

MASTER MINIMUM EQUIPMENT LIST

MAINTENANCE AND OPERATIONAL PROCEDURES MANUAL

For the

Epic E1000

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P/N SK05001003
ISSUED 23 Feb 2022

NOTICE

The Master Minimum Equipment List (MMEL) is distributed by the Department of Transportation Federal Aviation Administration. This MMEL Maintenance and Operational Procedures Manual includes the items from the MMEL that have Maintenance (M) or Operational (O) procedural requirements.

This manual is not FAA approved and is for reference only. This manual is only intended to aid operators in developing procedures to operate their aircraft in the non-standard configurations allowed by their Minimum Equipment List (MEL). This manual is not intended to be used as part of any specific MEL. The procedures in the manual are technically correct to the best of Epic Aircraft's knowledge. Epic Aircraft does not imply that the procedures in this manual are the only valid procedures.

The Operator is responsible to make sure that all crew members are properly trained in the use of (M) and (O) procedures. The MMEL takes precedence over this manual in the event of conflicting information. The POH/AFM takes precedence over both the MMEL and this manual.

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21 ECS SYSTEM

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-20-01 Mass Flow Valve	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized. **MAINTENANCE PROCEDURES**: 1. Pull and collar the MASS FLOW circuit breaker. 2. Placard the PRESS AIR, HI PRESS AIR, and EMERG PRESS switches as inoperative. **OPERATIONAL PROCEDURES**: 1. Prior to takeoff: a) Set the DUMP VALVE switch to ON. b) Make sure the PRESS AIR switch is set to OFF. c) Make sure the EMERG PRESS switch is set to OFF. 2. GROUND FRESH AIR should be used to ensure flow of fresh air through cabin. 3. Comply with UNPRESSURIZED FLIGHT procedures in the AFM. **Note 1: The PRESS AIR OFF caution will be on during flight.** **Note 2: The CABIN ALT HIGH warning will be on during flight operations above 10,000' pressure altitude.** **Note 3: Prior to flight operations above 14,000' pressure altitude, the PAX OXY circuit breaker may be pulled to prevent passenger mask deployment.**

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-20-02 Mass Flow Controller	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized. **MAINTENANCE PROCEDURES**: 1. Pull and collar the MASS FLOW circuit breaker. 2. Placard the PRESS AIR, HI PRESS AIR, and EMERG PRESS switches as inoperative. **OPERATIONAL PROCEDURES**: 1. Prior to takeoff: a) Set the DUMP VALVE switch to ON. b) Make sure the PRESS AIR switch is set to OFF. 2. GROUND FRESH AIR should be used to ensure flow of fresh air through cabin. 3. Comply with UNPRESSURIZED FLIGHT procedures in the AFM. **Note 1: The PRESS AIR OFF caution will be on during flight.** **Note 2: The CABIN ALT HIGH warning will be on during flight operations above 10,000' pressure altitude.** **Note 3: Prior to flight operations above 14,000' pressure altitude, the PAX OXY circuit breaker may be pulled to prevent passenger mask deployment.**

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-20-03 Mass Flow Sensor	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized. **MAINTENANCE PROCEDURES**: 1. Pull and collar the MASS FLOW circuit breaker. 2. Placard the PRESS AIR, HI PRESS AIR, and EMERG PRESS switches as inoperative. **OPERATIONAL PROCEDURES**: 1. Prior to takeoff: a) Set the DUMP VALVE switch to ON. b) Make sure the PRESS AIR switch is set to OFF. 2. GROUND FRESH AIR should be used to ensure flow of fresh air through cabin. 3. Comply with UNPRESSURIZED FLIGHT procedures in the AFM. **Note 1: The PRESS AIR OFF caution will be on during flight.** **Note 2: The CABIN ALT HIGH warning will be on during flight operations above 10,000' pressure altitude.** **Note 3: Prior to flight operations above 14,000' pressure altitude, the PAX OXY circuit breaker may be pulled to prevent passenger mask deployment.**

