



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: Original
Date: 02/16/2021

Epic Aircraft E1000

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CONTROL PAGE

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LOG OF REVISIONS

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision Original**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 07/16/2020.

PAGE NO.	EXPLANATION OF CHANGE
All pages	This is the original MMEL for the Epic Aircraft E1000.

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DEFINITIONS

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

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PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

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GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

SEQUENCE NO.	PROCEDURE
21-20-01	<p>(M) Maintenance procedure to ensure ECS is deactivated.</p> <p>(O) Operational procedure to ensure flight is conducted unpressurized by activating CABIN DUMP switch ON, PRESS AIR and EMRG PRESS AIR OFF prior to takeoff. GND FRESH AIR should be used on the ground to ensure flow of fresh air through cabin and may be selected OFF in flight. Refer to current POH/AFM supplemental procedures for UNPRESSURIZED FLIGHT.</p>
21-20-02	<p>(M) Maintenance procedure to ensure ECS is deactivated.</p> <p>(O) Operational procedure to ensure flight is conducted unpressurized by activating CABIN DUMP switch ON, PRESS AIR and EMRG PRESS AIR OFF prior to takeoff. GND FRESH AIR should be used on the ground to ensure flow of fresh air through cabin and may be selected OFF in flight. Refer to current POH/AFM supplemental procedures for UNPRESSURIZED FLIGHT.</p>
21-20-03	<p>(M) Maintenance procedure to ensure ECS is deactivated.</p> <p>(O) Operational procedure to ensure flight is conducted unpressurized by activating CABIN DUMP switch ON, PRESS AIR and EMRG PRESS AIR OFF prior to takeoff. GND FRESH AIR should be used on the ground to ensure flow of fresh air through cabin and may be selected OFF in flight. Refer to current POH/AFM supplemental procedures for UNPRESSURIZED FLIGHT.</p>
21-20-04	<p>(M) Maintenance procedure to ensure ECS is deactivated.</p> <p>(O) Operational procedure to ensure flight is conducted unpressurized by activating CABIN DUMP switch ON, PRESS AIR and EMRG PRESS AIR OFF prior to takeoff. GND FRESH AIR should be used on the ground to ensure flow of fresh air through cabin and may be selected OFF in flight. Refer to current POH/AFM supplemental procedures for UNPRESSURIZED FLIGHT.</p>
21-20-05	<p>(M) Maintenance procedure to ensure ECS is deactivated.</p> <p>(O) Operational procedure to ensure flight is conducted unpressurized by activating CABIN DUMP switch ON, PRESS AIR and EMRG PRESS AIR OFF prior to takeoff. GND FRESH AIR should be used on the ground to ensure flow of fresh air through cabin and may be selected OFF in flight. Refer to current POH/AFM supplemental procedures for UNPRESSURIZED FLIGHT.</p>

