MINIMUN EQUIPMENT LIST
MEL

REV. 01
30-ENE-2023

XA-GVT

Cirrus Design Corporation
AIRCRAFT Vision SF50

ELABORADO EN BASE A:
Cirrus Design Corporation
Vision SF50
MINIMUM EQUIPMENT LIST (MMEL)
Rev. 02
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APPLICABILITY LIST

This manual contains the Cirrus Design Corporation Vision SF50 MINIMUM EQUIPMENT LIST (MMEL) under which the Soluciones Aéreas de la Laguna, S.A. de C.V.´s Vision SF50 Aircraft must be operated and was developed from the FAA Cirrus Design Corporation Vision SF50 Master Minimum Equipment List through revision 02 dated 10/01/2021 approved by the FAA.

The Cirrus Vision SF50 Jet that Soluciones Aéreas de la Laguna S.A. de C.V. operates are model FJ33-5A and the present manual is Only for the use in the following airplane:

MAKE	MODEL	SERIAL NUM.	REGISTRATION
Cirrus Aircraft	Vision SF50	0380	XA-GVT

AFAC APPROVED

PREAMBLE

The folowing is applicable for authorized certificate holders operating under AFAC regulations: The AFAC regulations require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication 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. This MEL is developed from a Master Minimum Equipment List (MMEL) developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The Soluciones Aéreas de la Laguna, S.A. de C.V. MEL is not less restrictive than the MMEL and does not differ in format from MMEL. The MEL includes those items of equipment which 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.

Equipment not required by the operation being conducted and equipment in excess of AFAC requirements are included in the MEL with appropriate conditions and limitations. This MEL does not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed in this MEL 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 this MEL to ensure that an acceptable level of safety is maintained.

This MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability this MEL establishes limitations on the duration of and conditions for operation with inoperative equipment. This 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 Logbook as prescribed by AFAC and Soluciones Aéreas de la Laguna, S.A. de C.V. procedures. The item is then either repaired or may be deferred per this MEL. MEL conditions and limitations, do not relieve the Captain and Maintenance personnel from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Maintenance Aircraft Logbook entry is issued as prescribed by AFAC and Soluciones Aéreas de la Laguna, S.A. de C.V. procedures. Such documentation is required prior to operation with an item of equipment inoperative.

Soluciones Aéreas de la Laguna, S.A. de C.V. is responsible for exercising the necessary operational controto ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, thinterrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Soluciones Aéreas de la Laguna, S.A. de C.V. has established in the General Maintenance Manual, a controlledand sound repair program including the parts, personnel, facilities, procedures and schedules to ensure timelrepair.

This document was developed by Soluciones Aéreas de la Laguna, S.A. de C.V. and adecuated for the configuration of the Cirrus Aircraft Vision SF50, XA-GVT, N/S: 0380.

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

Revised and authorized by Mexican Goverment through the Agencia Federal Aeronáutica Civil (AFAC).

DEFINITIONS

1. System Definitions.

The System numbers are based on Air Transportation Association (ATA) Specification Number 100 and items are numbered sequentially.

Column 1. ITEM.

Means the equipment, system, component or function listed in the "Item" column.

Column 2. NUMBER INSTALLED.

Is the number (quantity) of the items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MEL. Should the number be a variable (e.g., Passenger cabin items) a number is required.

Column 3. NUMBER REQUIRED FOR DISPATCH.

Is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

Column 4. REMARKS OR EXCEPTIONS.

This column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

Vertical Bar. CHANGE BAR

The vertical bar in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. Airplane Flight Manual

Is the document requiered for type certification and approved by the responsible FAA Aircraft Certification and AFAC office.

3. "As required by AFAC" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal aviation Regulations operating rules. The number of items required by AFAC must be operative. When the listed item is not required by AFAC it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

5. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

6. “AGENCIA FEDERAL DE AERONAUTICA CIVIL” (AFAC) means the applicable portions of SECRETARIA DE COMUNICACIONES Y TRANSPORTES Regulations.

7. "Flight Day" means a 24 hour period (from midnight to midnight) of Universal Time Coordinated

   (UTC), during which at least one flight is initiated for the affected aircraft.

8. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

9. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

10. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

11. "NOTES": in Column 4 provides additional information for crew member or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve to Soluciones Aéreas de la Laguna S.A. de C.V. of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

12. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning /caution systems associated with the inoperative system must be operative unless relief is specifically authorized per this MEL).

13. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other qualified personnel that are authorized to perform certain functions (See Soluciones Aéreas de la Laguna S.A. de C.V.’s General Maintenance Manual). Procedures requiring specialized knowledge or skill, or requiring the use of tools or test Equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of Soluciones Aéreas de la Laguna S.A. de C.V.’s Maintenance. Appropriate maintenance procedures among with the operating procedures are published as part of the Soluciones Aéreas de la Laguna S.A. de C.V.’s General Maintenance Manual or MEL.

14. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized by the flight crew to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the flight crew. Appropriate maintenance procederes among with the operating procedures are published as part of the Soluciones Aéreas de la Laguna S.A. de C.V.'s General Operations Manual or MEL.

    NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the AFAC.

15. "Deactivated" and "Secured" means that the specified component must be put into an aceptable condition for safe flight. An acceptable method of securing or deactivating will be established by Soluciones Aéreas de la Laguna S.A. de C.V.

16. "Visual Flight Rules" (VFR) is as defined by AFAC This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

17. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow the flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

18. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

19. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, ash trays, overhead reading lamps, etc.

20. Repair intervals: Maintenance must effect repairs of inoperative systems or components, deferred in accordance with this MEL, at or prior to the repair times established by the following letter designators:
    a. Category A. Items in this category shall be repaired within the time interval specified in the remarks column of this MEL.
    b. Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th. and end at midnight the 29th.
    c. Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft logbook. For example, if it were recorded at 10 a.m. on January 26th., the 10 day interval would begin at midnight the 26th. and end at midnight February 5th.

d. Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft logbook.

The letter designators are inserted adjacent to Column 2.

21. "Not installed" means an item that is included in the MMEL but is not installed in the Soluciones Aéreas de la Laguna S.A. de C.V.'s Cirrus Vision SF50, N/S: 0380, XA-GVT

22. "Not applicable" means an item that is included in the MMEL but is not applicable for the Cirrus Vision SF50, N/S: 0380, XA-___.

23. Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MEL for the repair of an inoperative item of equipment. This provision is applicable to all MEL items, i.e., categories "A, B, C, and D."

24. Nonessential Equipment and Furnishings (NEF). NEFs are those items installed on the aircraft as part of the original type certification, STC, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those ítems that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-20-01	Bleed Bias Valve	C	1	0	(M)(O) May be inoperative provided: a) Defog valve is deactivated in the DEFOG position, and b) Alternate procedures are established and used to ensure sufficient visibility through the windscreen. NOTE: ECS BIAS VALVE FAIL system message advisory and ECS DEFOG VALVE FAIL system message advisory will be displayed. Check Procedures 21-20-01, Pag. 01
-20-02	Defog System	C	1	0	(M)(O) May be inoperative provided: a) Defog valve is deactivated in the DEFOG position, and b) Alternate procedures are established and used to ensure sufficient visibility through the windscreen. NOTE: ECS DEFOG VALVE FAIL system message advisory will be displayed. Check Procedures 21-20-02, Pag. 02

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-30-01	Cabin Pressurization System				
-01	For Operations at Altitudes Not Requiring Oxygen	C	1	0	(M)(O) May be inoperative provided: a) CABIN PRESS 1 circuit breaker is pulled and collared, b) CABIN PRESSURE DUMP switch is selected ON, and c) Aircraft is operated at cabin altitudes as required by AFACor below. Check Procedures 21-30-01, Pag. 03 NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude. NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits emergency descent mode. (Continued)

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-30-01	Cabin Pressurization System (Cont'd)				
-02	For Operations at Altitudes Requiring Oxygen	C	1	0	(M)(O) May be inoperative provided: a) CABIN PRESS 1 circuit breaker is pulled and collared, b) CABIN PRESSURE DUMP switch is selected ON, c) Aircraft is operated at 25,000 feet cabin altitude or below, and d) Fligh tcrew and passenger oxygen system is operative and used as required by 14 CFR. Check Procedures 21-30-02, Pag. 05 NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude. NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits emergency descent mode.

