

Enigma EFIS system

This document must accompany the Enigma system in the event of a change of ownership. Responsibility for this lies with the current owner.

This document has two pages.

Enigma is intended for installation onto NTCA (non-type certified aircraft). Enigma and its component parts have not been subjected to any form of aviation certification.

Enigma may only be installed on aircraft where this is permitted under your local aviation authorities directions and rules. Typically, this includes experimental aircraft, home built aircraft, kit built aircraft, non-type certified factory built aircraft, microlight and ultralight aircraft and any aircraft where special permission has been obtained from relevant authorities in writing.

Disclaimer:

MGL Avionics and its appointed agents and distributors are not to be held responsible for any and all incidents or accidents arising out of the use or installation of any parts or instruments supplied unless under the direct supervision and influence of MGL Avionics staff or appointed agents and distributors and where such liability has been agreed upon by all parties involved in writing before any installation or operation with any of MGL supplied items has been commenced. Liability lapses if direct supervision and influence of MGL Avionics staff or appointed agents or distributors is not maintained, regardless of reason for such.

Enigma application software and operating system are live products that are subject to frequent updates and additions. These may change the way the instrument operates, add functions or remove previously existing functions. Further to this, third party persons may modify items such as screen layouts. This may be done in ways not foreseen by MGL Avionics leading to possible malfunction, possibly rendering the instrument unserviceable in flight.

The operator/owner of a MGL Avionics Enigma system acknowledges by installing the system that any such system requires an independent backup for all flight critical information such as airspeed, altitude and engine monitoring instrumentation.

The operator/owner of a MGL Avionics Enigma system acknowledges by installing the system that this system is subject to sudden failure, either partial or total at any time and further acknowledges that operations involving the Enigma system will be conducted such that in the event of any failure or malfunction no damage, injury or loss of life will result, either directly or indirectly.

Responsibility for installation lies entirely with the installer. Responsibility for operations lies entirely with the operator. Responsibility for any customization such as screen layouts, alarm levels, alarm enable/disable engine monitoring items etc lies with the person/organization

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performing these modifications.

If the above disclaimer is not acceptable to the operator of the affected aircraft, all components related to the Enigma installation are to be removed from the aircraft.

Navigation / maps /airfield database

Enigma has the ability to assist with common navigation tasks. This implies use of waypoint and airport data. Further to this aeronautical maps may be used as backdrop to certain screens.

The pilot in command of the aircraft has to verify all such data for currency and validity before using any of this data. Databases rely on contributions from many sources and may be inaccurate or incomplete. Aeronautical maps used may not reflect currently in force airspace configuration. Databases and maps may be modified by anybody, possibly incorrectly.

Navigation is largely dependent on the constellation of GPS satellites which are subject to sudden full or partial failure at any time.

GPS navigation accuracy may be affected by multiple causes at any time, possibly resulting in incorrect position reporting and related to that, incorrect navigation.

Enigma may not be used as primary and only navigation system in an aircraft. The pilot in command must be proficient in the art of navigation and further navigate such that at any point during the flight loss of navigation will not result in any endangerment of aircraft or persons on board or on the ground. Further to this, independent navigation must be performed and correlated to Enigma navigation solutions in order to detect any possible false navigation at any time.

Should the operator or owner of the Enigma system at any time require answers to any operational issues related to the Enigma system, the closest MGL Avionics representative or agent should be contacted. In failing this, MGL Avionics may be contacted directly via e-mail at info@MGLAvionics.co.za