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
21-20-06	(O) Hot Air Control must be in either of the two manual mode positions, full Hot or full Cold.
21-20-07	(O) Hot Air Control must remain in the auto mode range.
21-20-08	(O) Hot Air Control must be in either of the two manual mode positions, full Hot or full Cold.
21-20-09	(O) Operational procedure to ensure flight is conducted unpressurized by activating CABIN DUMP switch ON, PRESS AIR and EMRG PRESS AIR OFF prior to takeoff. GND FRESH AIR should be used on the ground to ensure flow of fresh air through cabin and may be selected OFF in flight. Refer to current POH/AFM supplemental procedures for UNPRESSURIZED FLIGHT.
21-30-01	(M) Maintenance procedure to ensure ECS is deactivated and to ensure at least one outflow valve is secured open. (O) Operational procedure to ensure flight is conducted unpressurized by activating CABIN DUMP switch ON, PRESS AIR and EMRG PRESS AIR OFF prior to takeoff. GND FRESH AIR should be used on the ground to ensure flow of fresh air through cabin and may be selected OFF in flight. Refer to current POH/AFM supplemental procedures for UNPRESSURIZED FLIGHT.
21-30-02	(M) Maintenance procedure to ensure ECS is deactivated and to ensure at least one outflow valve is secured open. (O) Operational procedure to ensure flight is conducted unpressurized by activating CABIN DUMP switch ON, PRESS AIR and EMRG PRESS AIR OFF prior to takeoff. GND FRESH AIR should be used on the ground to ensure flow of fresh air through cabin and may be selected OFF in flight. Refer to current POH/AFM supplemental procedures for UNPRESSURIZED FLIGHT.
21-30-03	(O) Crew must monitor cabin altitude indication periodically throughout flight.
21-30-04	(M) Maintenance procedure to ensure ECS is deactivated and to ensure at least one outflow valve is secured open. (O) Operational procedure to ensure flight is conducted unpressurized by activating CABIN DUMP switch ON, PRESS AIR and EMRG PRESS AIR OFF prior to takeoff. GND FRESH AIR should be used on the ground to ensure flow of fresh air through cabin and may be selected OFF in flight. Refer to current POH/AFM supplemental procedures for UNPRESSURIZED FLIGHT.
21-40-01	(M) Maintenance procedure to ensure ECS is deactivated.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
21-40-02	<p>(M) Maintenance procedure to ensure Emergency Pressurization System is deactivated.</p> <p>(O) Operational procedure to ensure flight is conducted unpressurized by activating CABIN DUMP switch ON, PRESS AIR and EMRG PRESS AIR OFF prior to takeoff. GND FRESH AIR should be used on the ground to ensure flow of fresh air through cabin and may be selected OFF in flight. Refer to current POH/AFM supplemental procedures for UNPRESSURIZED FLIGHT.</p>
21-50-01	<p>(M) Maintenance procedure to ensure Vapor Cycle Air Conditioner is deactivated.</p> <p>(O) On ground: GROUND FRESH AIR and FAN CONTROL will be used to control cabin temperatures.</p> <p>In flight: HOT AIR CONTROL and FAN CONTROL will be used to control cabin temperatures.</p>
21-50-02	<p>(M) Maintenance procedure to ensure Fresh Air Fan is deactivated.</p>
21-60-01	<p>(M) Maintenance procedure to ensure Defrost Valve is deactivated.</p> <p>(O) Use hand towel to clear windshield of fog/frost. Cabin fan and air conditioner may be used to assist in reduction of humidity.</p>
22-10-01	<p>(M) Maintenance procedure to ensure Autopilot is deactivated.</p> <p>(O) Operational procedure to ensure flight is not planned for RVSM airspace and crew requirements are met.</p>
22-10-02	<p>(O) Verify function of operative AP/TRIM DISC switch prior to flight using BEFORE TAKEOFF AFM procedures. In the event of an autopilot/trim runaway or pusher activation, use operative AP/TRIM DISC switch to disengage autopilot/trim and pusher.</p>
22-10-03	<p>(O) For manual corrections, pilot must disconnect autopilot.</p>
22-10-04	<p>(O) Pilot must follow BEFORE TAKEOFF, POH/AFM procedures and not rely on TAKEOFF Annunciators. During go arounds and missed approach procedures, the pilot must disconnect autopilot using AP/TRIM DISC or AP head unit and manually set pitch attitude without aid of flight director. The Flight Director must be off during go around so the pilot does not follow incorrect guidance. The pilot must not use the go around switch.</p>
23-00-01	<p>(M) Maintenance procedure to ensure inoperative Comm is deactivated.</p>
23-00-02	<p>(M) Maintenance procedure to ensure the pilot's Press-To-Talk (PTT) switch is not failed in the transmit position.</p>