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-20-04 Temperature Control Valve	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized. **MAINTENANCE PROCEDURES**: 1. Pull and collar the MASS FLOW circuit breaker. 2. Placard the PRESS AIR, HI PRESS AIR, and EMERG PRESS switches as inoperative. **OPERATIONAL PROCEDURES**: 1. Prior to takeoff: a) Set the DUMP VALVE switch to ON. b) Make sure the PRESS AIR switch is set to OFF. 2. GROUND FRESH AIR should be used to ensure flow of fresh air through cabin. 3. Comply with UNPRESSURIZED FLIGHT procedures in the AFM. **Note 1: The PRESS AIR OFF caution will be on during flight.** **Note 2: The CABIN ALT HIGH warning will be on during flight operations above 10,000' pressure altitude.** **Note 3: Prior to flight operations above 14,000' pressure altitude, the PAX OXY circuit breaker may be pulled to prevent passenger mask deployment.**

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-20-05 Temperature Controller	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized. **MAINTENANCE PROCEDURES**: 1. Pull and collar the MASS FLOW circuit breaker. 2. Placard the PRESS AIR, HI PRESS AIR, and EMERG PRESS switches as inoperative. **OPERATIONAL PROCEDURES**: 1. Prior to takeoff: a) Set the DUMP VALVE switch to ON. b) Make sure the PRESS AIR switch is set to OFF. 2. GROUND FRESH AIR should be used to ensure flow of fresh air through cabin. 3. Comply with UNPRESSURIZED FLIGHT procedures in the AFM. **Note 1: The PRESS AIR OFF caution will be on during flight.** **Note 2: The CABIN ALT HIGH warning will be on during flight operations above 10,000' pressure altitude.** **Note 3: Prior to flight operations above 14,000' pressure altitude, the PAX OXY circuit breaker may be pulled to prevent passenger mask deployment.**

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-20-06 Temperature Control System (Auto Mode)	(O) May be inoperative provided the Temperature Control System Manual Mode is operational. **OPERATIONAL PROCEDURES**: 1. Placard the temperature control AUTO TEMP as inoperative. 2. Keep the temperature control in the manual hot or manual cold setting during flight operations.
21-20-07 Temperature Control System (Manual Mode)	(O) May be inoperative provided the Temperature Control System Auto Mode is operational. **OPERATIONAL PROCEDURES**: 1. Placard the temperature control MANUAL TEMP as inoperative. 2. Keep the temperature control in the auto mode range during flight operations.
21-20-08 Cabin Temperature Sensor	(O) May be inoperative provided the Temperature Control System Manual Mode is operational. **OPERATIONAL PROCEDURES**: 1. Placard the temperature control AUTO TEMP as inoperative. 2. Keep the temperature control in the manual hot or manual cold setting during flight operations.

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-20-09 Duct Temperature Sensor	(O) May be inoperative provided flight is conducted unpressurized. **OPERATIONAL PROCEDURES**: 1. Placard the PRESS AIR, HI PRESS AIR, and EMERG PRESS switches as inoperative. 2. Pull and collar the following circuit breakers: MASS FLOW EMERG PRESS 3. Set the DUMP VALVE switch to ON. 4. Make sure the PRESS AIR switch is set to OFF. 5. Make sure the EMERG PRESS switch is set to OFF. 6. GROUND FRESH AIR should be used to ensure flow of fresh air through cabin. 7. Comply with UNPRESSURIZED FLIGHT procedures in the AFM. **Note 1: The PRESS AIR OFF caution will be on during flight.** **Note 2: The CABIN ALT HIGH warning will be on during flight operations above 10,000' pressure altitude.** **Note 3: Prior to flight operations above 14,000' pressure altitude, the PAX OXY circuit breaker may be pulled to prevent passenger mask deployment.**

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-30-01 Pressurization Controller	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized. **MAINTENANCE PROCEDURES**: 1. Gain access to the outflow valves on the aft pressure bulkhead. **Note: The following steps can be performed on either outflow valve.** 2. Remove the screws, lock washers, and washers that attach the outflow valve housing to the outflow valve mount. 3. With all lines and wiring still attached, secure the outflow valve housing away from the outflow valve mount using tie straps. **OPERATIONAL PROCEDURES**: 1. Placard the pressurization system as inoperative. 2. Set the DUMP VALVE switch to ON. 3. Make sure the PRESS AIR switch is set to OFF. 4. Make sure the EMERG PRESS switch is set to OFF. 5. GROUND FRESH AIR should be used to ensure flow of fresh air through cabin. - Procedure Continued Next Page -

