

OWNER / OPERATOR

Information Leaflet

The information contained within this document may help you, as the Owner / Operator, to get the best value from your Perkins Technologies DAAM investment.

CAUTION: The Perkins Technologies Data Acquisition Alarm Monitor (DAAM) System is not to be utilised as a replacement or alternative for the existing aircraft instrumentation including navigation and flight planning.

In the case of a discrepancy between the displayed information on the DAAM Cockpit Display Unit (CDU) (if fitted) and the aircraft instrumentation, the aircraft instruments supersede all data from the DAAM System.

USER MANUAL

It is recommended the operating pilot(s) familiarize themselves with the DAAM system by reading the DAAM User Manual, part number 602001. This document is available on the Perkins Technologies website:

www.perkinstechnologies.com, 'Log In' page

Use the username and password you chose during the website registration process.

If this is your first time to this section of the website, follow the onscreen prompts to sign up for a new account.

PILOT IDENTIFICATION

The DAAM system has the capability to identify each pilot flying the aircraft through the use of individual ID key fob transmitters. We recommend each pilot be issued with an ID key fob and instructed to use it at every engine start. These can be ordered from Perkins Technologies with an individual name as required (up to 6 characters).

ALARMS

Prior to each pilot's first flight of the day, he / she should check the CDU (where fitted) 'Alarms' page to confirm whether the system has captured an exceedance from a previous flight. Where a status panel is fitted, confirm a steady green light is illuminated after aircraft power is applied and before the engine is started. It is recommended to have a procedure in place to ensure when exceedances are discovered, that action is taken in accordance with your company policy.

DOWNLOADING

Whether the aircraft is at its home base or away on deployment, it is recommended a Download be carried out at specified intervals, and in the case of the aircraft being away from home base, the data emailed to one or many recipients for analysis. The added benefit of this procedure will be aircraft hours, cycles, starts, etc, are automatically sent with the data. Every 100 flying hours is the recommended Download interval for aircraft with relatively high utilization. When a Download is complete and it asks to Clear Logger Memory, the 'YES' button should be pressed, unless instructed otherwise by Chief Engineer or equivalent.

TRENDING

The Pilot Trend Instruction Card, part number 602005 or 602011, can be downloaded from the Perkins Technologies website. Your Company approved **Torque** and **Propeller** settings (normally cruise settings) need to be written on the Card, along with the preferred **Pressure Altitude**.

The DAAM system will store 100 trend events, with a warning on the CDU (where fitted) when the trend memory is 75% full. Where a status panel is fitted, after aircraft power is applied and before the engine is started, the red light will flash, prompting the handheld Display Unit or laptop to be connected to investigate the warning. When a Download is complete and it asks to Clear Trends, the 'YES' button should be pressed, unless instructed otherwise by Chief Engineer or equivalent.