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
23-00-03	(M) Maintenance procedure to ensure the co-pilot's PTT switch is not failed in the transmit position.
24-60-02	(M) Maintenance procedure to ensure 12 Volt Converter is deactivated.
25-10-02	(M) Maintenance is to ensure that the seat is fully latched in the upright position.
25-50-01	(M) Maintenance procedure to ensure ELT is deactivated.
25-50-02	(M) Maintenance procedure to ensure ELT is ARMED.
28-20-01	(M) Maintenance procedure to ensure Fuel Auto Selector is deactivated. (O) Operational procedure to ensure a 20-gallon fuel imbalance is not exceeded in flight.
30-40-01	(M) Maintenance procedure to ensure the windshield de-ice solenoid valve is deactivated and failed in the closed position.
31-10-01	(M) Maintenance procedure to ensure the AoA indicator is covered and placarded inoperative.
34-10-01	(M) Maintenance procedure to ensure co-pilot Primary Flight Display (PFD) is deactivated.
34-20-01	(O) Operations procedure to ensure alternate procedures are established and used.
34-20-02	(O) Operations procedure to ensure alternate procedures are established and used.
34-20-03	(O) Operations procedure to ensure alternate procedures are established and used.
34-30-01	(M) Maintenance procedure to ensure Traffic Advisory System (TAS) is deactivated.
34-30-02	(M) Maintenance procedure to ensure Traffic Alert and Collision Avoidance System (TCAS I) is deactivated.
34-40-03	(O) The Pilot must manually select the correct ADC if PFDs are not automatically switched to the ADC with a functioning OAT sensor.
34-80-01	(O) Operations procedure to ensure alternate procedures are established and used.
34-90-02	(O) Operations procedure to ensure alternate procedures are established and used.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
35-10-01	(M) Maintenance procedure to ensure operational crew oxygen mask is in pilot's position and defective mask is placarded as inoperative.
52-10-01	(M) Maintenance procedure to ensure Main Cabin Door Seal is deactivated. (O) Operational procedure to ensure flight is conducted unpressurized by activating CABIN DUMP switch ON, PRESS AIR and EMRG PRESS AIR OFF prior to takeoff. GND FRESH AIR should be used on the ground to ensure flow of fresh air through cabin and may be selected OFF in flight. Refer to current POH/AFM supplemental procedures for UNPRESSURIZED FLIGHT.
56-20-02	(M) Maintenance procedure to ensure Window Dimmer System is deactivated.