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-30-02	CABIN PRESSURE DUMP Switch				
-01	For Operations at Altitudes Not Requiring Oxygen	C	1	0	(M)(O) May be failed in the DUMP position provided: a) CABIN PRESS 1 circuit breaker is pulled and collared, and b) Aircraft is operated at cabin altitudes as required by AFACor below. NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude. NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits emergency descent mode. **Check Procedures 21-30-03, Pag. 05** (Continued)

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-30-02	CABIN PRESSURE DUMP Switch (Cont'd)				
-02	For Operations at Altitudes Requiring Oxygen	C	1	0	(M)(O) May be failed in the DUMP position provided: a) CABIN PRESS 1 circuit breaker is pulled and collared, b) Aircraft is operated at 25,000 feet cabin altitude or below, and c) Flightcrew and passenger oxygen system is operative and used as required by 14 CFR. NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude. NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits emergency descent mode. |

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-30-03	High Cabin Altitude Detector				
-01	For Operations at Altitudes Not Requiring Oxygen				
-01A	(26000-001)	C	1	0	(M)(O) May be inoperative provided: a) CABIN PRESS 1 circuit breaker is pulled and collared, b) CABIN PRESSURE DUMP switch is selected ON, and c) Aircraft is operated at cabin altitudes as required by AFACor below. NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and if the switch is failed open, the CABIN ALTITUDE HIGH warning message will be displayed. NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits emergency descent mode. (Continued)

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-30-03	High Cabin Altitude Detector (Cont'd)					
-01	For Operations at Altitudes Not Requiring Oxygen (Cont'd)					
-01B	(26000-002 and 26000-003)	C	1	0	(M)(O) May be inoperative provided: a) CABIN PRESS 1 circuit breaker is pulled and collared, b) OXYGEN PAX circuit breaker is pulled and collared, c) CABIN PRESSURE DUMP switch is selected ON, d) Aircraft is operated at cabin altitudes as required by AFACor below, and e) No cabin occupants are carried. NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and if the switch is failed open, the CABIN ALTITUDE HIGH warning message will be displayed. NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits emergency descent mode. (Continued)	| | | | | | |

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-30-03	High Cabin Altitude Detector (Cont'd)				
-02	For Operations at Altitudes Requiring Oxygen	C	1	0	(M)(O) May be inoperative provided: a) CABIN PRESS 1 circuit breaker is pulled and collared, b) CABIN PRESSURE DUMP switch is selected ON, c) Aircraft is operated at 25,000 feet cabin altitude or below, and d) Flightcrew and passenger oxygen system is operative and used as required by 14 CFR. NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed, and if the switch is failed open, the CABIN ALTITUDE HIGH warning message will be displayed. NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits emergency descent mode. |

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-50-01	Air Conditioning System	C	1	0	(M) May be inoperative provided: a) Air conditioning system is deactivated, and b) Power-on ground operations are limited to 30 minutes with OAT above 85 °F (29 °C). NOTE: Power-on ground operations exceeding 30 minutes with an inoperative air conditioning system and ambient temperatures above 85 °F (29 °C) could lead to overheating, which may damage avionics line replaceable units. **Check Procedures 21-50-01 Pag. 06**
-50-02	Air Conditioning System Inlet Door Actuator				
-01	Closed	C	1	0	(M) May be inoperative provided: a) Air conditioning system is deactivated, and b) Power-on ground operations are limited to 30 minutes with OAT above 85 °F (29 °C). NOTE 1: The air conditioning system will be inoperative. NOTE 2: Power-on ground operations exceeding 30 minutes with an inoperative air conditioning system and ambient temperatures above 85 °F (29 °C) could lead to overheating, which may damage avionics line replaceable units. **Check Procedures 21-50-02, Pag . 06**
-02	Open	C	1	0	May be inoperative in the open position.

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-60-01	Temperature Control Valve (TCV)	C	1	0	(M)(O) May be inoperative provided: a) TCV is deactivated and confirmed OPEN, and b) Alternate procedures are established and used. NOTE 1: The TCV CONTROL FAIL amber caution message will be displayed. NOTE 2: TCV failure may result in inability to heat the cabin and/or defog the windscreen. **Check Procedures 21-60-01, Pag. 07**
-60-02	Cabin Zone Temperature Sensors	C	2	0	(O) May be inoperative provided TEMP BACKUP mode is verified operative. **Check Procedures 21-60-02, Pag. 09**
-60-03	Primary Anticipator (Duct Temperature Sensor)	C	1	0	(O) May be inoperative provided: a) Secondary anticipator is verified operative, and b) TEMP BACKUP mode is verified operative. **Check Procedures 21-60-03, Pag. 09** NOTE: The ECS CONTROL FAIL amber caution message will be displayed.
-60-04	Secondary Anticipator (Duct Temperature Sensor)	C	1	0	(O) May be inoperative provided: a) Primary anticipator is verified operative, and b) TEMP BACKUP mode is verified operative. **Check Procedures 21-60-04, Pag. 09**

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-60-05	Primary ECS Control Panel				
-01	FAN Control	C	1	0	
-02	TEMP BACKUP Switch	C	1	0	(O) May be inoperative provided alternate procedures are established and used. Check Procedures 21-60-05-02, Pag. 10
-03	ECS DISABLE Switch	C	1	0	(M) May be inoperative provided: a) Air conditioning system is deactivated, and b) Power-on ground operations are limited to 30 minutes with OAT above 85 °F (29 °C). Check Procedures 21-60-05-03, Pag. 10 NOTE: Power-on ground operations exceeding 30 minutes with an inoperative air conditioning system and ambient temperatures above 85 °F (29 °C) could lead to overheating, which may damage avionics line replaceable units.
-60-06 ***	Aft ECS Control	C	1	0	May be inoperative provided primary ECS control panel AFT CTRL switch is selected OFF.

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-10-01	Side Stick AP/TRIM DISC Button	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot. For RVSM operations, **IAW Requirement complied as demanded in NOM-091-SCT3-2004, Secc. D1.4.**
-10-02 ***	Ruddervator Yaw Damper System	C	1	0	(M)(O) May be inoperative provided YAW DAMPER circuit breaker is pulled and collared. **Check Procedures 22-10-02, Pag. 11**
-20-01	Go-Around Button	C	1	0	May be inoperative provided autopilot is disconnected for go-around. **Check Procedures 22-20-01, Pag. 11** NOTE: Missed approach guidance must be activated manually.
-30-01	Autothrottle System				
-01	GMC 708 Autothrottle Mode Controller (26000-002 and 26000-003)	C	1	0	May be inoperative provided operations do not require its use. **Check Procedures 22-30-01, Pag. 12**
-02	GSA81/GSM86 Throttle Servo				
-02A	For Aircraft Without Emergency Autoland System Installed	C	1	0	(M)(O) May be inoperative provided: a) THROTTLE SERVO circuit breaker is pulled and collared, and b) Operations do not require its use. NOTE: Throttle servo will be unavailable for auto throttle, friction lock, emergency descent mode, and CAPS deployment. (Continued)

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-30-01	Autothrottle System (Cont'd)					|
-02	GSA81/GSM86 Throttle Servo (Cont'd)					|
-02B	For Aircraft With Emergency Autoland System Installed	-	-	-	Not installed	
-03	THR Friction Lock Switch	C	1	0	May be inoperative provided operations do not require its use.	
					(Continued)	

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-30-01	Autothrottle System (Cont'd)					
-04	AT DISC Switch					|
-04A	For Aircraft Without Emergency Autoland System Installed	C	1	0	(M)(O) May be inoperative provided: a) THROTTLE SERVO circuit breaker is pulled and collared, and b) Operations do not require its use. NOTE: Throttle servo will be unavailable for autothrottle, friction lock, emergency descent mode, and CAPS deployment.	|
-04B	For Aircraft With Emergency Autoland System Installed	-	-	-	Not installed	|

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-10-01	VHF Communication System	D	2	1	Any in excess of those required by AFAC may be inoperative provided it is not powered emergency AC bus, emergency DC bus, battery bus, battery direct bus, or the DC transfer bus and not required for emergency procedures. **IAW Requirement complied as demanded in NOM-012-SCT3-2012** NOTE 1: COM1 is the only VHF communication system that is powered by one of the critical busses listed above. NOTE 2: COM 2 will be unavailable for emergency autoland.	|
-50-01	Cockpit Overhead Communication Speaker Holder of an Air Carrier or Commercial Operator Certificate	C	1	0	May be inoperative provided an operative headset is available to the flightcrew for associated inoperative speaker.	
-50-02	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
-01	Headset Boom Microphones	A	2	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight-days.	
		D	2	0	Any in excess of those required by regulation may be inoperative.	
-02	Headset Earphones/Headphones	C	2	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	2	1	Any in excess of those required by regulation may be inoperative.	