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-30-01 Pressurization Controller	6. Comply with UNPRESSURIZED FLIGHT procedures in the AFM. **Note 1: The PRESS AIR OFF caution will be on during flight.** **Note 2: The CABIN ALT HIGH warning will be on during flight operations above 10,000' pressure altitude.** **Note 3: Prior to flight operations above 14,000' pressure altitude, the PAX OXY circuit breaker may be pulled to prevent passenger mask deployment.**

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-30-02 Outflow Valve	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized. **MAINTENANCE PROCEDURES**: 1. Gain access to the outflow valves on the aft pressure bulkhead. **Note: The following steps can be performed on either outflow valve.** 2. Remove the screws, lock washers, and washers that attach the outflow valve housing to the outflow valve mount. 3. With all lines and wiring still attached, secure the outflow valve housing away from the outflow valve mount using tie straps. **OPERATIONAL PROCEDURES**: 1. Placard the pressurization system as inoperative. 2. Set the DUMP VALVE switch to ON. 3. Make sure the PRESS AIR switch is set to OFF. 4. Make sure the EMERG PRESS switch is set to OFF. 5. GROUND FRESH AIR should be used to ensure flow of fresh air through cabin. - Procedure Continued Next Page -

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-30-02 Outflow Valve	6. Comply with UNPRESSURIZED FLIGHT procedures in the AFM. **Note 1: The PRESS AIR OFF caution will be on during flight.** **Note 2: The CABIN ALT HIGH warning will be on during flight operations above 10,000' pressure altitude.** **Note 3: Prior to flight operations above 14,000' pressure altitude, the PAX OXY circuit breaker may be pulled to prevent passenger mask deployment.**
21-30-03 Cabin Altitude Warning	(O) May be inoperative provided the crew monitors cabin altitude indication periodically throughout flight. **OPERATIONAL PROCEDURES**: 1. In MFD Aux - Utility page, create a 10-minute, Periodic scheduler entry with the message "CHECK CABIN ALT". 2. Each time the "CHECK CABIN ALT" alert appears on the PFD, confirm the CABIN indication is below 10,000'. 3. If the CABIN indication is 10,000' or higher, execute the CABIN ALT HIGH checklist.

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-30-04 DUMP VALVE Switch	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized. **MAINTENANCE PROCEDURES**: 1. Gain access to the outflow valves on the aft pressure bulkhead. **Note: The following steps can be performed on either outflow valve.** 2. Remove the screws, lock washers, and washers that attach the outflow valve housing to the outflow valve mount. 3. With all lines and wiring still attached, secure the outflow valve housing away from the outflow valve mount using tie straps. **OPERATIONAL PROCEDURES**: 1. Placard the pressurization system as inoperative. 2. Set the DUMP VALVE switch to ON. 3. Make sure the PRESS AIR switch is set to OFF. 4. Make sure the EMERG PRESS switch is set to OFF. 5. GROUND FRESH AIR should be used to ensure flow of fresh air through cabin. - Procedure Continued Next Page -

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-30-04 DUMP VALVE Switch	6. Comply with UNPRESSURIZED FLIGHT procedures in the AFM. **Note 1: The PRESS AIR OFF caution will be on during flight.** **Note 2: The CABIN ALT HIGH warning will be on during flight operations above 10,000' pressure altitude.** **Note 3: Prior to flight operations above 14,000' pressure altitude, the PAX OXY circuit breaker may be pulled to prevent passenger mask deployment.**

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-40-01 Emergency Pressurization Valve	(M) May be inoperative provided: a) Emergency pressurization valve is failed in the closed position, and b) The system is deactivated. **MAINTENANCE PROCEDURES**: 1. Pull and collar the EMERG PRESS circuit breaker. 2. Make sure the Emergency Pressurization Valve is not failed in the open position as follows: a) Position the airplane in suitable run-up area. b) Start the engine. c) Set the engine to high idle. d) Make sure the PRESS AIR switch is set to OFF. e) Make sure the GROUND FRESH AIR switch is set to OFF. f) Make sure there is no airflow entering the cabin from the lower vents or defrost vents. g) Shut down the engine. 3. Placard EMERG PRESS as inoperative 4. Set the DUMP VALVE switch to ON.

