The above described behavior should be used as a test procedure for a correct installation. It is not necessary to fly for a test. Awaiting UTC time in the display and switching then off followed by an 2 ids and waiting for the unit to switch off is sufficient for a test cycle.

Section VI: Performance
No change to basic flight manual

Section VII: Weight and Balance
No change to basic flight manual

Section VIII: Technical Description
For details concerning the installation see Charterware Installation and Continued Airworthiness Manual.

- - - END - - -

CHARTERWARE
Flottenmanagement für die allgemeine Luftfahrt

Aircraft
Flight Manual Supplement for
CS-STAN Standard change CS106b

Installation of Flight -Time Recorder

in

Aircraft Type and Model: _____

Serial No.:_____

This Aircraft Flight Manual Supplement is approved by releasing Person:

_____

List of effective Pages

Page	Title	Issue Date
1	Title Sheet	24.11.2022
2	List of effective Pages, Revision History	24.11.2022
3	Sections I to VIII	24.11.2022
4	Annex 1	24.11.2022

Revision History

Issue	Date	Revision Items
Initial	24.11.2022	n/a

Section I: General

The Flight-Time Recorder does the flight logging of an aircraft in conjunction with an Internet Server which can distribute those data to external ERP software systems or Software applications.

Section II: Limitations

None

Section III: Emergency Procedures

No change to basic flight manual

Section IV: Abnormal Procedures

None.

Section V: Normal Procedures

While the plane is in use the unit works autonomously controlled by main or avionics switch with no extra tasks for the crew.

When switched on after GNSS recognition it displays the UTC Time as well as the Sunset Time at the current place and day. The sunset time might change slightly during flight as the current location chances.

After flight as soon as the plane is switched off in its parking position, the units expects the wireless entry of up to 2 ID chips. This is prompted by a flashing display "PILOT IDENTIFY".

The RFID Antenna is located above the LCD display. The pilot simply presents his ID chip above the display. The reception range is about 1/2 inch.

The following order is defined and important to manage:

1. Identification by pilot or student

2. Identification by instructor if any

After the first identification the unit will show either block times or flight times to note into the planes paper book or the personal paper flight logs. Presenting the ID chip again, those times will be toggled in the display for the pilots convenience. There is 4 display views to note into paper books.

However after a 2nd different ID was given, the unit immediately starts transmission of the logged data via a mobile network.

If only one ID was supplied, the unit will start transmission after 1 further minute.

If no Id was provided, then transmission is started after 5 minutes calculated from main switch OFF time while standing.

Then it should switch off with no more illumination and content in the display.