



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

Master Minimum Equipment List (MMEL)

Revision: 3
Date: 08/29/2018

Eclipse EA-500

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CONTROL PAGE

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23	23-1	3	08/29/2018
	23-2	3	08/29/2018
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24	24-1	1a	04/20/2008
25	25-1	3	08/29/2018
	25-2	3	08/29/2018
	25-3	3	08/29/2018
	25-4	3	08/29/2018
26	26-1	3	08/29/2018
27	27-1	ORIGINAL	01/23/2007
28	28-1	1a	04/30/2008
30	30-1	3	08/29/2018
31	31-1	3	08/29/2018
32	32-1	3	08/29/2018
33	33-1	3	08/29/2018
	33-2	3	08/29/2018
34	34-1	3	08/29/2018
	34-2	3	08/29/2018
	34-3	3	08/29/2018
	34-4	2	04/10/2009
	34-5	3	08/29/2018
	34-6	3	08/29/2018
	34-7	3	08/29/2018
35	35-1	1a	04/30/2008
38	38-1	3	08/29/2018
46	46-1	1a	04/30/2008
52	52-1	ORIGINAL	01/23/2007
79	79-1	1a	04/30/2008

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	01/23/2007	ORIGINAL MMEL.
1	07/31/2007	COVER PAGE, TABLE OF CONTENTS, LOG OF REVISIONS, CONTROL PAGE, HIGHLIGHTS OF CHANGE, DEFINITIONS, GUIDELINES FOR (M) & (O) PROCEDURES, 22-1, 23-1, 23-2, 25-1, 25-2, 25-4, 32-1, 33-1, 33-2, 34-3, 46-1, 73-1.
1a	04/30/2008	COVER PAGE, TABLE OF CONTENTS, LOG OF REVISIONS, CONTROL PAGE, HIGHLIGHTS OF CHANGE, GUIDELINES FOR (M) & (O) PROCEDURES, 21-2, 22-1, 24-1, 25-3, 28-1, 30-2, 33-2, 34-2, 34-3, 34-4, 34-5, 35-1, 46-1, 46-2, 79-1.
1b	09/25/2008	COVER PAGE, LOG OF REVISIONS, CONTROL PAGE, HIGHLIGHTS OF CHANGE, 34-3.
2	04/10/2009	COVER PAGE, TABLE OF CONTENTS, LOG OF REVISIONS, CONTROL PAGE, HIGHLIGHTS OF CHANGE, DEFINITIONS, PREAMBLE, GUIDELINES FOR (M) & (O) PROCEDURES, 21-1, 25-1, 25-2, 25-3, 30-1, 33-1, 34-1, 34-3, 34-4, 34-5.
3	08/29/2018	COVER PAGE, TABLE OF CONTENTS, LOG OF REVISIONS, CONTROL PAGE, HIGHLIGHTS OF CHANGE, DEFINITIONS, GUIDELINES FOR (M) & (O) PROCEDURES, 21-2, 22-1, 23-1, 23-2, 23-3, 25-1, 25-2, 25-3, 25-4, 26-1, 30-1, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-5, 34-6, 34-7, 38-1.

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 3**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 02/28/2018.

ITEM NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
Cover Page	Updated to Revision 3 and MKC AEG Cover Page format revised.
ALL Pages	Revised to incorporate new 508 Compliant Template.
Table of Contents	Updated to incorporate Revision 3 changes.
Log of Revisions	Updated to incorporate Revision 3 changes.
Control Pages	Updated to incorporate Revision 3 changes.
Highlights of Change	Updated to reflect Revision 3 changes.
Definitions	Updated to require current Policy Letter (PL)-25 Definitions information for applicable portions of operator's MEL.
Guidelines for (M) and (O) Procedures	Updated to incorporate Revision 3 changes.
ATA 21-11	Air Conditioning System: Vapor Cycle System (VCS) Forward Door Actuator revised remarks and (M) procedure to ensure "both doors are in the closed position".
ATA 21-12	Air Conditioning System: Vapor Cycle System (VCS) Aft Door Actuator revised remarks and (M) procedure to ensure "both doors are in the closed position".
ATA 22-1	Autopilot System revised remarks and (O) procedure and (M) procedure added.
ATA 22-3	Yaw Damper revised remarks and (M) procedure and (O) procedure added.
ATA 22-4	Autothrottle System relief and (M) procedure added.
ATA 23-1	Communications Systems (VHF and UHF) number installed updated from "-" to "2".
ATA 23-3	Flight Deck Hand Microphones relief and remarks updated in accordance with PL-58.
ATA 23-5	Maintenance Data Link System number installed updated from "1" to "-" and Note in remarks corrected.

