

Vision Safe Corporation
46-217 Kahuhipa Street
Kaneohe, HI 96744

AFM Supplement to
Airbus A330
Vision Safe Corporation EVAS
STC No.ST00892LA

Supplement No. 1

FAA APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT

to the
**AIRBUS A330-201, 202, 203, 223, 243,
A330-301, 321, 322, 323, 341, 342, 343**

AIRPLANE FLIGHT MANUAL

INSTALLATION OF EMERGENCY VISION ASSURANCE SYSTEM

Aircraft Serial No. _____ Aircraft Registration No. _____

This supplement must be attached to the appropriate FAA Approved Airplane Flight Manual when the airplane is modified by the installation of the Vision Safe Corporation Emergency Vision Assurance System in accordance with STC No. ST00892LA.

The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this supplement, consult the basic Airplane Flight Manual.

FAA Approved



Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration
Los Angeles Aircraft Certification Office
Transport Airplane Directorate

Date: _____

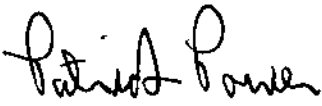
4/12/2006

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LOG OF PAGES

REV. NO.	PAGE NO.	PAGE DATE	DESCRIPTION	FAA APPROVAL
ORIGINAL	ALL (1-4)	04/12/06	COMPLETE SUPPLEMENT	 Manager, Flight Test Branch, ANM-160L Federal Aviation Administration Los Angeles Aircraft Certification Office Transport Airplane Directorate Date: <u>4/12/2006</u>

Section 1 - General

The Emergency Vision Assurance System (EVAS) consists of two units (left and right) mounted in the cockpit such that they can be readily deployed if vision to critical flight instruments and through the windshield is lost due to smoke. Each unit contains its own blower, particle filter, batteries, and an air tube connecting the unit with an Inflatable Vision Unit (IVU) that can be placed so as to provide clear vision to the primary flight instruments and windshield. The IVU can be extracted from the unit and attached to a Velcro strip on the glareshield if deployment is expected; deployment is completed by pulling the tab of the IVU and assisting in its inflation by assuring the two vision tunnels align with the primary flight displays and windshield. If wrinkles are formed in either IVU tunnel, momentarily pull the tunnel aft to allow the wrinkles to smooth.

Section 2 - Limitations

1. The head-up display and sunshields, if installed, must be stowed prior to deployment of the EVAS.
2. The cockpit table (s) must be extended prior to deployment of the EVAS.

Section 3 - Emergency Procedures

1. In the event of smoke entering the cockpit, don oxygen mask/smoke goggles and establish communication. Complete applicable AFM Emergency Procedures first, if possible.
2. If smoke accumulation threatens visibility in the cockpit and the crew chooses to use the EVAS, remove IVU pack from EVAS storage container and attach the IVU to the glareshield Velcro strip.

Caution

Removal of IVU pack from its storage container starts the air pump automatically. Do not pull tab before properly attaching IVU pack to the Velcro strip on the glare shield.

3. Continue with AFM Emergency Procedures.
4. If smoke is controlled or cleared, consider landing at nearest suitable airport.
5. If smoke continues or intensifies, or cockpit visibility is impaired, the crew can activate EVAS by pulling the tab on the IVU pack. If possible, complete applicable AFM smoke procedures and consider landing as soon as practicable.

If IVU does not inflate, press master switch to start blower.

Note 1: The ECAM pages can be viewed by partially deflating the EVAS bag and moving it laterally. Partial deflation can be accomplished by turning the blower ON and OFF.

Note 2: If glare is a problem in seeing the PFD, exchange the PFD with the MFD.

Section 4 – Normal Procedures

No Change.

Section 5 - Performance

No Change.