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-40-02 EMERG PRESS Switch	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized. **MAINTENANCE PROCEDURES**: 1. Pull and collar the following circuit breakers: EMERG PRESS 2. Placard EMERG PRESS as inoperative. **OPERATIONAL PROCEDURES**: 1. Set the DUMP VALVE switch to ON. 2. Make sure the EMERG PRESS AIR switch is set to OFF. 3. Use PRESS AIR as needed for source of fresh air in flight. 4. Comply with UNPRESSURIZED FLIGHT procedures in the AFM. **Note 1: The CABIN ALT HIGH CAS message will be on during flight operations above 10,000' pressure altitude.**

SYSTEM SEQUENCE NUMBER	PROCEDURE
21-50-01 Vapor Cycle Air Conditioner	(M)(O) May be inoperative provided the system is deactivated. **MAINTENANCE PROCEDURES**: 1. Gain access to the air conditioner compressor condenser module. 2. Pull and collar circuit breakers CB187 on the air conditioner compressor condenser module. 3. Placard the air conditioning system as inoperative. **OPERATIONAL PROCEDURES**: 1. GROUND FRESH AIR and FAN CONTROL should be used on the ground to control cabin temperature. 2. HOT AIR CONTROL and FAN CONTROL should be used in flight to control cabin temperature.
21-50-02 Fresh Air Fan	(M) May be inoperative provided the system is deactivated. **MAINTENANCE PROCEDURES**: 1. Pull and collar the following circuit breakers: FRESH AIR FAN FRESH AIR CTRL 2. Placard the fresh air fan as inoperative
21-60-01 Defrost Valve	(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. **MAINTENANCE PROCEDURES**: 1. Pull and collar the DEFROST circuit breaker. 2. Placard defrost as inoperative **OPERATIONAL PROCEDURES**: 1. Use hand towel to clear windshield of fog/frost. 2. Cabin fan and air conditioner may be used to assist in reduction of humidity.

22 AUTOFLIGHT

SYSTEM SEQUENCE NUMBER	PROCEDURE
22-10-01 Autopilot	(M)(O) May be inoperative provided operations do not require its use. **MAINTENANCE PROCEDURES**: 1. Pull and collar the AUTOPILOT circuit breaker. 2. Placard the autopilot as inoperative. 3. Make sure the flight controls have full freedom of movement. **OPERATIONAL PROCEDURES**: 1. Flight in RVSM airspace is not permitted. 2. All filed flight plans should have RVSM capability removed.

SYSTEM SEQUENCE NUMBER	PROCEDURE
22-10-02 Autopilot Disconnect Functions (Quick Release Controls)	(O) 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. **OPERATIONAL PROCEDURES**: One switch is inoperative: 1. Verify function of operative AP/TRIM DISC switch prior to flight using BEFORE TAKEOFF AFM procedures. 2. In the event of an autopilot/trim runaway or pusher activation, use operative AP/TRIM DISC switch to disengage autopilot/trim and pusher. Both switches are inoperative: 1. Pull and collar the AUTOPILOT circuit breaker. 2. Placard the autopilot as inoperative. 3. Make sure the flight controls have full freedom of movement.
22-10-03 CWS Switch	(O) May be inoperative provided it is not failed in the engaged position. **OPERATIONAL PROCEDURES**: 1. Apply airplane power and engage the A/P switch. Verify the “AP”, “FD”, and “YD” indicators are lighted and the autopilot is engaged. 2. Confirm that with both CWS switches NOT depressed, the "CWS" autopilot mode annunciator is NOT displayed. 3. During flight operations for manual corrections, the pilot must disconnect the autopilot.