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HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
ATA 23-6-B	Fixed ELTs relief updated in accordance with PL-120 and (M) procedures added.
ATA 23-7	Passenger Address (PA) System relief and (O) procedure deleted.
ATA 23-8	Satellite Phone relief added.
ATA 23-9-(A-B)	Static Wicks relief added.
ATA 25-1-D	Pilot Seats, Inboard Armrest relief added.
ATA 25-3-(A-E)	Passenger Seats relief updated in accordance with PL-79 with corresponding (M) procedures updated / added as appropriate.
ATA 25-5	Repair Category corrected from "blank" to "C".
ATA-25-7	Emergency Locator Transmitter item and remarks "MOVED TO ATA 23-6 REVISION 1" deleted.
ATA 25-8	Emergency Medical Equipment / First Aid Kit (FAK) relief updated in accordance with PL-73 and (O) procedure added.
ATA 25-9	Baggage Restraint System changed repair category from "C" to "A" and updated remarks in accordance with PL-100.
ATA 26-1	Portable Fire Extinguisher(s) number installed updated from "-" to "1" and (M) procedure deleted.
ATA 30-4	Horizontal Stabilizer De-Ice System item and remarks "COMBINED WITH ATA 30-3 IN REVISION 2" deleted.
ATA 30-5	Pitot/AOA Probe Heat remarks updated and (O) procedure added.
ATA 30-6	Changed item name from "Pitot and Static Heat" to "Standby Pitot Static Probe Heat".
ATA 30-7	L/R Pitot and Static Heat CAS Message item and remarks "DELETED REVISION 1A" deleted.
ATA 31-1	Diagnostic Storage Unit remarks and (O) procedure deleted.
ATA 32-3	Antiskid Brake System relief and (M) and (O) procedures added.
ATA 33-3	Position Lights remarks updated and (O) procedure added.
ATA 33-4-B	Strobe Lights relief and (O) procedure added.
ATA 33-5	Wing Inspection Light relief updated in accordance with PL-72.
ATA 33-6	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System relief updated in accordance with PL-77.

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HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
ATA 34-1	Navigation Equipment (VOR/ILS) number installed updated from “-“ to “2”.
ATA 34-2	ATC Transponders and Automatic Altitude Reporting Systems relief updated in accordance with PL-76 and number required for dispatch changed from “0” to “-“.
ATA 34-2-A	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR added “****” to Sequence No. in accordance with PL-105.
ATA 34-2-B	Automatic Dependent Surveillance-Broadcast (ADS-B) System added relief in accordance with PL-105, and (O) procedure added.
ATA 34-4	Altitude Alerting System relief updated in accordance with PL-39 and (O) procedure added.
ATA 34-5	Primary Flight Display (PFD) relief deleted.
ATA 34-6	Magnetic Azimuth Detector relief deleted.
ATA 34-7	Attitude Heading and Reference System relief deleted.
ATA 34-10	Distance Measuring Equipment (DME) Systems updated repair category from “C” to “D” in accordance with PL-03.
ATA 34-10-A	Aircraft with GPS-Derived DME Data (Synthetic DME System) Installed updated repair category from “C” to “D”.
ATA 34-11	Standby Attitude Indicator relief deleted and related relief addressed in ATA 34-11-A and ATA 34-11-B.
ATA 34-11-A	Standby Mechanical Attitude Indicator relief added.
ATA 34-11-B	Standby Electronic Attitude Source (3rd AHRS) relief added.
ATA 34-13	Traffic Advisory System (TAS) updated in accordance with PL-32.
ATA 34-16	Stormscope relief added.
ATA 34-17-A	Garmin 400W Navigation Databases relief added in accordance with PL-98.
ATA 34-18-A	Navigation Databases relief added in accordance with PL-98.
ATA 34-19	Standby Display Unit (SDU) relief added.
ATA 34-20	Air Data Computer 3 (ADC 3) relief added.
ATA 38-1	Portable Lavatory System relief and (M) procedure deleted.