23. Communications						
Sequence No.	Item	1	2	3	4	Change Bar
AIRCRAFT: XA-GVT SN: 0380 Vision SF50		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
	Operator other than a Holder of an Air Carrier or Commercial Operator Certificate					
-50-02	Flight Deck Headsets Earphones/Headphones and Boom Microphones	D	2	1	Any in excess of those required by regulation may be inoperative.	
-01	Headset Boom Microphones	A	2	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		D	2	0	Any in excess of those required by regulation may be inoperative.	
-02	Headset Earphones/Headphones	C	2	1	May be inoperative provided associated flight deck speaker operates normally.	

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	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
-50-03	Press-to-Talk Switches	D	2	1	(M) Co-pilot press-to-talk switch may be inoperative provided the button is verified failed open (nontransmitting). **Check Procedures 23-50-03, Pag. 12**
-50-04	Oxygen Mask Microphones	C	2	1	Any in excess of those required by AFAC may be inoperative. NOTE: Pilot's oxygen mask microphone must be operative.
-51-01	Flight Deck Hand Microphones	C	1	0	May be inoperative provided associated boom microphone operates normally.
		D	1	0	Any in excess of those required by regulation may be inoperative.
-60-01	Static Dischargers	C	10	8	May be missing or inoperative provided: a) At least one static discharger is operative on each aileron, b) At least one static discharger is operative on each ruddervator, and c) At least one static discharger is operative on the yaw SAS control surfaces.
-90-01 ***	Iridium SATCOM System	D	1	0	May be inoperative provided procedures do not require its use. NOTE: Iridium SATCOM will be unavailable for emergency autoland. |
-90-02 ***	WiFi Datalink System	D	1	0	

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4 Change Bar
-40-01	External Power System	D	1	0	

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4 Change Bar
-10-01	Pilot Seats				
-01		C	2	1	Right-hand seat may be missing.
-02	Seat Adjustment	C	2	0	(O) May be inoperative provided: a) Affected seat has failed in a LATCHED position that permits normal pilot visibility, b) Full, unobstructed flight control movement is available, c) Crewmember can reach all necessary controls and equipment while restrained, and d) Position of the affected seat is acceptable to the crewmember. **Check Procedures 25-10-01-02, Pag. 12**
-03	Seat Belt/Shoulder Harness	B	2	1	Right-hand seat belt/shoulder harness may be inoperative provided: a) Not required by 14 CFR, and b) Right-hand seat is not occupied. **IAW Requirement complied as demanded in NOM-012-SCT3-2012 and CO AV-93/20**
-10-02	Cockpit Sun Visor System and/or Attach Mechanism	D	4	0	May be missing or inoperative provided pilot's field of vision is not obstructed.
-10-03	First Aid Kit (FAK) and/or Associated Equipment	-	1	1	**IAW Requirement complied as demanded in NOM-012-SCT3-2012**
-10-04	Personal Flotation	C	8	1	**IAW Requirement complied as demanded in NOM-012-SCT3-2012**

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4 Change Bar
-20-01	Second Row Passenger Seats				
-01	Passenger Seat	D	6	2	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to main aisle, and c) The affected seat(s) is blocked and placarded “DO NOT OCCUPY”. NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
-02	Seat Controls (Recline/Fore Aft Adjustment)	D	6	0	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing position.
		D	6	0	(M) May be inoperative and seat occupied provided seat back is secured in the taxi, takeoff, and landing position.
		D	6	0	May be inoperative provided affected seat is considered inoperative. Check Procedures 25-20-01-02, Pag. 12
-20-02 ***	Third Row Passenger Seats	D	2	0	May be inoperative provided: a) Seat does not block an emergency exit, and b) The affected seat(s) is blocked and placarded “DO NOT OCCUPY”. NOTE: A seat with an inoperative seat belt is considered inoperative.

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4 Change Bar
-20-03 ***	Nonessential Equipment and Furnishings (NEF)	-	-	-	Not installed
-50-01	Baggage Restraint Systems	C	1	0	May be inoperative or missing provided baggage compartment remains empty.
-60-01	Emergency Locator Transmitter (ELT)				
-01		-	1	1	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days. **IAW Requirement complied as demanded in NOM-012-SCT3-2012** **Check Procedures 25-60-01, Pag. 15**
-02		-	1	1	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. **Check Procedures 25-60-02, Pag. 12**
-03		-	1	1	(M) Any in excess of those required by AFAC may be inoperative provided system is deactivated.
-04		-	1	1	Any in excess of those required by AFAC may be missing.
-60-02	Remote Emergency Locator Transmitter (ELT) Switch	-	-	-	Not Installed

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4 Change Bar
-00-01 ***	Smoke Goggles	D	2	1	May be inoperative or missing. **IAW Requirement complied as demanded in NOM-012-SCT3-2012**
-20-01	Portable Fire Extinguisher	-	1	1	Any in excess of those required by AFAC may be inoperative or removed provided: **IAW Requirement complied as demanded in NOM-012-SCT3-2012** a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.
-20-02	Engine Fire Extinguishers	B	2	1	**Check Procedures 26-20-02, Pag. 17**

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27. Flight Controls

Sequence No.	Item	1	2	3	4 Change Bar
-10-01	Roll Trim Indication	C	1	0	(O) May be inoperative provided: a) Aileron trim tab is visually checked for full range of operation, b) Aileron trim tab operation is not restricted, and c) Aileron trim tab is positioned to NEUTRAL prior to each departure, and appropriate setting is VERIFIED by visual inspection. **Check Procedures 27-10-01, Pag. 17**
-30-01	Stall Warning Stick Shaker	B	1	0	(M)(O) May be inoperative provided: | a) STICK SHAKER circuit breaker is pulled and collared, b) Stall warning aural alert is verified operative prior to each departure, and c) Flight is conducted in accordance with the AFM CG limitations. **Check Procedures 27-30-01, Pag. 17**

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28. Fuel

Sequence No.	Item	1	2	3	4 Change Bar
-10-01	Fuel Filler Cap Locks	D	2	0	May be inoperative in the unlocked position provided fuel cap is operative. Check Procedures 28-10-01, Pag. 18
-40-01	Fuel Temperature Indication	C	1	0	May be inoperative provided: a) Both OAT probes are operative, and b) Operations are conducted at OAT >-40 °F/-40 °C.

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4 Change Bar
-10-01	Wing and Stabilizer Ice Protection System	C	1	0	May be inoperative provided: a) WING STAB ICE PROTECT switch is selected OFF, and b) Aircraft is not operated in known or forecast icing conditions. NOTE: The wing and stabilizer ice protection system will be unavailable for emergency autoland.
-20-01	Engine Inlet Ice Protection System				
-01		C	1	0	(O) May be failed ON provided: a) System pressure is verified to be regulated normally, 15-24 psig, b) Aircraft is operated at outside air temperatures < 50 °F (+10 °C), and c) ENGINE IPS switch is ON at all times when engine is running. **Check Procedures 30-20-01, Pag. 18**
-02		C	1	0	(O) May be failed OFF provided: a) Aircraft is not operated in IMC, b) Aircraft is not operated in visible moisture with static air temperature of +10 °C or less, c) Aircraft is not operated in known or forecast icing conditions, and d) ENGINE IPS switch is OFF for all operations. NOTE: IPS ENG INLET OFF amber caution message will be displayed when the WING STAB ICE PROTECT switch is ON. NOTE 2: The engine inlet ice protection system will be unavailable for emergency autoland.

