EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

ECLIPSE EA500

Revision: Original

Date: 21 January, 2010

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ECLIPSE AEROSPACE

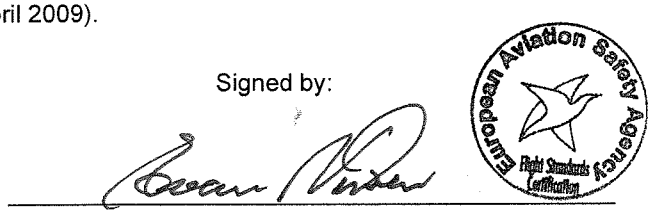
EA500 Model

REVISION: Original

This Master Minimum Equipment List (MMEL) Supplement is issued by the European Aviation Safety Agency at the above revision and is recommended for approval as the basis for the preparation and approval of individual operator's Minimum Equipment Lists (MELs) for aircraft of this Type, as certified by and operated under the jurisdiction of EASA member States National Authorities.

This EASA MMEL Supplement must only be used in conjunction with the FAA Approved MMEL at Revision 2 (dated 10 April 2009).

Signed by:



Evan Nielsen

EASA Head of Certification Flight Standards

for and on behalf of EASA

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REVISION RECORD

REVISION NO.	ISSUE DATE	INCORPORATED BY	DATE
Original	21 January, 2010		

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PREAMBLE

The following is applicable for operators under European operating regulations (JAR OPS or EU-OPS). The regulations require that all equipment installed on an aircraft in compliance with the Airworthiness code and the Operating Requirements must be operative. However, the Regulations also permit the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

The EASA Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The EASA MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which the EASA finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders.

The MMEL is the basis for development of individual operator's MELs, which take into consideration the operator's particular aircraft equipment configuration and operational conditions. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of the requirements is included in the MEL with appropriate conditions and limitations. The MEL must not deviate from Airworthiness Directives or any other Mandatory Requirement. It is important to remember that all equipment related to the airworthiness and the operating requirements of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

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PREAMBLE (Cont.)

The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectification's can be accomplished. It is important that rectifications be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. Rectification Interval Extension, as prescribed in JAR-MMEL/MEL.081, has been taken into account in the development of this MMEL. Therefore operators, with the approval of their authority, may consider use of the referenced procedure as being within the scope of this MMEL. The MEL provides for release of the aircraft for flight with inoperative equipment.

When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by the applicable regulations. The item is then either rectified or may be deferred per the MEL or other approval means acceptable to the competent Authority prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/ Logbook entry, or other approved documentation is issued as prescribed by the applicable regulations. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative systems or components must also be considered. Wherever possible, account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload must be considered.

Operators are to establish a controlled and sound rectification program including the parts, personnel, facilities, procedures and schedules to ensure timely rectification. This program should identify the actions required for Maintenance discrepancy messages.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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DEFINITIONS AND EXPLANATORY NOTES

The definition (s) presented here are additional to any which are otherwise applicable:

1. FAA MMEL Definition 7. ER: Not applicable to this aircraft.
2. Extended Overwater Flight: Refer to EU-OPS 1 Subpart K for definition.
3. Rectification Intervals: The following Definitions are used throughout this document.

   Category A
   No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (5) of the MMEL.

   Where a time period is specified, it shall start at 00:01 on the calendar day following the day of discovery.

   Category B
   Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery

   Category C
   Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery.

   Category D
   Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.
4. As required by Operating Requirements: The associated item must comply with EU-OPS or any other legislation in force during the flight. Operators should refer to "JAR-OPS MEL Policy Document (JAA Administrative and Guidance Material, Section Four: Operations, Part Three: Temporary Guidance Leaflet number 26)" for suitable alleviations based upon the required equipment identified within EU-OPS, subparts K, L, and S.
5. Visual Meteorological Conditions (VMC): The atmospheric environment is such that would allow a flight to proceed under Visual Flight Rules applicable to the flight. This does not include operating under Instrument Flight Rules.
6. Day Operation: Any flight conducted from the point of take-off to landing between 30 minutes before sunrise and 30 minutes after sunset.
7. Dash (-): A dash in columns 3 and 4 indicates a variable quantity.
8. Icing Conditions: Where the atmospheric environment is such that ice can form on the aircraft or in the engine(s).

DEFINITIONS AND EXPLANATORY NOTES (Cont.)

9. Commencement of Flight: The point when an aircraft begins to move under its own power for the purpose of preparing for take-off.

10. Inoperative: The equipment malfunctions to the extent that it does not accomplish its intended purpose or is not consistently functioning within its design operating limits of tolerances.