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DEFINITIONS

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS in accordance PL-25 Appendix B.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25 Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

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PREAMBLE

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE or PL-36, 14 CFR PART 91 MEL APPROVAL AND PREAMBLE.

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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
21-4	(O) Operations procedure to ensure Dump Switch is in the DUMP position. (M) Maintenance procedure to secure both Outflow Valves in the OPEN position.
21-5	(O) Operations procedure to ensure Dump Switch is in the DUMP position. (M) Maintenance procedure to secure both Outflow Valves in the OPEN position.
21-9	(M) Maintenance procedure to ensure both Variable Outlet Ram Exhaust (VORE) Valves remain OPEN.
21-11	(M) Maintenance procedure to verify Air Conditioning is not used and both VCS Doors remain in the CLOSED position.
21-12	(M) Maintenance procedure to verify Air Conditioning is not used and both VCS Doors remain in the CLOSED position.
22-1	(O) Operations procedure to ensure Yaw Damper, Stall Warning System, and Stick Pusher are operative. (M) Maintenance procedure to ensure Autopilot Servos do not interfere with the function of any Flight Control.
22-3	(O) Operations procedure to ensure Stall Warning System and Stick Pusher are operative. (M) Maintenance procedure to ensure Yaw Damper and Autopilot Systems are deactivated and to ensure Yaw and Autopilot Servos do not interfere with the function of any Flight Control.
22-4	(M) Maintenance procedure to ensure Autothrottle System is deactivated, secured, and throttle functions can be performed normally.
23-6-B	(M) Maintenance procedure to ensure Fixed ELT is deactivated. (M) Maintenance procedure to ensure Fixed ELT is deactivated.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
24-1	(O) Operations procedure to ensure Engine starts are completed in accordance with AFM procedures.
25-1-D	(M) Maintenance procedure to secure seat in the taxi, takeoff, and landing (TTL) position.
25-3-B	(M) Maintenance procedure to secure seat in the taxi, takeoff, and landing (TTL) position.
25-3-C	(M) Maintenance procedure to secure seat in the taxi, takeoff, and landing (TTL) position.
25-3-E	(M) Maintenance procedure to remove the headrest from the seat.
25-4	(M) Maintenance procedure to ensure Rudder Pedals have full range of motion.
25-8	(O) Operations procedure to ensure FAK is resealed and identified so it cannot be mistaken for a fully serviceable unit.
25-9	(M) Maintenance procedure to ensure cargo or baggage is not restrained by an inoperative Baggage Restraint System.
27-1	(M) Maintenance procedure to verify Aileron Trim functions properly.
27-2	(M) Maintenance procedure to verify Rudder Trim functions properly.
28-1	(O) Operations procedure to visually verify both Wings are completely filled with fuel.
28-2	(O) Operations procedure to visually verify both Wings are completely filled with fuel.
28-3	(O) Operations procedure to ensure the recommended anti-icing additives are used.
28-4	(O) Operations procedure to ensure Aircraft Fuel System balance is monitored in flight.
30-1	(M) Maintenance procedure to ensure the Anti-Ice Valve is in the CLOSED position.