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-20-00	ECS System	B	1	0		
-20-01	Mass Flow Valve	B	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized.	
-20-02	Mass Flow Controller	B	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized.	
-20-03	Mass Flow Sensor	B	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized.	
-20-04	Temperature Control Valve	B	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized.	
-20-05	Temperature Controller	B	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized.	
-20-06	Temperature Control System (Auto Mode)	C	1	0	(O) May be inoperative provided the Temperature Control System Manual Mode is operational.	
-20-07	Temperature Control System (Manual Mode)	C	1	0	(O) May be inoperative provided the Temperature Control System Auto Mode is operational.	
-20-08	Cabin Temperature Sensor	C	1	0	(O) May be inoperative provided the Temperature Control System Manual Mode is operational.	
-20-09	Duct Temperature Sensor	B	1	0	(O) May be inoperative provided the flight is conducted unpressurized.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Pressurization Controller	B	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized.	
-30-02	Outflow Valve	B	2	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized.	
-30-03	Cabin Altitude Warning	B	1	0	(O) May be inoperative.	
-30-04	DUMP VALVE switch	B	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized.	
-40-01	Emergency Pressurization Valve	B	1	0	(M) May be inoperative provided: a) Emergency pressurization valve is failed in the closed position, and b) System is deactivated.	
-40-02	EMERG PRESS switch	B	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized.	
-50-01	Vapor Cycle Air Conditioner	D	1	0	(M)(O) May be inoperative provided the system is deactivated.	
-50-02	Fresh Air Fan	D	1	0	(M) May be inoperative provided the system is deactivated.	
-60-01	Defrost Valve	B	1	0	(M)(O) May be inoperative provided: a) The system is deactivated, and b) Alternate procedures for ensuring visibility through the windshields are established and used.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 (PL-101)	Autopilot	C	1	0	(M)(O) May be inoperative provided operations do not require its use. NOTE: Flight in RVSM airspace is not permitted.	
-10-02 (PL-093)	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	(O) One may be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require the use of the autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	
-10-03	CWS switch	C	2	0	(O) May be inoperative provided it is not failed in the engaged position.	
-10-04	GO AROUND switch	C	1	0	(O) May be inoperative provided the autopilot is not used for go-around.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 (PL-095)	Communications System	C	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided it is not required for emergency procedures and the Standby Alternator is available to supply power to the operational COM.	
-00-02	Pilot's Press-To-Talk (PTT) Switch	B	1	0	(M) May be inoperative provided: a) The switch is not failed in the transmit position, and b) The pilot's backup PTT switch is operative.	
-00-03	Co-pilot's PTT Switch	B	1	0	(M) May be inoperative provided the switch is not failed in the transmit position.	
-60-00	Static Wicks					
-60-01	Left Wing Tip and Aileron	C	2	1	One may be missing or non-functional provided the total number of inoperative static wicks on the airplane does not exceed three.	
-60-02	Right Wing Tip and Aileron	C	2	1	One may be missing or non-functional provided the total number of inoperative static wicks on the airplane does not exceed three.	
-60-03	Left Elevator	C	2	1	One may be missing or non-functional provided the total number of inoperative static wicks on the airplane does not exceed three.	
-60-04	Right Elevator	C	2	1	One may be missing or non-functional provided the total number of inoperative static wicks on the airplane does not exceed three.	
-60-05	Rudder	C	2	1	One may be missing or non-functional provided the total number of inoperative static wicks on the airplane does not exceed three.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-70-01 (PL-058)	Flight Deck Headsets/Headphones	D	2	1	Any in excess of those required by regulation may be inoperative.	
-70-02	Active Noise Cancelling/Reduction Function	D	-	0	May be inoperative provided the normal audio function of the headset is operative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Alternator	B	1	0	May be inoperative provided: a) The starter/generator is operative, b) The flight is not conducted in known or forecast icing conditions, and c) Flight is not conducted under 14 CFR Part 135.	
-60-01	USB Charging Port	D	5	0	May be inoperative.	
-60-02	12 Volt Converter	D	1	0	(M) May be inoperative provided the system is deactivated.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-10-00	Crew Seat					
-10-01	Fore and Aft Adjustment	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) Affected seat is failed in a latched position that does not obstruct pilot visibility, b) Full and unobstructed flight control movement is still available, c) Crewmembers can reach all necessary controls and equipment, and d) Co-pilot seat must be in the full forward position if it is unoccupied and the RH rearward facing seat is occupied. 	
-10-02	Recline Adjustment and Break Forward Function	C	2	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Affected seat is failed in a latched full upright position, b) Full and unobstructed flight control movement is still available, and c) Crewmembers can reach all necessary controls and equipment. 	
-10-03	Seat Belt/Shoulder Harness	D	2	1	Co-pilots may be inoperative provided the seat is blocked and placarded "DO NOT OCCUPY".	
-10-04	Height Adjustment	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) Affected seat is failed in a latched position that does not obstruct pilot visibility, b) Full and unobstructed flight control movement is still available, and c) Crewmembers can reach all necessary controls and equipment. 	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-10-00	Crew Seat (Cont'd)					
-10-05	Lumbar Support Adjustment	D	2	0	May be inoperative.	
-10-06	Armrest Adjustment	D	2	0	May be inoperative provided affected armrest is failed in the stowed position.	
-20-01	Cockpit Sun Visors	D	2	0	May be inoperative or missing provided there are no restrictions to the field of vision for the pilot.	
-30-00 (PL-079)	Passenger Seats					
-30-01	Passenger Seats	D	4	0	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".	
-30-02	Seat Belt	D	4	0	May be inoperative provided affected seat(s) is/are blocked and placarded "DO NOT OCCUPY". NOTE: A seat with an inoperative seat belt is considered inoperative.	