SYSTEM SEQUENCE NUMBER	PROCEDURE
22-10-04 GO AROUND Switch	(O) May be inoperative provided the autopilot is not used for go-around. **OPERATIONAL PROCEDURES**: 1. The Pilot must not use the TO/GA switch. 2. Pilot must follow the full BEFORE TAKEOFF procedure with the exception of the TO/GA Takeoff Check. 3. During BALKED LANDING/GO-AROUND, replace "TO/GA Switch...PRESS & RELEASE" with "Autopilot and Flight Director....OFF". Continue to fly the procedure with raw attitude data.

23 COMMUNICATIONS

SYSTEM SEQUENCE NUMBER	PROCEDURE
23-00-01 Communication System	(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. **MAINTENANCE PROCEDURES**: 1. Placard the affected com radio as inoperative.
23-00-02 Pilot's Press-To-Talk (PTT) Switch	(M) May be inoperative provided: a) The switch is not failed in the transmit position, and b) The other pilot's PTT switch is operative. **MAINTENANCE PROCEDURES**: 1. Apply airplane power and wait at least 35 seconds. 2. Make sure stuck PTT alert does not appear on the PFD (MIC, MIC 1, or MIC 2 will flash depending on mode). 3. Perform a com transmission test using the pilot's backup PTT switch.
23-00-03Co-pilot's Press-To-Talk (PTT) Switch	(M) May be inoperative provided the switch is not failed in the transmit position. **MAINTENANCE PROCEDURES**: 1. Apply airplane power and wait at least 35 seconds. 2. Make sure stuck PTT alert does not appear on the PFD (MIC, MIC 1, or MIC 2 will flash depending on mode).

24 ELECTRICAL POWER

SYSTEM SEQUENCE NUMBER	PROCEDURE
24-60-02 12 Volt Converter	(M) May be inoperative provided the system is deactivated. **MAINTENANCE PROCEDURES**: 1. Pull and collar the 12V CONV circuit breaker. 2. Placard the 12v power as inoperative.

25 EQUIPMENT/FURNISHINGS

SYSTEM SEQUENCE NUMBER	PROCEDURE
25-10-02 Crew Seat - Recline Adjustment and Break Forward Function	(M) May be inoperative provided: a) Affected seat is failed in a latched full upright position, b) Full and unobstructed flight control movement is still available, and c) Crew members can reach all necessary controls and equipment. **MAINTENANCE PROCEDURES**: 1. Make sure the seat is latched in the full upright position. (Refer to the Millennium Component Maintenance Manual with Illustrated Parts List for Model 2041 Crew Seat Assemblies)

SYSTEM SEQUENCE NUMBER	PROCEDURE
25-50-01 Fixed ELT	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar days. **MAINTENANCE PROCEDURES**: 1. Set the ELT to the OFF position. 2. Placard the ELT as inoperative. *-or-* (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 consecutive calendar days. **MAINTENANCE PROCEDURES**: 1. Set the ELT to the OFF position. 2. Placard the ELT as not installed. *-or-* (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. **MAINTENANCE PROCEDURES**: 1. Set the ELT to the OFF position. 2. Placard the ELT as inoperative.

SYSTEM SEQUENCE NUMBER	PROCEDURE
25-50-02 Remote ELT Switch	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode. **MAINTENANCE PROCEDURES**: 1. Make sure the ELT is set to the ARMED position. 2. Gain access to the ELT remote. 3. Disconnect the remote connector (P244) from the ELT remote. Cap and stow the connector. 4. Placard the ELT remote switch as inoperative.

28 FUEL

SYSTEM SEQUENCE NUMBER	PROCEDURE
28-20-01 Fuel Auto-Selector	(M) (O) May be inoperative provided: a) System is deactivated, b) Manual tank selector is operative, c) Both fuel quantity indicators are operative, and d) An imbalance of 20 US gallons is not exceeded in flight. **MAINTENANCE PROCEDURES**: 1. Pull and collar the FUEL AUTO SEL circuit breaker. 2. Placard the fuel auto select as inoperative. 3. Verify fuel system operation as follows: a) Set BATT 1 and BATT 2 to ON. b) L & R FUEL PUMP Switches OFF c) Fuel Selector RIGHT d) R FUEL PUMP ON e) Observe increase in fuel pressure f) Fuel Selector LEFT g) Observe decrease in fuel pressure h) L FUEL PUMP ON i) Observe increase in fuel pressure j) Confirm fuel indications match fuel in tank. k) L & R FUEL PUMP Switches OFF l) Set BATT 1 and BATT 2 to OFF. **OPERATIONAL PROCEDURES**: 1. Make sure a 20-gallon fuel imbalance is not exceeded in flight by manually operating the fuel selector knob.