30-2	(O) Operations procedure to ensure the Defog System operates normally.
30-5	(O) Operating procedure to ensure aircraft is operated in accordance with airspeed and bank angle limitations contained in the STICK PUSHER FAIL Emergency Procedures in the AFM.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
32-1	(M) Maintenance procedure to ensure Parking Brake Valve does not leak and that the Brake System works properly.
32-2	(O) Operations procedure to ensure aircraft is chocked when parked and flight crew is aware that Brakes have to be held manually during ground operations.
32-3	(O) Operations procedure to ensure brakes are working properly. (O) Operations procedure to ensure Parking Brake is released prior to taxiing. (M) Maintenance procedure to ensure ABS is deactivated and secured.
33-3	(O) Operations procedure to ensure Strobe Lights operate normally.
33-4-B	(O) Operations procedure to ensure Position Lights and Flashing Beacon operate normally.
33-8	(O) Operations procedure to ensure appropriate portable lighting is available for night flight operations.
34-2-B	(O) Operations procedure to ensure alternate procedures are established and used.
34-4	(O) Operations procedure to ensure Autopilot with altitude hold and altitude capture operates normally.
34-13	(M) Maintenance procedure to ensure Traffic Advisory System (TAS) is deactivated and secured. (M) Maintenance procedure to ensure Traffic Advisory System (TAS) is deactivated and secured.
34-15-A-1	(O) Operations procedure to ensure alternate procedures are established and used.
34-15-A-1-a	(O) Operations procedure to ensure alternate procedures are established and used.
34-15-A-1-d	(O) Operations procedure to ensure alternate procedures are established and used. (O) Operations procedure to ensure alternate procedures are established and used and advisory Callouts are not required by the applicable sections of 14 CFR.
34-15-A-1-e	(O) Operations procedure to ensure alternate procedures are established and used.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-15-B-1	(O) Operations procedure to ensure alternate procedures are established and used.
35-1	(M) Maintenance procedure to ensure Flight Crew and Passenger Mask System is secured with no leaks.
35-2	(M) Maintenance procedure to ensure the Passenger Mask System operates normally.
35-4	(M) Maintenance procedure to ensure Oxygen System does not leak and procedures are established for servicing the System.
35-5	(M) Maintenance procedure to ensure Oxygen System open cavity is clear.
46-1-A	(O) Operations procedure to ensure flight crew follows established alternate procedures.
46-1-B	(O) Operations procedure to ensure flight crew follows established alternate procedures.
46-1-C	(O) Operations procedure to ensure flight crew follows established alternate procedures.
46-1-D	(M) Maintenance procedure to ensure EFB hardware is secured or removed. (O) Operations procedure to ensure flight crew follows established alternate procedures. (M) Maintenance procedure to ensure EFB hardware is secured or removed.
52-3	(O) Operations procedure to ensure Cabin Door is latched and secured prior to each flight. (M) Maintenance procedure to ensure the Cabin Door Latching System is operating normally.
79-1	(M) Maintenance procedure to inspect the associated Oil Filter prior to each flight and ensure the Low Oil Pressure Indicating System is operative.