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4 Change Bar
20-02	Engine Inlet Ice Protection System Temperature Sensor				
-01		C	1	0	May be inoperative provided engine inlet ice protection system pressure sensor is verified operative.
-02		C	1	0	(O) May be inoperative provided: a) Aircraft is not operated in IMC, b) Aircraft is not operated in visible moisture with static air temperature of +10 °C or less, c) Aircraft is not operated in known or forecast icing conditions, and d) ENGINE IPS switch is OFF for all operations. NOTE: IPS ENG INLET OFF amber caution message will be displayed when the WING STAB ICE PROTECT switch is ON. **Check Procedures 30-20-02, Pag. 19**
-20-03	Engine Inlet Ice Protection System Pressure Sensor	C	1	0	(O) May be failed OFF provided: a) Aircraft is not operated in IMC, b) Aircraft is not operated in visible moisture with static air temperature of +10 °C or less, c) Aircraft is not operated in known or forecast icing conditions, and d) ENGINE IPS switch is OFF for all operations. NOTE: IPS ENG INLET OFF amber caution message will be displayed when the WING STAB ICE PROTECT switch is ON. **Check Procedures 30-20-03, Pag. 20**

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4 Change Bar
-20-04	TT2 Heater System	C	2	0	May be inoperative failed off provided: a) Aircraft is not operated in IMC, b) Aircraft is not operated in visible moisture with static air temperature of +10 °C or less, and c) Aircraft is not operated in known or forecast icing conditions. NOTE 1: TT2 HEAT FAIL amber caution message will be displayed when the ENGINE ICE PROTECT switch is ON. NOTE 2: The TT2 heater system will be unavailable for emergency autoland.
-30-01	Pitot Heaters	B	2	1	Right pitot heater may be inoperative provided: a) Aircraft is not operated in IMC, b) Flight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, d) Left pitot heater is verified operative, and e) Pitot heater is not required by 14 CFR. NOTE 1: Left pitot heater is powered by the Emergency Bus. NOTE 2: PROBE HEAT FAIL R amber caution message will be displayed when PROBE HEAT switch is ON.
	By RVSM Operations	C	2	2	For RVSM operations, it must operate with 02 Pitot Heaters, IAW NOM-091-SCT3-2004, secc. D1.4.

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4 Change Bar
-30-02	Pitot Heat Indication System	B	2	0	(O) May be inoperative provided: a) Aircraft is not operated in IMC, b) Flight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, and d) Both pitot heaters are verified operative. NOTE: PROBE HEAT FAIL L and/or PROBE HEAT FAIL R amber caution messages will be displayed when PROBE HEAT switch is ON. Check Procedures 30-30-02, Pag. 20
-30-03	Angle of Attack (AOA) Sensor Heater System	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, b) Flight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, and d) Repairs are made within 3 flight-days.
-30-04	Angle of Attack (AOA) Sensor Heat Indication System	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, b) Flight is not conducted in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, and d) Repairs are made within 3 flight-days.

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4 Change Bar
-40-01	Windshield Ice Protection System	C	1	0	May be inoperative provided: a) Aircraft is not operated in visible moisture with static air temperature of +10 °C or less in flight, and b) Aircraft is not operated in known or forecast icing conditions.
-40-02	Windshield Ice Protection Fluid Quantity Indication	C	1	0	(O) May be inoperative provided fluid reservoir is verified full prior to flight. NOTE: IPS FLUID QUANTITY FAIL system message advisory will be displayed. Check Procedures 30-40-02, Pag. 20

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4 Change Bar
-30-01	Flight-Hours Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means. **Check Procedures 31-30-01, Pag. 21**
-30-02	Hobbs (Engine Run) Meter	C	1	0	(O) May be inoperative provided engine run time is tracked by alternate means. **Check Procedures 31-30-02, Pag. 21**
-30-03	Recoverable Data Module (RDM) Holder of an Air Carrier or Commercial Operator Certificate				
-01		C	1	1	Any in excess of those required by AFAC may be inoperative. **IAW Requirement complied as demanded in NOM-012-SCT3-2012**
	Operators other than a Holder of an Air Carrier or Commercial Operator Certificate				
-02		-	1	1	Any in excess of those required by AFAC may be inoperative.
-03		-	1	1	May be inoperative provided repairs are made in accordance with applicable AFAC.

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Wheel Speed Sensors	C	2	0	(M)(O) May be inoperative provided: a) AUTOLAND circuit breaker is pulled and collared, b) Emergency autoland is considered inoperative, and c) Passengers are appropriately briefed. NOTE 1: Emergency autoland is considered inoperative. NOTE 2: Briefing should advise passengers that manual activation of emergency autoland will be unavailable. Although automatic activation of emergency autoland will still be available, CAPS should be used in case of pilot incapacitation. Check Procedures 32-40-01, Pag. 21	
-40-02	Autobrake System	C	1	0	(M)(O) May be inoperative provided: a) AUTOLAND circuit breaker is pulled and collared, b) Emergency autoland is considered inoperative, and c) Passengers are appropriately briefed. NOTE 1: Emergency autoland is considered inoperative. NOTE 2: Briefing should advise passengers that manual activation of emergency autoland will be unavailable. Although automatic activation of emergency autoland will still be available, CAPS should be used in case of pilot incapacitation. Check Procedures 32-40-02, Pag. 21	

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33. Lights

Sequence No.	Item	1	2	3	4 Change Bar
-10-01	Cockpit/Flight Deck and Instrument Lighting System				**IAW Requirement complied as demanded in NOM-012-SCT3-2012**
-01		-	1	1	Individual lights may be inoperative provided: a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciations/ indications are excluded from this relief.
-20-01	Passenger Compartment Lighting				**IAW Requirement complied as demanded in NOM-012-SCT3-2012**
-01		C	27	10	Individual lights may be inoperative for night operations provided sufficient lighting is operative for the crew to perform required duties.
-02		D	27	1	May be inoperative for operations between sunrise and sunset.

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33. Lights

Sequence No.	Item	1	2	3	4 Change Bar
-30-01	Baggage Compartment Lighting System	D	1	0	
-40-01	Exterior Convenience Lighting				IAW Requirement complied as demanded in NOM-012-SCT3-2012
-01		D	10	5	May be inoperative for operations between sunrise and sunset.
-02		D	10	5	(O) May be inoperative for night operations provided alternate procedures are established and used.
-40-02	Landing Lights				IAW Requirement complied as demanded in NOM-012-SCT3-2012. CO AV-93/20
-01		C	4	1	May be inoperative for operations between sunrise and sunset.
-02		C	4	1	May be inoperative provided not required by 14 CFR.
-03		C	4	1	May be inoperative provided at least one wingtip landing light is operative.
-40-03	Landing Lights Traffic Pulse Mode	-	1	1	IAW Requirement complied as demanded in NOM-012-SCT3-2012
-40-04	Position (Navigation) Lights	C	3	0	May be inoperative between sunrise and sunset. NOTE: A position light is considered inoperative when a single LED is failed.
-40-05	Ice 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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34. Navigation

Sequence No.	Item	1	2	3	4 Change Bar
-00-01	Standby Attitude and Air Data Module				IAW Requirement complied as demanded in NOM-091-SCT3-2004, Secc. D1.4.
-01		-	1	1	May be inoperative provided not required by AFAC
-02		-	1	1	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.
-10-01	Primary Air Data Computers	C	2	1	The second primary air data computer (GDC #2) may be inoperative provided: a) The MD302 standby unit is operative, b) There are no associated SFD miscompare alerts active, c) Both L and R pitot probe heaters are operative, and d) Enroute operations (i.e., RVSM) do not require its use. NOTE 1: GDC #1 is powered by the Emergency Bus. NOTE 2: Pulling the AHRS 2/ADC 2 circuit breaker results in loss of primary air data computer #2, primary attitude and heading reference computer #2, and magnetometer #2.

