

Supplements

Section IX

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*Express*TM

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GENERAL

This Handbook is structured in accordance with the General Aviation Manufacturers Association Specification #1. Many areas of the format will, however, differ due to the unique characteristic of your category of aircraft- Experimental/Amateur built, whereby certain equipment and performance data will vary significantly and must therefore be entered individually by you, the builder/manufacturer.

Handbooks prepared in accordance with this specification are approved by the FAA and the format is being followed by all "General Aviation" manufacturers with the goal that similar information will be in similar locations and formats for all aircraft in the interest of safety. Express Design is proud to follow this format. Whether you have constructed your aircraft or purchased it completed, this handbook should prove to be a valuable asset and special compliment to your *Express*.

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Per the GAMA Specification, "This section of the POH shall contain the appropriate Supplements (operating information) necessary to safely and efficiently operate the airplane when equipped with the various optional systems and equipment not provided with the standard airplane."

This section in your Handbook is intended to cover the systems or specific pieces of equipment you have installed in your *Express*. When a system or piece of equipment is installed, a Supplement should be installed in your Pilot's Operating Handbook for reference at all times.

While we will identify those systems which we have as "options" for your *Express*. We encourage you to tailor your own Supplement for inclusion into this handbook for any special systems you may install in a similar manner. The discipline of doing this will repay you many times in the long run.

SCOPE

Each Supplement should cover only a single system or piece of equipment such as an autopilot, electric trim, or an area navigation system. Systems with multiple components (like a deicing system) may have a single Supplement or a Supplement for each component making up the system if each component is marketed separately and has its own approving authority such as the FAA. The effect of each component or its failure should be identified and "work-around" procedures identified.

SUPPLEMENT ISSUANCE

Supplements for *Express* "options" which you purchase will often be provided by EDI or its dealers in the format of this handbook.

- 4 Supplements for systems or equipment which you install may be provided to you by the manufacturer, but you should be aware that such supplements are often not offered or available or not in a usable format, and thus the development of the Supplement becomes your responsibility as owner. We encourage you to accept this discipline and record keeping chore and "tailor" your handbook.

SUPPLEMENT IDENTIFICATION

Supplements have a recommended format, i.e. a Cover (or Title) page, with unique identification, date of issue (or revision), and name or title of certifying or approval authority. In other words, the supplement from an avionics company for example should include the above information.

If you develop the Supplement, you should include the same information, and you become the approval authority.

PAGE NUMBERING

Page numbering of each individual supplement should follow a consecutive numbering system such as 1 of 3, 2 of 3, or 1/6, 2/6, etc.

STRUCTURE OF SUPPLEMENTS

Once again, quoting the GAMA specification, "Each supplement shall be a self-contained, miniature Pilots Operating Handbook..... as a minimum...and be included in the Pilots Operating Handbook at all times."

Section 1- *General information*. This should identify the purpose of the system or equipment, and who has "approved" the system.

Section 2- *Limitations*. This is meant to identify any changes to the aircraft operation as a result of the installation of the system or equipment, or if no changes result, so state.

Section 3- *Emergency Procedures*. These procedures, associated with the subject installation(s), should "be presented in a checklist form when order of action is essential to safety" and any changes to the aircraft's basic Emergency Procedures should be identified. If there is no change, it should be so stated.

Section 4- *Normal Procedures*. Like the Emergency Procedures, these should be presented in a checklist form when the order of is action is essential to safety or normal operation of the system. If there is no change to the aircraft's normal operation, so state.

Section 5- *Performance*. The effect of the subject system on the aircrafts normal procedures should be clearly identified, and again if no change, so state.

YOUR SUPPLEMENTS

The intent of the preceding tutorial is to provide you with sufficient guidelines to create your own specific supplements if/as required. The result should provide you with a Pilots Operating Handbook equal to the best. Since it is your book for your airplane, it deserves no less. The various blank forms on the next pages will assist you in formatting your own supplements.

*Express*TM

**Pilot's Operating Handbook
and
Airplane Flight Manual
for**

Express Model _____, N _____

Log of Supplements

Supplements must be in the airplane for flight operations when
subject equipment is installed.

Part Number	Subject	Rev. No.	Date

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Express

Emergency Procedures

8

Emergency Procedures, (Continued)

Supplements

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Normal Procedures

Lined area for notes.

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Normal Procedures (Continued)

Supplements

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Express™

Performance

2 System Description

Express[™]

Servicing and Maintenance

Supplements

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Approved by: _____,

Date _____

July, 1994

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NOTES:

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. On the left side, there is a vertical margin line. A small portion of a binder ring or clip is visible at the top left corner. The paper appears to be from a notebook or a standard sheet of stationery.

NOTES:

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NOTES:

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