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
1.	Pressurization Controller (Manual Mode)	C	1	0	May be inoperative provided aircraft is operated with the Cabin Altitude below 10,000 feet MSL.	
2.	Pressurization Controller (Automatic Mode)	C	1	0	May be inoperative provided Pressurization Controller Manual Mode is operative and selected.	
		C	1	0	May be inoperative provided aircraft is operated with the Cabin Altitude below 10,000 feet MSL.	
3.	Cabin Ambient Pressure Sensors	C	2	1		
4.	Primary Outflow Valve	B	1	0	(O) (M) May be inoperative provided: a) Flight is conducted at or below 10,000 feet MSL, and b) The Primary Valve and the Secondary Valve remain OPEN.	
5.	Secondary Outflow Valve	B	1	0	(O) (M) May be inoperative provided: a) Flight is conducted at or below 10,000 feet MSL, and b) The Primary Valve and the Secondary Valve remain OPEN.	
6.	Engine Fan Air Control Valve	C	2	0	NOTE: Air Source Selector in any position other than OFF while the aircraft is on the ground may result in a Bleed Duct overheat condition.	
7.	Forward Evaporator Blower	C	1	0		
8.	Aft Evaporator Blower	C	1	0		

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
9.	Variable Outlet Ram Exhaust (VORE) Valve	C	2	1	May be inoperative provided opposite side Air Source is selected.	
		C	2	0	(M)	
10.	Air Conditioning System	C	1	0		
11.	Vapor Cycle System (VCS) Forward Door Actuator	C	1	0	(M) May be inoperative provided Air Conditioning is not used and both doors are in the CLOSED position.	
12.	Vapor Cycle System (VCS) Aft Door Actuator	C	1	0	(M) May be inoperative provided Air Conditioning is not used and both doors are in the CLOSED position.	
13.	Cabin Duct Temperature Sensor	C	2	0		
14.	Cockpit/Cabin Auto Zone Temperature Sensors	B	2	1		

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot System	C	1	0	(O) (M) May be inoperative provided: a) Aircraft is operated with a crew of two, b) Yaw Damper is verified to be operative, c) Stall Warning System and Stick Pusher are operative, and d) Aircraft is not operated in RVSM airspace. e) Autopilot Servos do not interfere with the function of any Flight Control.	
2.	Autopilot Disconnect Switch (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the Autopilot.	
		B	2	0	May be inoperative provided Autopilot is not used.	
3.	Yaw Damper	C	1	0	(O) (M) May be inoperative provided: a) Yaw Damper and Autopilot System are deactivated, b) Yaw and Autopilot Servos do not interfere with the function of any Flight Control, c) Aircraft is operated with a crew of two, d) Stall Warning System and Stick Pusher are operative, and e) Aircraft is operated in accordance with the altitude and airspeed limitations contained in the AFM.	
4.	Autothrottle System	D	-	0	May be inoperative, provided: a) Throttle functions can be performed manually b) (M) System is deactivated and secured by collaring the AUTOTHROTTLE SERVOS electronic circuit breaker.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communications Systems (VHF And UHF)	C	2	1	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Battery Bus and not required for emergency procedures. NOTE: Communication System No. 1 must be operative.	
2.	Cockpit Speakers	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
3.	Flight Deck Hand Microphones	C	2	0	May be inoperative provided associated boom microphone operates normally.	
		D	2	0	Any in excess of those required by regulation may be inoperative.	
4.	Oxygen Mask Microphones	C	-	1	Any in excess of those required by 14 CFR may be inoperative. NOTE: Pilot's Oxygen Mask Microphone must be operative.	
5.	Maintenance Data Link System	D	-	0	NOTE: The Data Link System is used for real time transmission of aircraft and engine data only.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
6. ***	Emergency Locator Transmitter (ELT)					
A)	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
B)	Fixed ELTs	A	1	0	(M) May be inoperative provided: a) System is deactivated, b) Repairs are made within 90 days, and c) Placard stating "ELT Inoperative" is placed in view of the pilot.	
		A	1	0	May be missing provided: a) Repairs are made within 90 days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
		D	1	-	(M) May be inoperative provided: a) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated, and b) Placard stating "ELT inoperative" is placed in view of the pilot.	
		D	1	-	May be missing provided: a) Any in excess of those required by 14 CFR may be missing, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
7.	Passenger Address (PA) System				DELETED REVISION 3.	
8.	Satellite Phone	D	-	0		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
9.	Static Wicks					
A)	Static Wicks (aircraft not approved for flight into icing)	D	-	4	One may be missing from each elevator.	
B)	Static Wicks (aircraft approved for flight into icing)	D	-	8	One may be missing from each wing between tip tank and aileron.	

