

National Transportation Safety Board

Office of Research and Engineering

Washington, DC 20594



ERA24LA158

ELECTRONIC FLIGHT INSTRUMENT SYSTEM

Specialist's Factual Report

July 2, 2024

A. ACCIDENT

Location: Jasper, Georgia
Date: March 29, 2024
Time: 1130 eastern daylight time (EDT)
1530 coordinated universal time (UTC)
Airplane: Vans RV9A, private operator, N387E

B. ELECTRONIC FLIGHT INSTRUMENT SYSTEM SPECIALIST

Specialist: Steven Smith
Mechanical Engineer (Recorder Specialist)
National Transportation Safety Board (NTSB)

C. DETAILS OF THE INVESTIGATION

An electronic flight instrument system (EFIS) group was not convened. The NTSB Vehicle Recorder Division received an electronic file from N387E containing EFIS data.

1.0 AF-5600 Description

The Advanced Flight Systems AF-5600 is a multifunctional display capable of serving as a primary flight display (PFD) with synthetic vision, an engine monitoring system (EMS), and a moving map in a variety of customizable screen layouts. The AF-5600 uses a 10.4-inch display. Data is provided to the unit from various connected modules and devices. An SD slot on the front of the displays can be used for transferring files recorded to the internal memory. When multiple displays are utilized, certain settings and actions are synchronized throughout the system.

1.1 AF-5600 Data Recovery

The AF-5600 condition was unknown. The Investigator in Charge (IIC) reported that the Federal Aviation Administration (FAA) local Flight Standards District Offices (FSDO) inspector was able to download data from the unit. The method of download was not reported to the specialist.

1.2 AF-5600 Recording Description

The data extracted included 3 files labeled, "cfg", "config", and "logs". The "logs" folder was viewed for .ALD extension files, which contain flight data. The only files that were in the "logs" folder were .ALS extensions, which only included information regarding the system log. The system log was reviewed, and no pertinent

messages were contained. The other two folders contained overhead and operating system files. Therefore, no data were recovered from the file provided.

Submitted by:

Steven Smith
Mechanical Engineer (Recorder Specialist)