

## **APPENDIX 5 AC 23-8C dated 11/16/2011**

### **Guide for Preparing Airplane Flight Manual and Pilot's Operating Handbook Supplements**

Format sourced from the Advisory Circular above

The following pages in this document disclose the format and wording for a properly prepared flight manual supplement for the TrueView EVS T6 system installation. You can copy and paste text from this PDF into a word processor into a final format specific to your aircraft.

For more info detail, pull AC 23-8C entitled above.

A5-1, A5-2, A5-3

Name and Address  
of Applicant Here

Supplement No. Here

**FAA-APPROVED**  
**AIRCRAFT or ROTORCRAFT FLIGHT MANUAL SUPPLEMENT**  
**TRUEVIEW EVS T6 INFRARED THERMAL IMAGING SYSTEM**  
**FOR**  
**DENTIFY MODEL OF AIRCRAFT HERE**

Registration No. \_\_\_\_\_

Serial No. -----

This Supplement must be attached to the applicable **Aircraft/Rotorcraft** Flight Manual dated: **(date of original issue here)** when the TrueView EVS T6 Infrared Thermal Imaging System is installed in accordance with **(Identify the type of approval granted here)** and Drawing No. **here (if applicable)**.

The information contained herein supplements the information of the Flight Manual. For Limitations, Procedures and Performance information not contained in this Supplement, consult the basic **Aircraft/Rotorcraft** Flight Manual.

FAA APPROVED \_\_\_\_\_

Name of FAA Representative  
Systems Branch  
Division  
Address  
FAA Region

Date \_\_\_\_\_

Name and Address  
of Applicant Here

Supplement No. Here

### LOG OF REVISIONS

REV. NO.	PAGES	DESCRIPTION	FAA - APPROVED	DATE
IR	1 - 6	INITIAL RELEASE	As listed on page 1	As on page 1

FAA APPROVED, Date: \_\_\_\_\_

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## GENERAL INFORMATION

This supplement provides pilot information in regards to the operation of the TrueView EVS T6-Series as installed.

The TrueView EVS T6 is an externally mounted FLIR Camera used for monitoring the aircraft surroundings. The forward looking camera can be controlled through a vertical range of 28° to adjust the viewing angle. The camera motion is constrained to vertical (up/down) adjustment only. The TrueView EVS T6 can provide improved situational awareness when a cockpit monitor is installed. Refer to displays operating guide for operating procedures.

The TrueView EVS T6 allows the pilot to identify the runway environment, ground features and hazards in day, night and low visibility conditions, but is not a required system. TrueView EVS T6 operation is based on advanced infrared (IR) technology, adjusts to current conditions in real time to maintain optimal detection capability. This system shall not be used for landing approach credits per § 91.175(I).

The video image represents a thermal scene of the area in front of the aircraft and provides the flight crew with enhanced vision capability in low visibility conditions.

The TrueView EVS T6 Infrared Thermal Imaging System component has the following function:

The (FLIR) camera assembly acquires the image and forwards the signal to a video display.

A console mounted Camera Trim Switch is utilized to enable piloting commands to the cameras linear servo tilt control for in-flight adjustments throughout a vertical sweep range of 28 degrees (forward looking).

## SECTION 1. OPERATING LIMITATIONS

- 1- The TrueView EVS T6 System is intended to enhance overall situational awareness in all phases of flight. The use of TrueView EVS T6 imagery for maneuvering the aircraft during any phase of flight (i.e. taxi, takeoff, approach or landing) is not authorized.
- 2- Use of TrueView EVS T6 System imagery for Flight Guidance, Navigation, Traffic Avoidance or Terrain Avoidance is not authorized.
- 3- The TrueView EVS T6 System is not approved for landing approach operations per Part 91.175(l).

## SECTION 2. NORMAL PROCEDURES

### OPERATION

To turn on the EVS camera depress the Infrared circuit breaker. If a standalone video display is installed select it ON, or if the display is part of a multi-function display (MFD) refer to the operators manual for video selection.

Upon power-up the Sensor requires approximately 3 seconds to produce an image. The image is a monochrome (i.e., black and white) image. The hotter the object is the whiter it appears on the display. This is known as “white hot” polarity.

The display should be adjusted for optimum brightness and contrast, and readjusted only during relatively benign phases of flight or periods of low work load. The image then should be cross checked in a manner similar to other cockpit displays, using short dwell times and appropriate cockpit priorities.

The Camera Trim Switch is used to trim the camera up or down.

### Video Signal Interruption / Improper Display Settings

If the video signal is ever completely interrupted, the display may appear as a solid field (e.g., gray, white or blue, etc) and the message “no video” may appear, depending on the display to indicate a video failure.

**Note:** If the brightness and contrast settings on the video display are not set properly, the image will be degraded, or possibly even display as solid black or solid white.

Following initial power-up of the system, always adjust the brightness and contrast settings to obtain the best image.

**SECTION 2. NORMAL PROCEDURES (continued)**

**System Power**

The EVS System is protected by the following circuit breakers			
C/B Name	Amps	Location	Bus

**Video Display**

Operating Instructions:

Describe display functions in a table similar to this:

BUTTON	DESCRIPTION

**SECTION 3. EMERGENCY PROCEDURES**

NO CHANGE

**SECTION 4. PERFORMANCE DATA**

NO CHANGE

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