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4 Change Bar
-10-02	Outside Air Temperature (OAT) Sensors	C	2	1	OAT sensor #2 may be inoperative. NOTE: OAT sensor #1 data is provided to GDC #1, which is powered by the Emergency Bus.
-20-01	Primary Attitude and Heading Reference Systems (AHRS)	C	2	1	The second primary attitude and heading reference system (GRS #2/GMU #2) may be inoperative provided: a) MD302 standby unit is operative, and b) No associated SFD miscompare alerts are active. NOTE 1: GRS #1/GMU #1 is powered by the Emergency Bus. NOTE 2: Pulling the AHRS 2/ADC 2 circuit breaker results in loss of primary air data computer #2, primary attitude and heading reference computer #2, and magnetometer #2.
-20-02 ***	Nonstabilized Magnetic Compass	-	1	1	**IAW Requirement complied as demanded in NOM-012-SCT3-2012**

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34. Navigation

Sequence No.	Item	1	2	3	4 Change Bar
-40-01 ***	Traffic Alert and Collision Avoidance System (TCAS I)				IAW Requirement complied as demanded in NOM-091-SCT3-2004, Secc. D1.4.
-01		-	1	1	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
-02		-	1	1	(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. Check Procedures 34-40-01, Pag. 22
-40-02 ***	Weather Radar System	D	1	1	(M)(O) May be inoperative provided: a) Not required by 14 CFR, and b) RADAR circuit breaker is pulled and collared. Check Procedures 34-40-02, Pag. 22
-40-03 ***	Enhanced Vision System	D	1	0	(M)(O) May be inoperative provided XM DATA circuit breaker is pulled and collared. NOTE: The SiriusXM weather and satellite radio system will be unavailable for emergency autoland.
-40-04	Radar Altimeter System	-	1	1	IAW Requirement complied as demanded in NOM-091-SCT3-2004, Secc. D1.4. IAW requirement complied as demanded in CO AV-93/20 sec. 3.1
-01	For Aircraft Without Emergency Autoland System Installed	-	1	1	(M)(O) May be inoperative provided: a) RAD ALT circuit breaker is pulled and collared, and b) Approach procedures do not require its use. (Continued)

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-40-04	Radar Altimeter System (Cont'd)					|
-02	For Aircraft With Emergency Autoland System Installed	-	-	-	Not installed	|

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4 Change Bar
-50-01	ATC Transponder				IAW Requirement complied as demanded in NOM-012-SCT3-2012
-01		-	1	1	(M)(O) May be inoperative provided: a) Operations do not require its use, b) Circuit breaker for affected transponder is pulled and collared, and c) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: The affected ATC transponder(s) will be unavailable for emergency autoland. Check Procedures 34-50-01, Pag. 23
-02 ***	RVSM operations	-	1	1	IAW Requirement complied as demanded in NOM-091-SCT3-2004, Secc. D1.4. NOTE: The affected ATC transponder(s) will be unavailable for emergency autoland.
-50-02 ***	Distance Measuring Equipment (DME) System	-	1	1	(M)(O) Any in excess of those required by AFACmay be inoperative provided DME circuit breaker is pulled and collared. Check Procedures 30-50-02, Pag. 24 IAW Requirement complied as demanded in CO AV-11/09
-50-03 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	1	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by AFAC. NOTE 1: Any ADS-B function that operates normally may be used. NOTE 2: ADS-B will be unavailable for emergency autoland.

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-50-04 ***	SiriusXM Weather and Satellite Radio System	D	1	0	(M)(O) May be inoperative provided XM DATA circuit breaker is pulled and collared. NOTE: The SiriusXM weather and satellite radio system will be unavailable for emergency autoland.	|

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4 Change Bar
-00-01	Oxygen Supply Pressure Indication (Synoptic)				IAW requirement complied as demanded in CO AV-93/20 sec. 3.1
-01	For Operations at Altitudes Requiring Oxygen	-	1	1	(O) May be inoperative provided an acceptable method is used to confirm that adequate oxygen is available for the intended flight.
-02	For Operations at Altitudes Not Requiring Oxygen	-	1	1	May be inoperative provided aircraft is operated at cabin altitudes as required by AFAC or below. Check Procedures 35-00-01, Pag. 24
-00-02	Oxygen Supply Pressure Gauge				
-01	For Operations at Altitudes Requiring Oxygen	C	1	1	(O) May be inoperative provided oxygen supply pressure indication (synoptic) is operative.
-02	For Operations at Altitudes Not Requiring Oxygen	C	1	1	May be inoperative provided aircraft is operated at cabin altitudes as required by AFAC or below. Check Procedures 35-00-02, Pag. 24

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4 Change Bar
-10-01 ***	Co-Pilot (Right Seat) Crew Oxygen Mask				NOTE: This item applies to airplanes with two quick-don crew masks. **IAW requirement complied as demanded in CO AV-93/20 sec. 3.1**
-01	For Operations at Altitudes Requiring Oxygen	-	1	1	May be inoperative provided: a) Operations do not require a second in command, b) Mask is placarded "INOPERATIVE", and c) Seat 2 is placarded "DO NOT OCCUPY" and remains unoccupied at all times.
-02	For Operations at Altitudes Not Requiring Oxygen	-	1	1	(M) May be inoperative provided: a) Operations do not require a second in command, b) Aircraft is operated at cabin altitudes as required by AFACor below, c) CABIN PRESSURE DUMP switch is verified operative, and d) Passenger is appropriately briefed. **Check Procedures 35-10-01, Pag. 26**

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4 Change Bar
-20-01 ***	Passenger Oxygen System (Baseline System)				NOTE: This item applies to airplanes with a single quick-don crew mask. **IAW requirement complied as demanded in CO AV-93/20 sec. 3.1**
-01	For Operations at Altitudes Requiring Oxygen	-	1	1	May be inoperative provided: a) Operations do not require a second in command, and b) No cabin occupants are carried.
-02	For Operations at Altitudes Not Requiring Oxygen	-	1	1	(M) May be inoperative provided: a) Operations do not require a second in command, b) Aircraft is operated at cabin altitudes as required by AFAC or below, c) CABIN PRESSURE DUMP switch is verified operative, and d) Passengers are appropriately briefed.
-20-02 ***	Passenger Oxygen System (Optional Upgrade System)				NOTE: This item applies to airplanes with two quick-don crew masks. **IAW requirement complied as demanded in CO AV-93/20 sec. 3.1**
-01	For Operations at Altitudes Requiring Oxygen	-	1	1	May be inoperative provided no cabin occupants are carried.
-02	For Operations at Altitudes Not Requiring Oxygen	-	1	1	(M) May be inoperative provided: a) Aircraft is operated at cabin altitudes as required by AFACor below, b) CABIN PRESSURE DUMP switch is verified operative, and c) Passengers are appropriately briefed. **Check Procedures 35-20-02, Pag. 26**

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4 Change Bar
-20-03 ***	Passenger Oxygen Mask (Co-Pilot Position)				NOTE: This item applies to airplanes with a single quick-don crew mask. **IAW requirement complied as demanded in CO AV-93/20 sec. 3.1**
-01	For Operations at Altitudes Requiring Oxygen	-	1	1	May be inoperative provided: a) Operations do not require a second in command, b) Mask is placarded "INOPERATIVE", and c) Seat 2 is placarded "DO NOT OCCUPY" and remains unoccupied at all times.
-02	For Operations at Altitudes Not Requiring Oxygen	-	1	1	(M) May be inoperative provided: a) Operations do not require a second in command, b) Aircraft is operated at cabin altitudes as required by AFAC or below, c) CABIN PRESSURE DUMP switch is verified operative, and d) Passenger is appropriately briefed. **Check Procedures 35-20-03, Pag. 27**

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4 Change Bar
-20-04	Passenger Oxygen Masks (Seats 3, 4, 5, 6, and 7)				
-01	For Operations at Altitudes Requiring Oxygen	D	5	2	(M)(O) May be inoperative provided: a) Affected mask is placarded "INOPERATIVE", and b) Affected seat is placarded "DO NOT OCCUPY" and remains unoccupied at all times.
-02	For Operations at Altitudes Not Requiring Oxygen	C	5	2	(M) May be inoperative provided: a) Aircraft is operated at cabin altitudes as required by AFACor below, b) CABIN PRESSURE DUMP switch is verified operative, and c) Passengers are appropriately briefed. Check Procedures 35-20-04, Pag. 27

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4 Change Bar
-10-01	Ground Fan	B	1	0	(O) May be inoperative provided: a) BLEED AIR switch is in the OFF/FRESH position for ground operations, takeoff, and landing, b) WING/STAB IPS switch is in the OFF position for ground operations, takeoff, and landing, and c) Ground operations, takeoff, and landing are not conducted in known or forecast icing conditions. Check Procedures 36-10-01, Pag. 27
-10-02	Bleed Leak Detector	C	1	0	(O) May be inoperative provided boot air press indication on ICE PROTECTION synoptic and bleed pressure indication on ENVIRONMENTAL synoptic are operative and are periodically monitored during flight. Check Procedures 36-10-02, Pag. 27

