

# CGR-30C Primary Engine Monitor

FAA-APPROVED POH/AFM Supplement, No. AFM1030131, Rev. B

## Airplane Make and Model

## Reg. Number

## Serial Number

This supplement must be attached to the FAA approved Airplane Flight Manual when the aircraft is modified by the installation of the primary CGR-30C instrument in accordance with STC SA02402SE.

The information contained herein supplements and/or supersedes the basic manual only in those areas listed herein. For limitations, procedures and performance information not contained in this supplement, consult the POH or AFM.



**LIMITATION(S):** No Change

**PROCEDURES:** The CGR-30C Main Screen displays the primary engine and aircraft instruments. This screen is displayed on power-up and is the screen that should be monitored for most of the flight. Buttons and Knob operate as follows:

**(S)creens Button** - Switches the display between the various screens.

**Rotary Knob (push and turn)** - Moves the cursor, selects functions and changes digits.

**(E)xit Button**- Exits out of a field or screen, returns the display to the Main Screen and acknowledges blinking digits, annunciators and remote Warning and Caution lights. Push and hold the (E)xit button while viewing the Main Screen to display all available annunciators. Unused annunciator locations will display the word "SPARE."

**Operating Bands and Warnings** - To assist the pilot in identifying the current operating band (green, yellow, red, etc.), the CGR-30C displays the digital value for each function in its appropriate color. When a function reaches a red or yellow operating band, blinking digits for that function will alert the pilot. If the remote Warning and Caution lights have been installed, they will also blink and alert the pilot. To acknowledge the alarm and stop the blinking, press the (E)xit Button while viewing the Main Screen.

**Safety** - Any instrument can fail at any time. Acquire proper training to safely operate this aircraft without the use of this instrument. The CGR-30C Operating Instructions must be readily available in the aircraft. Refer to the Operating Instructions for further operating and safety information.

**PERFORMANCE:** No Change

**LOADING INFORMATION:** No Change

FAA-Approved: EP/KL  
FOR Manager, Seattle Aircraft Certification Office

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