    Some equipment has been designed to be fault tolerant and monitored by computers which transmit fault messages to a centralised computer for the purpose of maintenance. The presence of this category of message does not mean that the equipment is inoperative.

11. Combustible Material: If a MEL item prohibits loading of combustible (or flammable or inflammable) material, no material may be loaded except the following.

    a. Cargo handling equipment (unloaded, empty or with ballast);

    b. Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.); and

NOTE: If serviceable tires are included, they should only be inflated to a minimum pressure that preserves their serviceability.

    c. Inflight service material (return catering - only closed catering, trollys/boxes, no newspapers, no alcohol or duty free goods).

NOTE: This is not an exhaustive list and operators should include in their MELs any definition which is considered relevant.

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GUIDANCE FOR USE OF THIS SUPPLEMENT

1. Aircraft Model Applicability

   This Supplement is applicable to the Eclipse EA-500 only.

2. Treatment of STCs

   Not applicable to this aircraft at this time.

3. This supplement defines the standard of MMEL approved for the above aircraft type by the European Aviation Safety Agency (EASA) by identifying the differences from the FAA MMEL at the latest revision.

4. The information presented in the FAA MMEL for the aircraft type is acceptable to EASA except where superseded by an item in this supplement.

   NOTE: Items within this supplement will use the same reference number as the corresponding item in the FAA MMEL. Where an item in this supplement does not appear in the FAA MMEL, the number will be preceded by "E", and the sequential reference will commence from "1" again (e.g. E52-1 would be the first EASA specific item in ATA Chapter 52). Such items will be placed at the end of the related chapter.

5. Unless superseded by information within this supplement, where the FAA MMEL refers to an item "as required by FAR" it shall be interpreted as meaning, "As required by European and/or by applicable National Operating Regulations".

6. The Preamble and Definitions of the FAA MMEL, adjusted by use of EASA equivalents, should be applied to any MEL generated by use of this supplement in conjunction with the FAA MMEL.

7. This supplement is based upon the FAA approved Eclipse EA-500 MMEL up to Revision 2 dated 10 April 2009. Additional MMEL alleviation provided by later issues of the FAA MMEL must not be used until this EASA Supplement has been updated to confirm that issue as the base document.

8. The text presented in **bold** format within this document highlight parts of the EASA MMEL Supplement entry which differ from the FAA MMEL entry.

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AIRCRAFT **Eclipse EA-500**		REVISION NO: **Original** DATE: **21 January 2010**		PAGE NO: **S22-1**
(1) System & Sequence Numbers Item 22 AUTOPILOT	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
1. Autopilot System	**B**	1	0	(O) 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.
2. Autopilot Disconnect Switch (Quick Release Controls)	C	2	1	One may be inoperative provided: (a)**Operative switch is on the pilot flying side**, (b)Autopilot is not used below 1,500 feet AGL, and (c)Approach minimums do not require the use of Autopilot.
	B	2	0	May be inoperative provided Auto Pilot is not used.
3. Yaw Damper	**B**	1	0	(M) May be inoperative provided: (a)Yaw Damper and Autopilot System are deactivated, (b)Aircraft is operated with a crew of two, (c)Stall Warning System and Stick Pusher are operative, and (d)Aircraft is operated in accordance with the altitude and airspeed limitations contained in the AFM.

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AIRCRAFT **Eclipse EA-500**		REVISION NO: **Original** DATE: **21 January 2010**		PAGE NO: **S23-1**
(1) System & Sequence Numbers Item 23 COMMUNICATIONS	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
1. Communications Systems (VHF And UHF)	C	-	1	Any in excess of those required by **Operating Requirements** 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	0	
3. Hand Microphones	C	2	0	
4. Oxygen Mask Microphones	C	-	1	Any in excess of one for each required crew member on flight deck duty may be inoperative. Note: Pilot's Oxygen Mask Microphone must be operative.
6. Emergency Locator *** Transmitter (ELT)				
A. Survival Type ELTs	D	-	-	**(M) Any in excess of those required may be missing or inoperative provided the inoperative equipment is placarded inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit.**
B. Fixed ELTs	A	-	0	**May be inoperative for a maximum of six flights or 25 flight hours, whichever occurs first.**
	D	-	-	**Any in excess of those required may be inoperative.**

