110-3 approving EIM change
- □ Aircraft Installation completed on an AML approved airplane model fitted with the proposed autopilot model
- □ Obtained copies of successful STC Ground and Flight test reports
- □ Obtained form 8110-3 approval of the ground and flight test reports
- □ Obtained a copy of form 8110-3 approving the major alteration
- □ Obtained form 8110-3 approving the MDL amendment reflecting the revised EIM
- □ Submittal package assembled
    - □ Ground and Flight tests results with 8110-3 approval
    - □ Revised EIM with 8110-3 approval
    - □ Revised MDL with 8110-3 approval
    - □ Copy of 337 and associated 8110-3 approval of the alteration
    - □ Draft AML with 8110-3 recommending approval
    - □ A copy of this checklist

6.0 APPENDIX A – Certification Basis

6.1 Applicable Federal Aviation Regulations (FARs) and Method of Compliance

6.1.1 FAR Part 23, Subpart A - General

REGULATION [Amendment]	TITLE / SUBJECT	METHOD OF COMPLIANCE (M.O.C.)			SUBSTANTIATING DOCUMENT
		D	A	T	
23.1(a) (b) [23-34]	Applicability	X X			Electrical Substantiation / Safety Analysis, D/N 1049-2140-03 will verify the design data produced under this amendment complies with the applicable FAR's.

(M.O.C.) D=DWG/DOC, A=ANALYSIS, T=TESTS

6.1.2 FAR Part 23, Subpart B - Flight

REGULATION [Amendment]	TITLE / SUBJECT	METHOD OF COMPLIANCE (M.O.C.)			SUBSTANTIATING DOCUMENT
		D	A	T	
GENERAL					
23.21 (a) [ ]	Proof of Compliance	X			Previously approved Weight and Balance Reports, D/N 1049-2040-03, -04 and -05
23.29 (a) [23-21]	Empty Weight & Corr. CG	X			Previously approved STIR, Aircraft actual weight

(M.O.C.) D=DWG/DOC, A=ANALYSIS, T=TESTS

6.1.3 FAR Part 23, Subpart C - Structure

REGULATION [Amendment]	TITLE / SUBJECT	METHOD OF COMPLIANCE (M.O.C.)			SUBSTANTIATING DOCUMENT
		D	A	T	
GENERAL					
23.305 [23-45]	Strength & Deformation	X			Structural Substantiation, D/N 1049-2110-02, was previously approved under Rev 2 of STC SA10236SC.
EMERGENCY LANDING CONDITIONS					
23.561 [23-48]	General	X			Structural Substantiation, D/N 1049-2110-02, was previously approved under Rev 2 of STC SA10236SC that all structural installations will restrain under all loading conditions specified in paragraph 23.561(b)(3), each item of mass.

(M.O.C.) D=DWG/DOC, A=ANALYSIS, T=TESTS

6.1.4 FAR Part 23, Subpart D - Design and Construction

REGULATION [Amendment]	TITLE / SUBJECT	METHOD OF COMPLIANCE (M.O.C.)			SUBSTANTIATING DOCUMENT
		D	A	T	
GENERAL					
23.603(a)(2) [23-23]	Materials and Workmanship	X			Structural Substantiation, D/N 1049-2110-02, was previously approved under Rev 2 of STC SA10236SC.

(M.O.C.) D=DWG/DOC, A=ANALYSIS, T=TESTS

6.1.5 FAR Part 23, Subpart F - Equipment

REGULATION [Amendment]	TITLE / SUBJECT	METHOD OF COMPLIANCE (M.O.C.)			SUBSTANTIATING DOCUMENT
		D	A	T	
GENERAL					
23.1301 (a)(b) (c) (d) [23-20]	Function & Installation	X X X			The GDC31 used in these installations has been PMA'd. The data listed in the previously approved Master Drawing List, D/N 1049-0000-XX, contain the data necessary to install the GDC31. Previously approved Ground Test Plan, D/N 1049-2070-02, verified that the system functions properly.
23.1309 (a)(b)(c)(d) (e)(f) [23-49]	Equipment, Systems, and Installations	X X	 X	 X	Ground Test Plan, D/N 1049-2070-02, previously approved under Rev 2 of STC SA10236SC, will verify that the system operates correctly. Electrical Substantiation / Safety Analysis, D/N 1049-2140-03 will verify the design data produced under this amendment complies with the applicable FAR's. Previously approved EMI Test Plan D/N 1049-2180-02 will verify that the system does not interfere with other systems. Electrical Load Analysis,, D/N 1049-2030-03, -04 and -05, all previously approved under Rev 2 of STC SA10236SC, will verify that the addition of the GDC31 does not adversely affect the electrical generation system's capability to supply power.
INSTRUMENTS: INSTALLATION					
23.1322 (d) (e) [23-43]	Warning, caution and advisory lights	X X			Drawings listed on the Master Drawing List, D/N 1049-0000-XX, previously approved under Rev 2 of STC SA10236SC, contain parts lists specifying annunciator type and color. Effectiveness under various lighting conditions was previously approved under Rev 2 of STC SA10236SC.
23.1329 (h) [23-49]	Automatic Pilot System	X			Mode of operation indication was previously approved under Rev 2 of STC SA10236SC
ELECTRICAL SYSTEMS AND EQUIPMENT					
23.1351 (a) [23-49]	General	X			Electrical Load Analysis, D/N 1049-2030-03, -04 and -05, previously approved under Rev 2 of STC SA10236SC, shows that the aircraft electrical system contains enough capacity for the installation of the new equipment.