-30-03	Armrest	D	4	0	May be inoperative or missing and seat occupied provided armrest does not restrict access to any emergency exit or egress route.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-40-01 (PL-100)	Cargo Restraint	C	1	0	May be inoperative or missing provided the cargo area remains empty.	
-50-00 (PL-120)	Emergency Locator Transmitter (ELT)					
-50-01	Fixed ELT	A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	1	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in the view of the pilot, and b) Repairs are made within 90 days.	
-50-02	Remote ELT switch	D	1	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
-60-00	Nonessential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Fuel Auto-Selector	B	-	-	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) System is deactivated, b) Manual tank selector is operative, c) Both fuel quantity indicators are operative, and d) An imbalance of 20 U.S. gallons is not exceeded in flight. 	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Surface De-Ice System	C	1	0	May be inoperative provided flight is not conducted into known or forecast icing conditions.	
-30-01	Pitot Heaters	B	2	0	May be inoperative provided: a) Pitot heater is not required by 14 CFR, b) Flight is not conducted into known or forecast icing conditions, and c) Flight into visible moisture is avoided. NOTE: Both must be operative for RVSM operations.	
-30-02	Lift Transducer Heater	C	2	0	May be inoperative provided: a) Flight is not conducted into known or forecast icing conditions, and b) The Stall Warning System is verified to function properly.	
-40-01	Windshield De-Ice System	C	1	0	(M) May be inoperative provided: a) Flight is not conducted into known or forecast icing conditions, and b) The windshield de-ice solenoid valve is failed in the closed position.	
-60-01	Propeller De-Ice System	C	1	0	May be inoperative provided flight is not conducted into known or forecast icing conditions.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Angle of Attack (AoA) Indicator	C	2	0	(M) May be inoperative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 (PL-077)	Cockpit/Flight Deck and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> a) Remaining lights sufficiently illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lights are positioned so that direct rays are shielded from flightcrew members eyes, and c) Light configuration and intensity are acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciators/indications are excluded from this relief.	
-20-01	Cabin Lights	D	-	-	May be inoperative provided lighting configuration at dispatch is acceptable to the flightcrew.	
-40-01	Position Lights	C	3	0	May be inoperative provided the aircraft is not operated between sunset and sunrise.	
-40-02 (PL-072)	Wing Ice Detection Light	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use. 	
-40-03	Landing Lights	C	2	0	May be inoperative provided the aircraft is not operated at night.	
-40-04	Taxi Lights	C	2	0	May be inoperative provided the aircraft is not operated at night.	
		C	2	0	May be inoperative for operations at night provided the landing lights are operational.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Copilots Primary Flight Display (PFD)	B	1	0	(M) May be inoperative provided the system is deactivated.	
-20-01 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	2	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	2	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
-20-02	ADS-B Out Extended Squitter Transmissions	C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over the planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	2	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-20-03	ADS-B In Transmissions	C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B function that operates normally may be used.	
		D	2	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	
-30-00 (PL-032)	Traffic Collision Avoidance System					
-30-01	Traffic Advisory System (TAS)	C	-	-	(M) May be inoperative provided the system is deactivated.	
-30-02	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Its use is not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Air Data Attitude Heading Referencing System (ADAHRS)	B	2	1	Either ADAHRS may be inoperative provided the Electronic Standby Instrument (ESI-500) is operational. NOTE 1: The Autopilot is to be considered inoperative with the failure of either Air Data Attitude Heading Referencing System (ADAHRS). NOTE 2: Flight into RVSM airspace is not permitted	
-40-02 (PL-111)	Standby Attitude Indicator	C	1	0	May be inoperative provided not required by 14 CFR.	
		B	1	0	May be inoperative provided: a) Operations are conducted Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
-40-03	Outside Air Temperature (OAT) Sensor	C	2	1	(O) Either OAT sensor may be inoperative.	
-50-01 (PL-076)	ATC Transponders and Automatic Altitude Reporting Systems	B	2	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned flight route. NOTE: Associated ADS-B will be considered inoperative.	
		D	2	1	Any in excess of those required by 14 CFR may be inoperative. NOTE: Associated ADS-B will be considered inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	XM Weather	D	1	0	May be inoperative.	
-70-01	Marker Beacon Receiver System	C	1	0	May be inoperative provided approach procedures do not require its use.	
-80-01 (PL-054)	Terrain Awareness and Warning System (TAWS) – Class B	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
-90-01	Navigation Equipment (VOR/ILS, GPS, RNAV)	C	-	-	As required by 14 CFR.	
-90-02 (PL-098)	Navigation Databases	A	-	0	(O) May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Crew Oxygen Mask	B	2	1	(M) Co-pilot's mask may be inoperative provided: a) The co-pilot's seat is blocked and placarded "DO NOT OCCUPY", and b) The oxygen mask is removed or placarded "INOPERATIVE".	
-20-01	Passenger Oxygen Mask	C	4	0	May be inoperative provided: a) The passenger seat(s) are blocked and placarded "DO NOT OCCUPY", and b) The oxygen masks are removed or disabled and placarded "INOPERATIVE".	
		C	4	0	May be inoperative provided flight is conducted unpressurized and operations do not require its use.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Main Cabin Door Seal	B	1	0	(M)(O) May be inoperative provided flight is conducted unpressurized.	
-10-02	Main Cabin Door Key Lock (Exterior)	D	1	0	May be inoperative provided it is failed in the unlocked position.	

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56. Windows

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Electronic Dimming Window Control Unit (EDWCU)	C	8	0	May be inoperative.	
-20-02	Window Dimmer Master Control Switch	C	1	0	(M) May be inoperative provided the system is disabled.	
-20-03	Cabin Window (Dimming Function)	C	8	0	May be inoperative.	