

Capstone System
Instructions for Continued Airworthiness

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-	12/11/00	Initial release, Word 6.0		CWH		
A	7-Nov-03	Change company name from UPS AT to Garmin AT. Add CAGE code to signature block.	7718 A	MAK		
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1. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS FOR THE CAPSTONE SYSTEM

1.1 INTRODUCTION

This document is designed to assist the installing agency of the Capstone system in preparing Instructions for Continued Airworthiness in response to Federal Aviation Regulation (CFR 14) Part 23.1529, Appendix G. This includes information for aircraft modified with the Capstone STC to adequately maintain the Capstone system.

2. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

2.1 FOR AIRCRAFT UTILIZING ADS-B IFR SERVICES

Altimeter system and altitude reporting equipment tests and inspections:

1. Within the preceding 24 calendar months, each static pressure system, each altimeter instrument, and each automatic pressure altitude reporting system must be tested and inspected and found to comply CFR 14 part 43 appendix E.

This will entail a pitot-static check with ramp test equipment. The MX20 altitude readout can be used to verify that the encoder is within tolerance.

2.2 FOR ALL OTHER AIRCRAFT

Altimeter system and altitude reporting equipment tests and inspections:

1. Within the preceding 24 calendar months, each static pressure system, each altimeter instrument, and each automatic pressure altitude reporting system must be tested and inspected and found to comply with CFR 14 part 43 appendix E; **OR**
2. Has been operationally checked within the preceding 90 days, and was found to be within the limits of the permissible indicated altitude error set forth below:
 - Cross check the field elevation against the altimeter and MX20 readout, when both have been set to the known local altimeter setting. Verify both the altimeter and the MX20 display are within +/-125 feet of the field elevation; or
 - While in flight, contact ATC to cross check radar surveillance altitude and altimeter/MX20 readout. Verify both the altimeter and the MX20 readout are within +/- 125 feet of the ATC information.
3. Each person making the Altimeter system check, as specified above shall enter the date, place, error, and sign the aircraft log or other record.
4. Should the altitude encoder fail the above tests, the operators must set the Capstone system to STBY on the MX20 traffic page.

3. IMPLEMENTATION AND RECORD KEEPING

For operators under FAR 91, the owner/operator is responsible for ensuring the Instructions for Continued Airworthiness are made part of the applicable section 91.409 inspection program for their aircraft.

For operators under FAR 121/135, the Instructions for Continued Airworthiness must be incorporated into the operator's approved maintenance program through coordination and approval with the certificate holder's PMI/POI as applicable.