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TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	External Power System	C	1	0	(O)	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1.	Pilot Seats					
A)	Recline Mechanism	B	2	0	May be inoperative provided Seat is secured in the UPRIGHT position.	
B)	Headrest (Left Seat)	B	1	0	May be inoperative provided it does not prevent the pilot from quickly reaching the Emergency Oxygen Mask.	
		B	1	0	May be inoperative provided the Emergency Oxygen Mask is removed and worn throughout the flight.	
C)	Headrest (Right Seat)	B	1	0		
D)	Inboard Armrest	C	-	0	May be inoperative or missing and seat occupied, provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, b) Armrest does not restrict any flight crew member from access to the aircraft aisle, and c) (M) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
2.	Cockpit Shoulder Harness	B	2	1	Right side may be inoperative provided Seat is not occupied and placarded "DO NOT OCCUPY".	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
3.	Passenger Seats					
A)	Passenger Seats (Includes all Configurations and Locations)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
B)	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		C	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
C)	Armrests	C	-	-	(M) May be inoperative or missing and seat occupied, provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
(Continued)						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
3.	Passenger Seats (Cont'd)					
D)	Seat Back Stowage	C	-	0	May be inoperative provided nothing is stored in the Seat Back Compartment and it is placarded "DO NOT USE".	
E)	Headrest	C	-	0	(M) May be inoperative provided Headrest is removed from the Seat.	
4.	Rudder Pedal Adjustment	B	2	0	(M) May be inoperative provided: a) Rudder Pedal(s) can be secured in an acceptable position, and b) Position of Rudder Pedal(s) permits full Flight Control movement.	
5. ***	Non-Essential Equipment & Furnishings (NEF)	C	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
6.	Cockpit Convenience Item(s)	C	-	-	Items such as sunshades, cup holders, curtains, pillows, vent knobs, gaspers, upholstery /trim, goggle stowage bags, side panel holders, seat lumbar support, side view mirrors, foot rests, foot warmer handles and vents and yoke clips may be inoperative or missing.	
8.	Emergency Medical Equipment/First Aid Kit (FAK)	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing or inoperative provided: <ol style="list-style-type: none"> a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight. 	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
9.	Baggage [Cargo] Restraint System	A	-	-	(M) May be inoperative or missing provided: <ol style="list-style-type: none"> a) Acceptable cargo loading limits from an approved source, i.e., an approved Cargo Loading Manual, or Weight and Balance Document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit. 	
		C	-	-	May be inoperative, or missing, provided Cargo Compartment remains Empty.	
10.	"Fasten Seat Belt While Seated" Sign Or Placard	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher(s)	C	1	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged INOPERATIVE, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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TABLE KEY