(M.O.C.) D=DWG/DOC, A=ANALYSIS, T=TESTS

6.1.6 A.5 FAR Part 23, Subpart F - Equipment (cont.)

REGULATION [Amendment]	TITLE / SUBJECT	METHOD OF COMPLIANCE (M.O.C.)			SUBSTANTIATING DOCUMENT
		D	A	T	
ELECTRICAL SYSTEMS AND EQUIPMENT (cont.)					
23.1357 (a)(c)(d)	Circuit Protective Devices	X			Documents contained in previously approved Master Drawing List, D/N 1049-0000-XX, will verify that trip-free, push-pull type circuit breakers are used for each electrical circuit and piece of equipment, and that the circuit breakers can be easily reset in flight.
(e) [23-43]		X			Wiring Diagrams contained in Equipment Installation Manual, D/N 1049-2510-01 and referenced on the Master Drawing List, D/N 1049-0000-XX, will show that the essential circuits have individual circuit protection.
MISCELLANEOUS EQUIPMENT					
23.1431 (a) (c) [23-49]	Electronic Equipment	X			EMI Test Plan, D/N 1049-2180-02, previously approved under Rev 2 of STC SA10236SC, will verify that the system does not adversely affect the operation of other aircraft systems.

(M.O.C.) D=DWG/DOC, A=ANALYSIS, T=TESTS

6.1.7 FAR Part 23, Subpart G - Operating Limitations & Information

REGULATION [Amendment]	TITLE / SUBJECT	METHOD OF COMPLIANCE (M.O.C.)			SUBSTANTIATING DOCUMENT
		D	A	T	
OPERATING LIMITATIONS					
23.1529 [23-26]	Instructions for Continued Airworthiness	X			The Continued Airworthiness Document (DN 1049-2170-02) along with all system installation design data will be in the possession of the aircraft owner/operator.
AIRPLANE FLIGHT MANUAL AND APPROVED MANUAL MATERIAL					
23.1585 (j) [23-50]	Operating Procedures	X			Flight Manual Supplement (FMS), D/N 1049-2100-02, previously approved under Rev 2 of STC SA10236SC, contains procedures for both normal use and in the event of malfunction. The AFMS will not change as a consequence of the amendment.

(M.O.C.) D=DWG/DOC, A=ANALYSIS, T=TESTS

6.1.8 AC23-17A - 23.1329 Automatic Pilot System

AC Reference	TITLE / SUBJECT	METHOD OF COMPLIANCE (M.O.C.)			SUBSTANTIATING DOCUMENT
		D	A	T	
ACCEPTABLE MEANS OF COMPLIANCE					
3 a (1)	Cockpit Controls	X			Ground Test Plan, D/N 1049-2070-02, previously approved under Rev 2 of STC SA10236SC, evaluated annunciator added to indicate mode of operation
3 a (2)	Annunciator color should conform to 23.1322	X			Previously approved drawings listed on the Master Drawing List, D/N 1049-0000-XX, contain parts lists specifying annunciator type and color.
3 a (3)	Evaluate controls under sunlight and night lighting conditions	X			Annunciator readability in sunlight and night conditions was previously approved under Rev 2 of STC SA10236SC.
3 f	Airplane Flight Manual Information	X			Flight Manual Supplement (FMS), D/N 1049-2100-02, previously approved under Rev 2 of STC SA10236SC, contains operating limitations, operating procedures and emergency operating procedures

(M.O.C.) D=DWG/DOC, A=ANALYSIS, T=TESTS