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AIRCRAFT **Eclipse EA-500**		REVISION NO: **Original** DATE: **21 January 2010**		PAGE NO: **S25-1**
(1) System & Sequence Numbers Item 25 EQUIPMENT/FURNISHINGS	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
1. Pilot Seats				
A. Recline Mechanism	B	2	0	May be inoperative provided Seat is secured in the UPRIGHT position. **The position is acceptable to the flight crew member.**
B. Headrest (Left Seat)	B	1	0	May be inoperative provided it does not prevent the pilot from quickly reaching the Emergency Oxygen Mask. **The position is acceptable to the flight crew member.**
	B	1	0	May be inoperative provided the Emergency Oxygen Mask is removed and worn throughout the flight. **The position is acceptable to the flight crew member.**
C. Headrest (Right Seat)	B	1	0	**May be inoperative provided the position is acceptable to the flight crew member.**
5. Non-Essential Equipment & Furnishings				**Not applicable.**
8. Emergency Medical Equipment/First Aid Kit	C	-	-	Any in excess of those required by **Operating Requirements** may be incomplete or missing provided required distribution is maintained.
9. Baggage Restraint System	C	-	-	**May be inoperative or missing, provided Baggage Compartment remains empty.**

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AIRCRAFT **Eclipse EA-500**		REVISION NO: **Original** DATE: **21 January 2010**		PAGE NO: **S26-1**
(1) System & Sequence Numbers Item 26 FIRE PROTECTION	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
1. Portable Fire Extinguisher(s)	C	-	-	(M) Any in excess of those required by **Operating Requirements** may be inoperative or missing provided: (a)The inoperative Fire Extinguisher is tagged INOPERATIVE, removed from its installed location, and placed out of sight so that it can not be mistaken for a functional unit, and (b)Required distribution is maintained.

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(1) System & Sequence Numbers Item 27 FLIGHT CONTROLS	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
1. Aileron Trim Indication	B	1	0	**(O)** 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	**(O)** 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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(1) System & Sequence Numbers Item	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
30 ICE AND RAIN PROTECTION				
5. Pitot/AOA Probe Heat	B	2	2	**Must be operative, there is no relief.**

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(1) System & Sequence Numbers Item	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
32 LANDING GEAR				
2. Parking Brake				**Must be operative, there is no relief.**

AIRCRAFT **Eclipse EA-500**		REVISION NO: **Original** DATE: **21 January 2010**		PAGE NO: **S33-1**
(1) System & Sequence Numbers Item 33 LIGHTS	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
1. Landing Lights	C	2	0	Both may be inoperative for day operations.
	B	2	1	One may be inoperative for night operations.
4. Anti-Collision/Strobe Light System				
A. Beacon Light	C	-	0	(O) May be inoperative for daylight operations provided all white strobe lights are operative. Note: If the red anti-collision light is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.
B. Strobe Light	C	-	0	All may be inoperative.
5. Wing Inspection Light	D	-	0	One or more may be inoperative for daylight operations.
	B	-	0	(O) One or more may be inoperative for night operations provided an alternate means is operative and used to illuminate ice accretion on another outside surface visible from the flight deck.

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(1) System & Sequence Numbers Item 33 LIGHTS (Cont)	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
6. Flight Deck Lighting	C	-	0	One or more may be inoperative for daylight operations.
	C	-	0	Individual Lights may be inoperative provided remaining Lights are: (a)Sufficient to clearly illuminate all required instruments and controls and other devices for the purpose it is provided, (b)Positioned so that direct rays are shielded from flight crewmember eyes, and (c)Lighting configuration and intensity is acceptable to the flight crew.
	C	-	0	Co-pilot's station instrument lights may be inoperative for single pilot operation, provided no co-pilot's station instrument is required to be used by the pilot.
9.Cabin Dome Light	**C**	**-**	**0**	**May be inoperative for daylight operations.**

AIRCRAFT **Eclipse EA-500**		REVISION NO: **Original** DATE: **21 January 2010**		PAGE NO: **S34-1**
(1) System & Sequence Numbers Item 34 NAVIGATION (Cont)	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
1. Navigational Equipment (VOR/ILS)	-	-	-	**As required by Operating Requirements.**
2. SSR Transponder				
(1) Mode A/C Functions	C	-	-	**Any in excess of those required for the route to be flown may be inoperative.**
	A	-	0	**(O) May be inoperative for a maximum of 5 flights provided:** **(a) Permission is obtained from the Air Navigation Service Provider(s) along the route or any planned diversion, and** **(b) Flight is conducted under VFR over routes navigated by reference to visual landmarks.** **Note: Mode C function is required to be operative for RVSM operations.**

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(2) Mode S Function	D	-	0	**Any in excess of those required for the route to be flown may be inoperative.** **Note 1: A SSR transponder with an operative mode S function is defined as a transponder which can provide, at least, Elementary Surveillance capability.**
	C	-	0	**One or more may be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended route.** **Note 1: A SSR transponder with an operative mode S function is defined as a transponder which can provide, at least, Elementary Surveillance capability.** **Note 2: Altitude reporting, provided an SSR transponder Mode S function, is required for flight into RVSM airspace.**
(3) Enhanced Surveillance Functions (if installed)	D	-	0	**One or more Downlinked Aircraft Parameters (DAP's), which provide Enhanced Surveillance, may be inoperative when not required for the intended route.**
	C	-	0	**One or more Downlinked Aircraft Parameters (DAP's), which provide Enhanced Surveillance, may be inoperative when not required for the intended route.**