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
1.	Aileron Trim Indication	B	1	0	(M) May be inoperative provided prior to each flight: a) Aileron Trim is visually checked for full, free, and correct movement, and b) Aileron Trim is confirmed to be NEUTRAL.	
2.	Rudder Trim Indication	B	1	0	(M) May be inoperative provided prior to each flight: a) Rudder Trim is visually checked for full, free, and correct movement, and b) Rudder Trim is confirmed to be NEUTRAL.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
1.	Wing Fuel Quantity Indicating System	B	2	1	(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Both Wing Tanks are completely filled with fuel, b) Both Fuel Flow Indicators are operative, and c) Both Low Fuel Quantity Indicators are operative. NOTE 1: Total Fuel Quantity Indication is incorrect with a Gauging System failure NOTE 2: FUEL QTY LOW Caution may be associated with this condition.	
2.	L/R FUEL QTY LOW Warning Indication	A	2	1	(O) May be inoperative provided: <ul style="list-style-type: none"> a) All Fuel Quantity Indicating Systems operate normally, b) Fuel Flow and Fuel Used Systems operate normally, c) Both Wing Tanks are FULL, and d) Repairs are made in one flight day. 	
3.	Fuel Temperature Indication	B	2	1	(O) May be inoperative provided anti-icing additives are used for all operations.	
4.	L/R FUEL PRESS FAULT Advisory CAS Message	A	2	1	(O) May be inoperative provided: <ul style="list-style-type: none"> a) The Crossfeed Valve is operative and is manually selected OFF, and b) Aircraft is operated for a maximum of two flight legs. 	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Anti-Ice System	C	2	0	(M) Both may be inoperative provided: a) Aircraft is not operated in visible moisture with the Static Air Temperature less than +10 degrees C, b) Aircraft is not operated in known or forecast icing conditions, and c) Engine Anti-Ice Valve is confirmed to be in the CLOSED position.	
2.	Windshield Heat System	C	1	0	(O) May be inoperative provided: a) Aircraft is not operated in visible moisture with the Static Air Temperature less than +10 degrees C, b) Aircraft is not operated in known or forecast icing conditions, and c) Defog System operates normally.	
3.	Surface De-Ice System (Wing/Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
5.	Pitot/AOA Probe Heat	B	2	1	(O) One may be inoperative provided: a) Flight is conducted in Day VMC without visible moisture present, b) Pitot Static Probe Heat is operative, and c) Takeoff is permitted provided the Stall Protection System Test passes and no other CAS messages are annunciated. NOTE: L(R) PITOT HEAT FAIL will appear on the ground and in flight. STALL PROTECTION FAIL will appear on the ground only. STICK PUSHER FAIL will replace the STALL PROTECTION FAIL in flight.	
6.	Standby Pitot Static Probe Heat	B	1	0	May be inoperative provided: a) Flight is conducted in Day VMC without visible moisture present, and b) Both Pitot/AOA Probes Heat are operative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Data Storage Unit	C	1	0		
2.	Master Warning Annunciator	A	2	1	One Annunciator may be inoperative provided: a) All remaining Warning Lights and aural indications operate normally, and b) Repairs are made within 2 flight days.	
3.	Master Caution Annunciator	A	2	1	One Annunciator may be inoperative provided: a) All remaining Caution Lights and aural indications operate normally, and b) Repairs are made within 2 flight days.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
1.	Parking Brake "ON" CAS Message	B	1	0	(M) May be inoperative provided: a) Parking Brake is checked to confirm it is operative prior to each flight, and b) It is verified that the Parking Brake is released prior to taxiing.	
2.	Parking Brake	B	1	0	(O) May be inoperative provided Main Gear Brakes operate normally.	
3.	Antiskid Brake System	D	-	0	May be inoperative provided: a) (O) Brakes are verified to be working properly, b) (O) Operations are conducted in accordance with the performance data in the AFM, c) (M) System is deactivated and secured by collaring the ABS, L BRAKE CONTROL, R BRAKE CONTROL electronic circuit breakers, and d) The ABS switch/indicator is placarded INOP.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
1.	Landing Lights	C	2	0	Both may be inoperative for day operations.	
		C	2	1	One may be inoperative for night operations.	
2.	Taxi/Recognition Lights	C	2	0		
3.	Position Lights	C	3	0	(O) May be inoperative from sunrise to sunset provided strobe lights are operative.	
4.	Beacon / Strobe Lights					
A)	Flashing Beacon	C	1	0		
B)	Strobe Lights	A	3	0	(O) May be inoperative provided: a) Inoperative for day operations, b) All position lights are operative, c) Flashing beacon is operative, and d) Repairs are made within 3 flight days.	
5.	Wing Inspection Light	C	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
1.	Navigational Equipment (VOR/ILS)	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
2.	ATC Transponders And Automatic Altitude Reporting Systems	B	2	-	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 route of flight. NOTE: Transponder #1 must be operative for RVSM operations.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
A) ***	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
B) ***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over 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	-	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
3.	Marker Beacon	C	1	0	May be inoperative provided approach procedures do not require its use.	
