Pilot's Operating Handbook and

FAA Approved Airplane Flight Manual

Supplement
For

Sandel Avionics SN3308 Navigation Display

When a Sandel Avionics SN3308 Navigation Display is installed in the Cirrus Design SR20, serials 1268 and subsequent**,** this Supplement is applicable and must be inserted in the Supplements Section (Section 9) of the Cirrus Design SR20 Pilot's Operating Handbook. This document must be carried in the airplane at all times. Information in this supplement adds to, supersedes, or deletes information in the basic SR20 Pilot's Operating Handbook.

FAA Approved Joseph C Mieso Date JAN 07 2003

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Section 1 - General

The airplane is equipped with a Sandel SN3308 navigation display. This SN3308 is a three-inch instrument installed in the pilot's instrument panel, which performs the functions of a standard HSI combined with a two-pointer RMI. The instrument also displays a moving map, marker beacon, WX500 stormscope data, and GPS data.

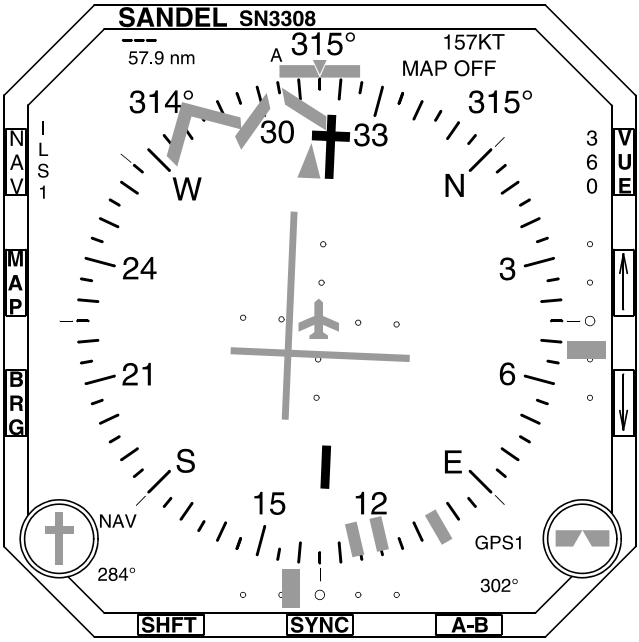

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Figure - 1
SN3308 Navigation Display

Section 2 - Limitations

1. The Sandel Avionics SN3308 Navigation Display Pilot's Guide, SPN 90106-PG-C or later revision, must be immediately available to the flight crew when navigation is predicated on use of the Sandel SN3308 Navigation Display.
2. The “CRC Self Test Failed” message must not appear on power-up if flight operations are predicated on the use of the SN3308 Navigation Display.
3. If flight into IMC is anticipated, the airplane must be flown from the left seat.

Section 3 - Emergency Procedures

1. If the SN3308 Navigation Display fails to operate, use the magnetic compass as the heading source.
2. If the remote directional gyro fails or becomes inoperative, the compass rose color will change from white to amber and the flux gate will provide the heading. The heading display will respond much more slowly than normal.
3. If the fluxgate fails, the SN3308 Navigation Display compass rose color will change from white to amber and the heading numbers will disappear. The display can be used to determine relative heading for turns; however, the magnetic compass must be used to determine absolute heading.
4. The SN3308 Navigation Display is powered through redundant 5-amp circuit breakers. HSI/PFD #1 circuit breaker is on the Essential Bus and HSI/PFD #2 circuit breaker is on Main Bus 2. Either circuit is capable of powering the Navigation Display.
5. *Refer to the Sandel Avionics SN3308 navigation Display Pilot’s Guide* for error messages and alerts.

Section 4 - Normal Procedures

Activate Navigation Display

1. Battery Master Switch .....ON
2. Avionics Power Switch .....ON

3. The Navigation display will be active and capable of displaying data from either VOR-ILS or GPS.
   a. Selection of the primary navigation source between VOR-ILS 1 and GPS 1 is accomplished by pressing the NAV switch on the left side of the SN3308 Navigation Display to connect the navigation source to the HSI course pointer and the autopilot.
   b. Selection of the bearing pointer source between VOR 1, VOR 2, GPS 1 or GPS 2 is accomplished by using the BRG switch on the left side of the SN3308 Navigation Display.
   c. Annunciation of the navigation source and all modes is accomplished by on-screen annunciation.

Deactivate Navigation Display

1. Avionics Power Switch .....OFF

Section 5 – Performance

No change.

Section 6 - Weight & Balance

No change.

Section 7 - Systems Description

Sandel SN3308 Navigation Display

• Note •

For a full description of the Sandel SN3308 Navigation Display, *refer to the Sandel Avionics SN3308 Navigation Display Pilot's Guide*, SPN 90106-PG-C or later revision,

This airplane is equipped with a Sandel SN3308 Navigation Display to provide course data from Nav 1 or GPS 1 and bearing data from Nav 1, Nav 2, GPS 1 or GPS 2. The Navigation display also indicates heading, glideslope, marker beacon, and lightning strike information from a WX500 stormscope sensor (if installed). Heading information is provided by a gyro stabilized flux detector. VOR, ILS, and GPS course data is derived from the primary GNS 430 Nav Receiver. Display dimming is accomplished through a dimmer switch immediately below

the display. Redundant power sources provide 28 VDC for system operation. Power is supplied through the 5-amp HSI/PFD #1 circuit breaker on the Essential Bus and the 5-amp HSI/PFD #2 circuit breaker on Main Bus 2. Either circuit is capable of powering the Navigation Display.

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