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4 Change Bar
-10-01	Main Passenger Entry Door Key Lock	D	1	0	(O) May be inoperative in unlocked position provided pilot confirms by visual inspection that both handle stowage springs are operative. **Check Procedures 52-10-01, Pag. 28**
-10-02	Main Passenger Entry Door Seal				
-01	For Operations at Altitudes Not Requiring Oxygen	C	1	0	(M)(O) May be inoperative provided: | a) CABIN PRESS 1 circuit breaker is pulled and collared, b) CABIN PRESSURE DUMP switch is selected ON, and c) Aircraft is operated at cabin altitudes as required by AFACor below. NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude. NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits emergency descent mode. (Continued)

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4 Change Bar
-10-02	Main Passenger Entry Door Seal (Cont'd)				
-02	For Operations at Altitudes Requiring Oxygen	C	1	0	(M)(O) May be inoperative provided: a) CABIN PRESS 1 circuit breaker is pulled and collared, b) CABIN PRESSURE DUMP switch is selected ON, c) Aircraft is operated at 25,000 feet cabin altitude or below, and d) Flightcrew and passenger oxygen system is operative and used as required by 14 CFR. NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude. NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits emergency descent mode. Check Procedures 52-10-02, Pag. 28

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4 Change Bar
-20-01	Emergency Exit Door Seal				
-01	For Operations at Altitudes Not Requiring Oxygen	C	1	0	(M)(O) May be inoperative provided: a) CABIN PRESS 1 circuit breaker is pulled and collared, b) CABIN PRESSURE DUMP switch is selected ON, and c) Aircraft is operated at cabin altitudes as required by AFACor below. NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude. NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits emergency descent mode. (Continued)

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Emergency Exit Door Seal (Cont'd)					
-02	For Operations at Altitudes Requiring Oxygen	C	1	0	(M)(O) May be inoperative provided: a) CABIN PRESS 1 circuit breaker is pulled and collared, b) CABIN PRESSURE DUMP switch is selected ON, c) Aircraft is operated at 25,000 feet cabin altitude or below, and d) Flightcrew and passenger oxygen system is operative and used as required by 14 CFR. NOTE 1: The CABIN PRESSURE CTRL FAIL amber caution message will be displayed and the CABIN ALTITUDE HIGH red warning message will be displayed at 10,000 feet cabin altitude. NOTE 2: Selecting the DUMP switch ON depressurizes the cabin to the 14,300 ± 300 feet setting of the outflow valves' maximum altitude limiter and inhibits emergency descent mode. **Check Procedures 52-20-01, Pag. 29**	|
-30-01	Baggage Compartment Door Seal	C	1	0		

AIRCRAFT: XA-GVT SN: 0380 Vision SF50	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4 Change Bar
-20-01	Engine FADEC System (System Faults)	A	2	1	May be dispatched with system TLD faults provided repairs are made in accordance with the times established in Cirrus Vision SF50 Airplane Maintenance Manual and Williams FJ33-5A Line Maintenance Manual. Check Procedures 72-20-01, Pag. 29
-30-01	Fuel Flow Indication	C	1	0	May be inoperative provided fuel quantity indications are operative.

MAINTENANCE & OPERATIONS PROCEDURES

MAINTENANCE & OPERATIONS PROCEDURES

AFAC authorities have identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures have been established by Soluciones Aéreas de la Laguna, S. A. de C. V. as guidelines for pilots, maintenance personnel and dispatchers.

21-20-01, Bleed Bias Valve

A. (M) Procedure

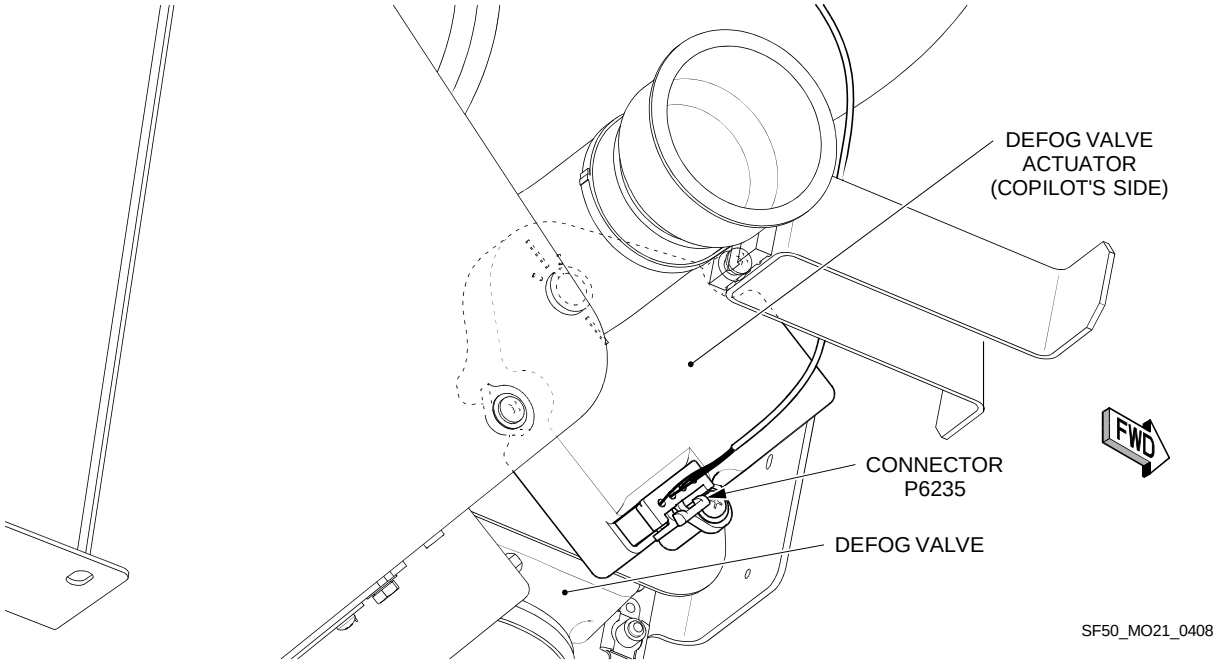
The (M) procedure to deactivate the valve in the DEFOG position is as follows:

(a) Command the defog valve to the DEFOG position by selecting BAT 2 and BAT 1 ON and selecting ECS DISABLE.

(b) Disable the defog valve by disconnecting electrical connector P6235 at the defog valve actuator. (See Figure 1)

(c) Set BAT 1 and BAT 2 switches to OFF positions.

Figure 1: Defog Valve Connector P6235



B. (O) Procedure

The (O) procedure to ensure sufficient visibility through the windscreen is as follows:

(a) The pilot must ensure that he/she can reach the windscreen when seated.

(b) The pilot must have a towel available to wipe condensation off the windscreen in the event of subsequent failure of the BASS PRSOV. Per AFM section 8, "Use only a non-abrasive cotton cloth or genuine chamois to clean acrylic windows. Paper towel or newspaper are highly abrasive and will cause hairline scratches."

21-20-02, Defog System

A. (M) Procedure

The defog valve is normally commanded to the DEFOG position by selecting BAT 2 and BAT 1 ON, and selecting ECS DISABLE. With the defog valve inoperative, it may not respond as commanded. Therefore, the (M) procedure involves the following:

(a) Select BAT 2 and BAT 1 ON, and check defog valve position on the Environmental Synoptic. If the defog valve failure results in loss of position indication on the Synoptic, visually inspect the defog valve to ensure that its vane is in the DEFOG position. When the valve is in the DEFOG position, the corner of its vane is visible through the footwell heat outlet.

