NOTE CLN THIS MESSAGE IS A MAINTENANCE ADVISORY MESSAGE AND HAS NOT, REPEATED HAS NOT, BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES, ADRESSEES ARE RESPONSIBLE FOR DISSEMINATION OF MESSAGE TO THEIR SUBORDINATE UNITS, ACTIVITIES, ELEMENTS, OR FOREIGN USERS AFFECTED OR CONCERNED. RETRANSMITTAL SHALL REFERENCE THIS MESSAGE.

SUB CLN MAINTENANCE ADVISORY MESSAGE CONCERNING MOVEMENT OF THE BAROMETRIC PRESSURE SETTING OF THE AAN-32/A ENCODING ALTIMETER

1. MOVEMENT OF THE BAROMETRIC PRESSURE SETTING UNDER VIBRATORY CONDITIONS HAS BEEN DISCOVERED BY USER ACTIVITIES. TWO INSTRUMENTS

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FOUND BY PILOTS TO HAVE BAROMETRIC SETTING SENSITIVE TO VIBRATION HAVE BEEN CONFIRMED BY LABORATORY TESTS. LABORATORY TESTING RESULTED IN MORE BARO SETTING MOVEMENT THAN OBSERVED BY THE PILOT IN BOTH INSTANCES.

2. ALTHOUGH FIELD COMPLAINTS HAVE BEEN FEW AND THE REPORTS HAVE INDICATED SMALL DEVIATIONS, FIELD ACTIVITIES ARE HEREBY NOTIFIED THAT THE BAROMETRIC SETTING MAY DEVIATE IN FLIGHT. THIS NOTIFICATION IS INTENDED TO BE PRECAUTIONARY ONLY SINCE CLN A, THE BAROMETRIC SETTING IS ROUTINELY CHECKED IN FLIGHT AND BEFORE LANDING OR TAKE OFF;

3. THE ENCODER OUTPUT IS UNAFFECTED BY THE BAROMETRIC PRESSURE SETTING;

4. IF BARO SHIFT SHOULD OCCUR THE CORRECT ALTITUDE (POINTER) READING CAN BE OBTAINED BY MERELY RETURNING THE BARO KNOB TO THE CORRECT SETTING;

5. BARO MOVEMENT HAS BEEN OBSERVED ONLY IN THE AAN-32/A ENCODING ALTIMETER, THE MANUFACTURER IS AWARE OF THE PROBLEM AND IS CONDUCTING AN ENGINEERING STUDY TO SOLVE IT;

6. IF BARO MOVEMENT IS OBSERVED IN FLIGHT TO BE MORE THAN 32', 00;
REPLACE THE INSTRUMENT AND SUBMIT AN EIR AT THE EARLIEST POSSIBLE TIME.

6. POINT OF CONTACT FOR THIS ACTIONS IS MR. ROBERT LUCKER, AVSCOM AUTOVON 698-3030/2660.

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