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(1) System & Sequence Numbers Item 34 NAVIGATION (cont)	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
3. Marker Beacon	**B**	**-**	**0**	**One or more may be operative for IFR operations, provided approach procedures do not require marker fixes.**
	D	**-**	**0**	**One or more may be inoperative for VFR operations.**
4. Altitude Alerting System	B	-	0	**(O) May be inoperative provided an autopilot with an altitude hold is operative.** **Note: One altitude alerting system is required to be operative for RVSM operations.**
8. Keyboard (PFD/MFD Entry)				**Not applicable.**
9. Weather Radar System	-	1	0	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item 34 NAVIGATION (Cont)	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
10. Distance Measuring Equipment (DME) Systems	-	-	-	**As required by Operating Requirements.**
A. Aircraft with GPS-Derived DME Data (Synthetic DME System) Installed	-	-	-	**As required by Operating Requirements.**
11. Standby Attitude Indicator	B	-	0	May be inoperative provided: (a)Operations are conducted in day VMC only, and (b)Operations are not conducted into known or forecast over-the-top conditions.
12. Automatic Direction Finder (ADF) Systems	-	-	0	**As required by Operating Requirements.**
13. Traffic Advisory System (TAS)	-	-	0	(M) May be inoperative provided: (a)**It is not required by Operating Requirements,** (b)System is deactivated and secured, and (c)Enroute or approach procedures do not require its use.
14. Global Positioning System (GPS)	**C**	**-**	**0**	**(O) One or more may be inoperative provided alternate procedures are established and used.**
	D	**-**	**0**	**(O) One or more may be inoperative provided procedures do not require its use.**

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(1) System & Sequence Numbers Item 34 NAVIGATION (Cont.)	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
15. Ground Proximity Warning Systems (If installed)	A	-	0	**May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.**
A. Modes 1 to 4	A	-	0	**May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.**
B. Test Mode	A	-	0	**May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.**
C. Glideslope Deviation (Mode 5)	B	-	0	**May be inoperative.**
	C	-	0	**May be inoperative for day VMC only.**

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(1) System & Sequence Numbers Item	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions	
34 NAVIGATION (Cont.)					
15. Ground Proximity Warning Systems (If installed) (Cont.)					
D. Terrain Awareness & Warning System (TAWS) (Where Required)	A	-	0	**May be inoperative provided** **(a) The GPWS functions are operative, and** **(b) Repairs or replacements are carried out within 10 calendar days.**	
	A	-	0	**May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.**	
	C	-	0	**(M) May be inoperative provided system is:** **(a)Not required by Operating Requirements,** **(b)Deactivated and secured, and** **(c)Not required for enroute or approach procedures.**	
E. Advisory Callouts (If installed)	C	-	0	**(O) May be inoperative provided alternate procedures are established and used.** **Note: Check Flight Manual limitations for approach minima.**	
F. Windshear Mode (If installed)					
(1) Predictive	D	-	0	**May be inoperative.**	
(2) Reactive	D	-	0	**(O) May be inoperative provided alternate procedures are established and used.**	
G. Runway Awareness & Advisory System (RAAS) (If installed)	C	1	0		

AIRCRAFT **Eclipse EA-500**		REVISION NO: **Original** DATE: **21 January 2010**		PAGE NO: **S35-1**
(1) System & Sequence Numbers Item 35 OXYGEN	(2) Cat	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
2. Passenger Oxygen Deployment System ("AUTO" Function)	**B**	1	0	(M) May be inoperative provided: (a)Manual Deployment operates normally, and (b)Flight remains below 30,000 feet MSL if passengers are on board.
3. Passenger Oxygen Mask	**B**	1	0	(M) One or more Passenger Oxygen Masks may be inoperative provided: (a)Affected seats are blocked and placarded to prevent occupancy, and (b)Units are operative for all operative seats.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

AIRCRAFT **Eclipse EA-500**				REVISION NO: **Original** DATE: **21 January 2010**	PAGE NO: **S46-1**
(1) System & Sequence Numbers Item	(2) Cat				
46 INFORMATION SYSTEMS		(3) Number Installed			
			(4) Number Required for Dispatch		
				(5) Remarks or Exceptions	
1. ***Electronic Flight Bag Systems (EFBs)				**Not applicable.**	

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