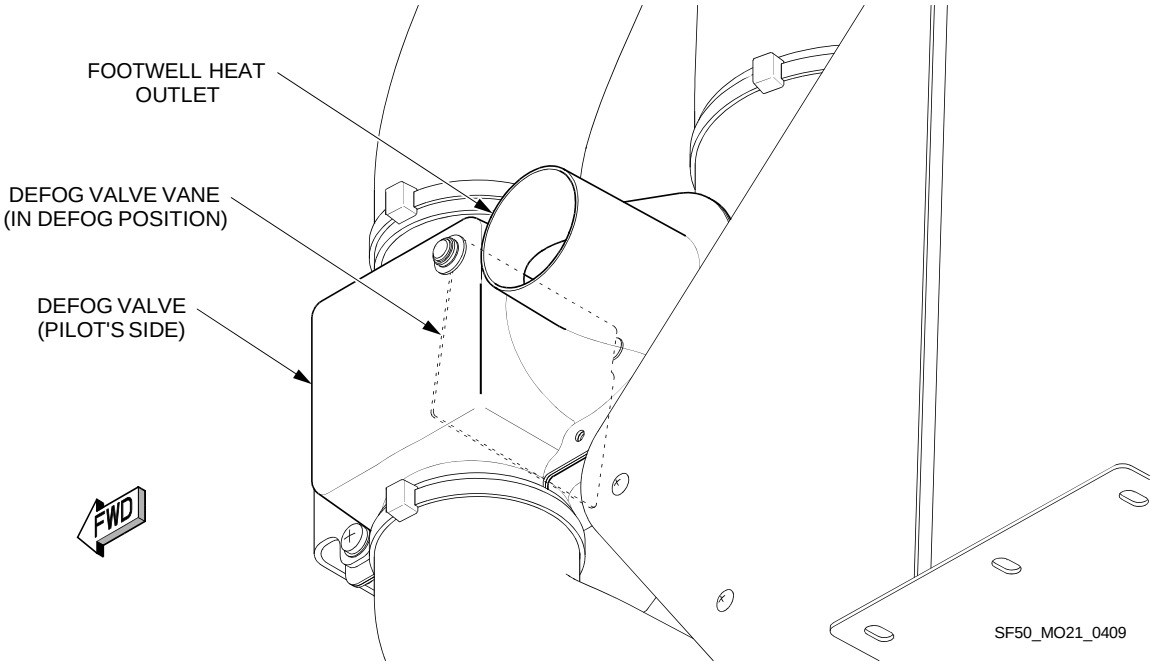
(b) Disable the defog valve by disconnecting electrical connector P6235 at the defog valve actuator. (See Figure 2)

B. (O) Procedure

(a) The pilot must ensure that he/she can reach the windshield when seated.

(b) The pilot must have a towel available to wipe condensation off the windshield in the event of the subsequent failure of the BASS PRSOV. Per AFM section 8, "Use only a non-abrasive cotton cloth or genuine chamois to clean acrylic windows. Paper towel or newspaper are highly abrasive and will cause hairline scratches."

Figure 2: Defog Valve Installation



21-30-01, Cabin Pressurization System

A. (M) Procedure

The CABIN PRESS 1 circuit breaker is located on the copilot's CB panel, and the CABIN PRESSURE DUMP switch is located on the overhead emergency panel. Supplemental oxygen is supplied to the pilot's mask by selecting the MASTER OXYGEN switch on the bolster panel.

B. (O) Procedure

(1) *Aircraft P/N 26000-001:*

When cabin pressure altitude reaches setpoint, the passenger oxygen solenoid will be automatically commanded by the avionics. The AFM emergency procedure for the CABIN ALTITUDE HIGH warning message requires that the pilot ensure passengers are receiving oxygen. This can be done by the following:

(a) The passengers must manually remove the passenger oxygen masks from their respective cartridge in the ceiling panel. Each cartridge includes a lanyard which must be pulled by the passenger to deploy the mask. A second lanyard must then be pulled to extract the release pin to initiate continuous oxygen flow.

(b) Ensure that the passengers are wearing their masks and the mask bags are inflating slightly.

(c) Ensure that the CABIN ALTITUDE HIGH warning message is displayed as expected and the OXYGEN PASSENGER FAIL caution message is not displayed.

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(2) *Aircraft P/N 26000-002 and 26000-003:*

When cabin pressure altitude reaches setpoint, the passenger oxygen solenoid will be automatically commanded by the avionics. For serials with Perspective Touch+, this will automatically deploy the masks from their containers. The AFM emergency procedure for the CABIN ALTITUDE HIGH warning message requires that the pilot ensure passengers are receiving oxygen. This can be done by the following:

(a) If the passenger oxygen masks were not automatically deployed, select the PAX OXY DEPLOY switch to ON.

(b) Ensure that the passengers are wearing their masks and the mask bags are inflating slightly.

(c) Ensure that the CABIN ALTITUDE HIGH warning message is displayed as expected and the OXYGEN PASSENGER FAIL caution message is not displayed.

21-30-02, CABIN PRESSURE DUMP Switch

A. (M) and (O) Procedures

The (M) and (O) Procedures for the CABIN PRESSURE DUMP switch are identical to those for the Cabin Pressurization System. Refer to 21-30-01, Cabin Pressurization System for full procedures.

21-30-03, High Cabin Altitude Detector

A. (M) and (O) Procedures

The (M) and (O) Procedures for the High Cabin Altitude Detector are identical to those for the Cabin Pressurization System. Refer to 21-30-01, Cabin Pressurization System for full procedures.

21-50-01, Air Conditioning System

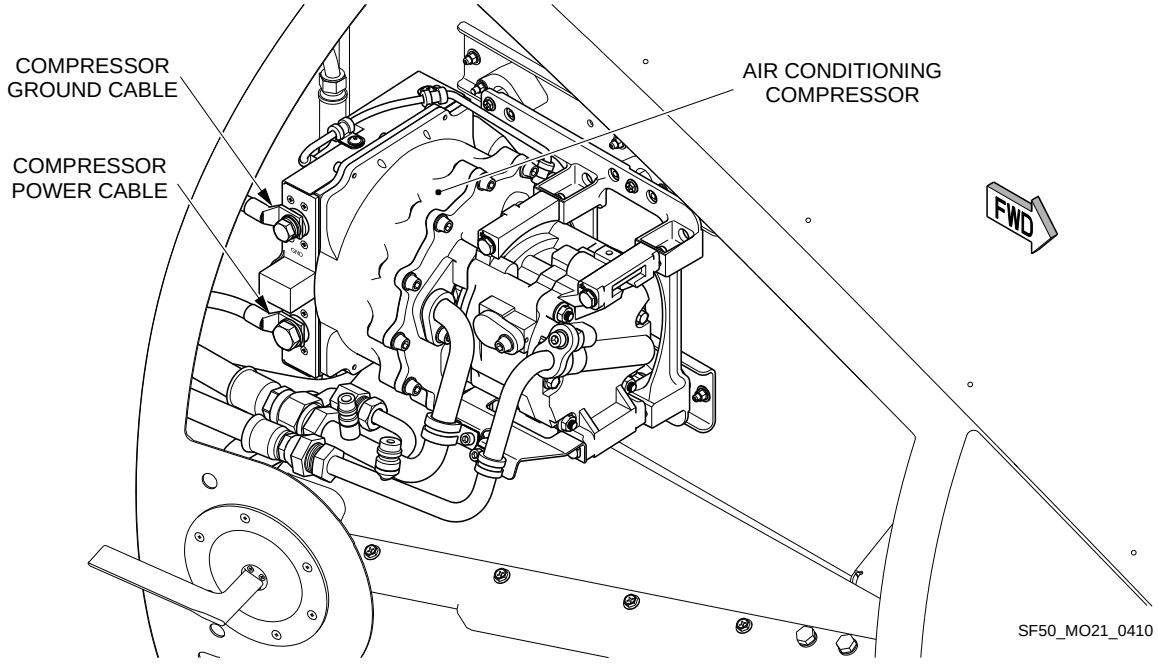
A. (M) Procedure

The (M) procedure to deactivate the Air Conditioning System is as follows:

(a) Ensure that the air conditioning inlet door is closed and then pull and collar the AC INLET DOOR circuit breaker on the nose CB panel. (Refer to AMM 21-50)

(b) Disable the air conditioning system by disconnecting, capping, and stowing the electrical power and return cables from the air conditioning compressor. (See Figure 3)

Figure 3: Air Conditioning Installation



21-50-02, Air Conditioning System Inlet Door Actuator

A. (M) Procedure

The (M) procedure for the Air Conditioning System Inlet Door Actuator is identical to those for the Air Conditioning System. Refer to 21-50-01, Air Conditioning System for full procedures.