4.	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations, i.e., RVSM, do not require its use, c) Airplane does not depart from an airport where repair or replacement can be made, and d) Repairs are made within 3 flight days.	
5.	Primary Flight Display (PFD)				DELETED REVISION 3.	
6.	Magnetic Azimuth Detector				DELETED REVISION 3.	
7.	Attitude Heading And Reference System (AHRS)				DELETED REVISION 3.	
8.	Keyboard (PFD/MFD Entry)	C	-	0		
9.	Weather Radar System	C	1	0	Any in excess of those required by 14 CFR may be inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
A)	Aircraft with GPS-Derived DME Data (Synthetic DME System) Installed	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
11.	Standby Attitude Indicator					
A)	Standby Mechanical Attitude Indicator	C	-	0	May be inoperative provided it is not required by 14 CFR.	
B)	Standby Electronic Attitude Source (3 rd AHRS)	C	-	0	May be inoperative provided it is not required by 14 CFR.	
12.	Automatic Direction Finder (ADF) Systems	C	-	0	Any in excess of those required by 14 CFR may be inoperative.	
13.	Traffic Advisory System (TAS)	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) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
14.	Global Positioning System (GPS)	C	-	0	May be inoperative provided it is not required by 14 CFR, and enroute or approach procedures do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
15.	Terrain Awareness And Warning System (TAWS)					
A)	Class B TAWS Equipment					
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
a)	Modes 1 And 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
c)	Modes 2, 4 And 5 ***	C	3	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
e)	Windshear Mode (Reactive) ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
15.	Terrain Awareness And Warning System (TAWS) (Cont'd)					
A)	Class B TAWS Equipment (Cont'd)					
2)	Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0		
3) ***	Terrain Displays	C	-	0		
4) ***	Runway Awareness And Advisory System (RAAS)	C	1	0		
B)	Class C TAWS Equipment					
1) ***	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any Mode that operates normally may be used.	
16.	Stormscope	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
17.	Navigation Management System					
A)	Garmin 400W Navigation Databases	A	-	0	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) It 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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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
18.	Flight Management System (FMS)					
A)	Navigation Databases	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> 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) It 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.	
19.	Standby Display Unit (SDU)	C	-	1	The left SDU must be operational.	
20.	Air Data Computer 3 (ADC 3)	B	1	0	May be inoperative provided ADC1 and ADC2 are both operative	
					NOTE: If L and R ENG CONTROL CAS message is displayed, no action is required.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oxygen System	C	1	0	(M) May be inoperative provided flight remains at or below 10,000 feet MSL.	
2.	Passenger Oxygen Deployment System ("AUTO" Function)	C	1	0	(M) May be inoperative provided: a) Manual Deployment System operates normally, and b) Flight remains below 30,000 feet MSL if passengers are on board.	
3.	Passenger Oxygen Mask	C	-	0	One or more Passenger Oxygen Masks may be inoperative provided associated Seat is blocked and placarded "DO NOT OCCUPY".	
4.	External Oxygen Pressure Gauge	C	1	0	(M) May be inoperative provided: a) Cockpit Oxygen Pressure Gauge is operative, and b) There is no leakage from the Oxygen Service Gauge.	
5.	Oxygen High Pressure Burst Disk	C	1	0	(M) May be inoperative provided oxygen pressure is verified as available using the Oxygen Service Panel Gauge or the Pilot's Oxygen Control Panel.	

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Portable Lavatory System				DELETED REVISION 3.	

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3. NO. REQUIRED FOR DISPATCH
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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Electronic Flight Bag Systems (EFBs)					
A) ***	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
B) ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
C) ***	Power Connection (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
D) ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cabin Door Seal	B	1	0	May be inoperative provided flight is conducted at or below 10,000 feet MSL.	
2.	Emergency Exit Seal	B	1	0	May be inoperative provided flight is conducted at or below 10,000 feet MSL.	
3.	Cabin Door CAS Message	A	1	0	(O)(M) May be illuminated provided: a) Latching and Locking Marks are aligned, b) Inner Handle is securely LOCKED, and c) Repairs are made within 2 flight days.	
4.	Keyed Lock	D	1	0	May be inoperative provided: a) The Door can be secured CLOSED, and b) The Door Latching Mechanism functions properly.	

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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oil Filter Bypass	B	2	0	(M) OIL FILTER BYPASS Indication may be illuminated provided: a) Low Oil Pressure Indicating System is operative, and b) Associated Oil Filter is verified to be free of clogging before each flight.	
2.	L/R ENG CHIP FAULT Advisory CAS Message	A	2	1	One may be inoperative provided the aircraft is operated for one flight to the nearest qualified maintenance facility.	