30 ICE AND RAIN PROTECTION

SYSTEM SEQUENCE NUMBER	PROCEDURE
30-30-01 Pitot Heaters	(M) 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: NOTE: Both pitot heaters must be operative for RVSM operations.** **MAINTENANCE PROCEDURES**: 1. Pull and collar the appropriate circuit breaker(s): a) For inoperative right side pitot heater: R PITOT HEAT b) For inoperative left side pitot heater: L PITOT HEAT **Note: Both pitot heaters will be inoperative on the ground with the L PITOT HEAT circuit breaker pulled.** 2. Placard the Pitot Heater(s) as inoperative. **Note: The PITOT HT FAIL caution CAS message will be illuminated for the inoperative side(s).**

SYSTEM SEQUENCE NUMBER	PROCEDURE
30-30-02 Lift Transducer Heater, Primary and/or Secondary	(M) 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. **MAINTENANCE PROCEDURES**: 1. Pull and collar the appropriate circuit breaker(s): a) For inoperative right side stall system heater(s): R STALL HEAT b) For inoperative left side stall system heater(s): L STALL HEAT **Note: Both supplemental stall heaters will be inoperative on the ground with the L STALL HEAT circuit breaker pulled or an open left supplemental stall heater circuit.** 2. Placard the Stall System Heater(s) as inoperative. 3. Do the stall system pre-flight check: a) STALL TEST Switch.....PRESS & HOLD b) Flight Controls.....VERIFY SHAKE & PUSH c) AP/TRIM DISC Switch.... PRESS TO OVERRIDE d) STALL TEST Switch.....RELEASE e) TRIM DISC Caution.....CHECK ON f) TRIM RESET Switch.....PRESS & RELEASE g) TRIM DISC Caution.....CHECK CLEAR **Note: The STALL HT FAIL caution CAS message will be illuminated for the inoperative side(s).**

SYSTEM SEQUENCE NUMBER	PROCEDURE
30-40-01 Windshield De-Ice System	(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. **MAINTENANCE PROCEDURES**: Do the following to make sure the valve is failed in the closed position: 1. Pull and collar the WSH HEAT circuit breaker. 2. Placard the windshield heat as inoperative.. 3. Position the airplane in suitable run-up area. 4. Start the engine. 5. Make sure the WNDSH HEAT switch is in the OFF position. 6. Make sure no air flow is coming from windshield heat exhaust manifold. 7. Shut down the engine.

31 INDICATING RECORDING SYSTEMS

SYSTEM SEQUENCE NUMBER	PROCEDURE
31-10-01 Angle of Attack (AoA) Indicator	(M) May be inoperative. **MAINTENANCE PROCEDURES**: 1. Place an AoA INDICATOR INOP placard on the face of the inoperative AoA indicator(s).

34 NAVIGATION

SYSTEM SEQUENCE NUMBER	PROCEDURE
34-10-01 Copilots Primary Flight Display (PFD)	(M) May be inoperative provided the system is deactivated. **MAINTENANCE PROCEDURES**: 1. Pull and collar the PFD 2 circuit breaker. 2. Place a PFD INOP placard on the copilot's PFD.
34-20-01 ADS-B System (In and Out)	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. **Note: Any ADS-B function that operates normally may be used.** **OPERATIONAL PROCEDURES**: 1. Obtain authorization from ATC prior to entering air-space requiring ADS-B.
34-20-02 ADS-B Out Extended Squitter	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. **Note: Any ADS-B function that operates normally may be used.** **OPERATIONAL PROCEDURES**: 1. Obtain authorization from ATC prior to entering air-space requiring ADS-B.

