

CGR-30P Primary Engine Monitor

FAA-APPROVED POH/AFM Supplement, No. AFM022513, Rev. F

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-30P instrument in accordance with STC SA02283SE.

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-30P 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. When Exiting a field, changes made in that field will remain. When Exiting a screen, if a change has been made, a pop-up message will give you the option to save or disregard the changes.

Operating Bands and Warnings - To assist the pilot in identifying the current operating band (green, yellow, red, etc.), the CGR-30P 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.

Estimated Fuel - The Fuel Qty's screen displays estimated fuel remaining for each fuel tank. The digital readout for each estimated fuel level will be displayed in green unless the estimated remaining for that tank reaches zero, at which time it will be displayed in white. This calculation relies on the proper setting of the K-Factor and the action of the pilot to match the tank selected on the CGR-30P to the tank selected on the aircraft. The "Change To" column in the "Fuel Qty's" screen allows for transferring fuel from an Aux Tank and adding fuel to a tank. This procedure only manages the calculated fuel remaining in the instrument, it does not physically transfer fuel in the aircraft. It is the pilots responsibility to insure the CGR-30P fuel management matches the management of fuel for the aircraft.

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If the CGR-30P is setup to receive GPS data, the fuel management screens will provide estimated data based on the current GPS speed, GPS distance to the way point, the current fuel flow and the current estimated fuel remaining. This data is used to calculate Time, Fuel Quantity and Distance information. All calculated data will be displayed in green until 45 minutes or less of fuel remaining (based on 75% Maximum Continuous Power) is reached, at which time the data will be displayed in white. If GPS data is not available, the estimated data will be displayed as "N/A."

Twin Engine Operation - If the EGT high and low range settings are changed, they should be set to the same values on both the left and right CGR-30Ps. This will allow the pilot to compare left and right engine operation.

If the left and right CGR-30Ps are providing fuel predictions (fuel remaining, fuel to destination, fuel reserve, etc.), the pilot should use the conservative of the two predictions displayed on the left and right CGR-30Ps.

If cross feeding between right and left fuel tanks is performed, the Fuel Remaining displayed on the left and right CGR-30P's will be incorrect, but the total of the left and right fuel readings will be correct.

Safety - Any instrument can fail at any time. Acquire proper training to safely operate this aircraft without the use of this instrument. The CGR-30P 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: _____

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Manager, Seattle Aircraft Certification Office

Date: AUG 14 2014