SYSTEM SEQUENCE NUMBER	PROCEDURE
34-20-03 ADS-B In	(O) May be inoperative provided alternate procedures are established and used. **Note: Any ADS-B function that operates normally may be used.** **OPERATIONAL PROCEDURES**: 1. Reference TAS active traffic data in lieu of ADS-B Traffic In to assist in maintaining visual separation from other traffic. 2. Reference SiriusXM weather data (if available) in lieu of ADS-B Weather In.
34-30-01 Traffic Advisory System (TAS)	(M) May be inoperative provided the system is deactivated. **MAINTENANCE PROCEDURES**: 1. Pull and collar the TAS circuit breaker. 2. Placard the TAS system as inoperative.
34-30-02 Traffic Alert and Collision Avoidance System (TCAS 1)	(Repair Category B) (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. **MAINTENANCE PROCEDURES**: 1. Pull and collar the TAS circuit breaker. 2. Placard TCAS 1 as inoperative. (Repair Category C) (M) May be inoperative provided: a) Its use is not required by 14 CFR, and b) System is deactivated and secured, and. c) Enroute or approach procedures do not require its use. **MAINTENANCE PROCEDURES**: 1. Pull and collar the TAS circuit breaker. 2. Placard TCAS 1 as inoperative.

SYSTEM SEQUENCE NUMBER	PROCEDURE
34-40-03 Outside Air Temperature (OAT) Sensor	(O) May be inoperative provided flight is not conducted into known or forecast icing conditions. **OPERATIONAL PROCEDURES**: 1. The Pilot must manually select the correct ADC if PFDs are not automatically switched to the ADC with a functioning OAT sensor. **Note: The OAT FAIL caution CAS message will be illuminated.**
34-80-01 Terrain Awareness and Warning System (TAWS) - Class B	(O) May be inoperative provided alternate procedures are established and used. **Note: Any mode that operates normally may be used.** **OPERATIONAL PROCEDURES**: 1. Comply with Part 91 minimum altitude regulations.
34-90-02 Navigation Databases	(O) May be inoperative provided: a) Operations do not require its use, and b) It is not used in a primary navigation system required by 14 CFR, and c) Alternate procedures are developed and used, and 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.** **OPERATIONAL PROCEDURES**: 1. Navigate by pilotage, ded reckoning, or ground-based navigation aids (VOR, LOC) only.

35 OXYGEN

SYSTEM SEQUENCE NUMBER	PROCEDURE
35-10-01 Crew Oxygen Mask	(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". **MAINTENANCE PROCEDURES**: 1. Block the co-pilot's seat placard with DO NOT OCCUPY. 2. Remove the co-pilot's oxygen mask and placard the mask holder as inoperative.

52 DOORS

SYSTEM SEQUENCE NUMBER	PROCEDURE
52-10-01 Main Cabin Door Seal	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized. **MAINTENANCE PROCEDURES**: 1. Placard the DOOR SEAL switch as inoperative. **OPERATIONAL PROCEDURES**: 1. Set the DUMP VALVE switch to ON. 2. Make sure the DOOR SEAL switch is set to OFF. 3. Make sure the PRESS AIR switch is set to OFF. 4. Make sure the EMERG PRESS switch is set to OFF. 5. GROUND FRESH AIR should be used on the ground to ensure flow of fresh air through cabin and may be selected OFF in flight. 6. Comply with UNPRESSURIZED FLIGHT procedures in the AFM. **Note 1: The PRESS AIR OFF caution will be on during flight.** **Note 2: The CABIN ALT HIGH warning will be on during flight operations above 10,000' pressure altitude.** **Note 3: Prior to flight operations above 14,000' pressure altitude, the PAX OXY circuit breaker may be pulled to prevent passenger mask deployment.**

56 WINDOWS

SYSTEM SEQUENCE NUMBER	PROCEDURE
56-20-02 Window Dimmer Master Control Switch	(M) May be inoperative provided the system is disabled. **MAINTENANCE PROCEDURES**: 1. Pull and collar the WIN DIM circuit breaker. 2. Placard the window dimmers as inoperative

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