21-60-01, Temperature Control Valve (TCV)

A. (M) Procedure

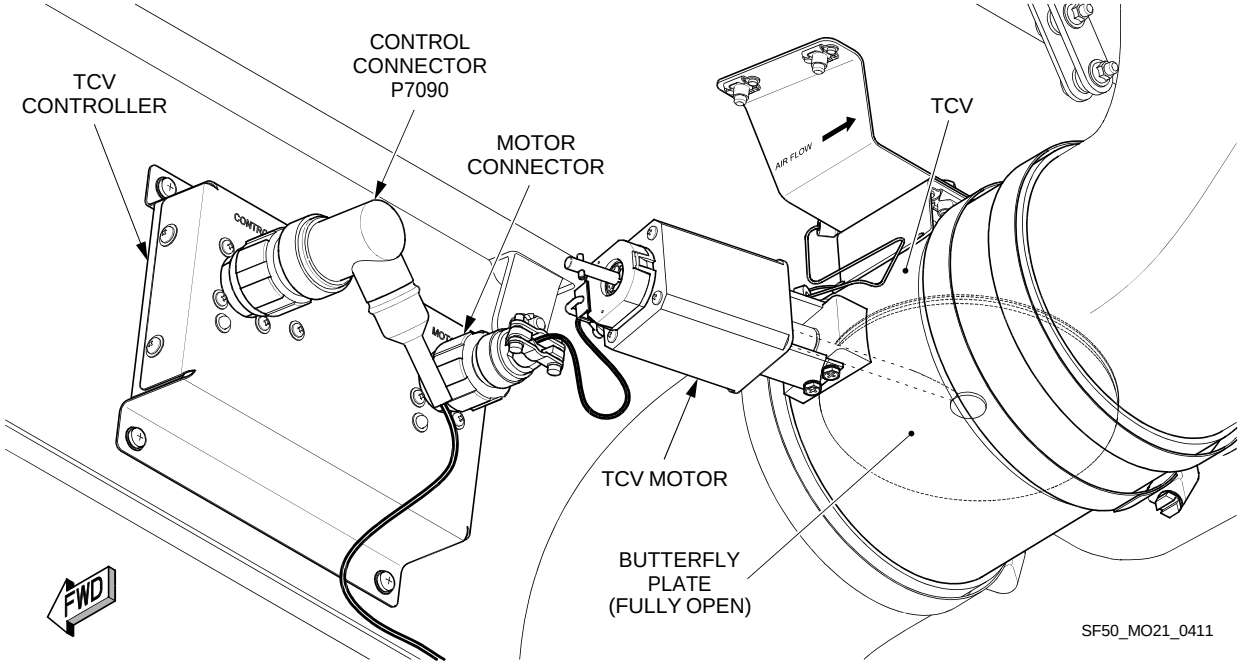
The (M) procedure to disable the TCV is as follows:

(a) Disable the TCV by disconnecting, capping, and stowing the "Motor" connector and the P7090 "Control" connector from the TCV Controller. (Refer to AMM 21-60) (See Figure 4)

(b) Disconnect and move the TCV outlet duct, and inspect the TCV to ensure that its butterfly plate is spring-biased fully open.

(c) Reconnect the TCV outlet duct.

Figure 4: TCV Installation



B. (O) Procedure

The (O) Procedure involves the AFM Abnormal Procedures for the ECS BLEED HOT and ECS BLEED OVERHEAT caution CAS messages, which cannot be performed as written with the TCV inoperative. Therefore, the revised AFM Abnormal Procedures for ECS BLEED HOT Caution and ECS BLEED OVERHEAT Caution to be used during MMEL dispatch with the TCV inoperative are as follows.

1. Cabin Temp Knob .....FULL COLD

◆ If message extinguishes:

a. No further action required.

Procedure Complete

◆ If message persists:

a. Thrust Lever.....REDUCE AS PRACTICAL

❍ If message extinguishes:

(1) No further action required.

Procedure Complete

❍ If message persists:

(1) Oxygen Masks .....DON, NORM

(2) BLEED Switch.....FRESH

(3) L / R MIC Switches.....MASK MIC

Procedure Complete

21-60-02, Cabin Zone Temperature Sensors

A. (O) Procedure

The (O) procedure to verify TEMP BACKUP mode is as follows:

(a) Set BAT 1 and BAT 2 switches to ON positions.

(b) Select TEMP BACKUP.

(c) Adjust the TEMP knob on the cockpit control panel and verify on the MFD Environmental Synoptic that the TCV position indicator is green and shows the correct orientation. (See Figure 5)

(d) Set BAT 1 and BAT 2 switches to OFF positions.

Figure 5: TCV Position Indicator on Environmental Synoptic

when the TEMP knob is adjusted to the maximum cool position (TCV % OPEN is between 95% and 100%)

when the TEMP knob is adjusted to the maximum warm position (TCV % OPEN is between 0% and 5%)

when the TEMP knob is adjusted to an intermediate position

21-60-03, Primary Anticipator (Duct Temperature Sensor)

A. (O) Procedure

The (O) procedure to verify that the secondary anticipator is operative involves the following:

(a) Confirm the ECS TEMP SENSOR FAIL advisory is not displayed. Unlike anticipator #1, its output is not displayed on the Environmental Synoptic.

Refer to the (O) Procedures for 21-60-02, Cabin Zone Temperature Sensors to verify that TEMP BACKUP mode is operative.

21-60-04, Secondary Anticipator (Duct Temperature Sensor)

A. (O) Procedure

The (O) procedure to verify that the primary anticipator is operative involves the following:

(a) With the engine OFF, select BAT 2 and BAT 1 ON.

(b) On the Environmental Synoptic, verify that the BLEED TEMP synoptic indicates approximately the same temperature as the FWD TEMP and AFT TEMP cabin temperature synoptics. (With the engine OFF, all three temperatures should be approximately equal to the outside ambient temperature.)

(c) Set BAT 1 and BAT 2 switches to OFF positions.

Refer to the (O) Procedures for 21-60-02, Cabin Zone Temperature Sensors Sensors to verify that TEMP BACKUP mode is operative.

21-60-05-02, Primary ECS Control Panel, TEMP BACKUP Switch

A. (O) Procedure

The MMEL proviso that "alternate procedures are established and used" involves the last half of the AFM Abnormal Procedure (starting at "lf message persists") for the ECS BLEED OVERHEAT caution CAS message as described in the (O) Procedures for 21-60-01, Temperature Control Valve (TCV).

21-60-05-03, Primary ECS Control Panel, ECS DISABLE Switch

A. (M) Procedure

(a) Refer to MMEL 21-50-01, Air Conditioning System, for the (M) procedure.

22-10-02, Ruddervator Yaw Damper System

A. (M) and (O) Procedures

The (M) and (O) procedures to deactivate and secure Ruddervator Yaw Damper System involve pulling and collaring YAW DAMPER circuit breaker on pilot's CB panel.

22-20-01, Go Around Button

A. (O) Procedure

Although the MMEL REMARKS AND EXCEPTIONS do not indicate an (O) procedure, the procedure for disconnecting the autopilot is as follows:

(a) Disconnect the autopilot for go-around by selecting the AP button on the GMC 707 autopilot mode controller and/or continuously holding the disconnect switch on the pilot's and/or copilot's side stick throughout the go-around procedure.

22-30-01, Auto Throttle System

A. (M) Procedure

The (M) procedure to deactivate and secure Auto Throttle System involves pulling and collaring the THROTTLE SERVO circuit breaker on pilot's CB panel.

B. (O) Procedure

The proviso that "operations do not require its use" involves the potential for operational procedures requiring the use of the throttle friction lock.

23-50-03, Press-to-Talk Switches

A. (M) Procedure

The (M) procedure to verify the push-to-talk switch is nontransmitting is as follows:

(a) Set BAT 1 and BAT 2 switches to ON positions.

(b) Plug in the pilot's and copilot's headsets.

(c) Speak into the boom mic of the copilot's headset and verify that no audio is transmitted from the mic.

(d) Set BAT 1 and BAT 2 switches to OFF positions.

25-10-01-02, Pilot Seats, Recline Mechanism

A. (O) Procedure

(a) Confirm pilot seat-back is not free moving.

(b) Confirm the sidestick and rudder pedals are operating normally.

(c) Confirm affected pilot(s) can comfortably reach and operate the side stick, rudder and brake pedals, and all other controls.

25-20-01-02, Second Row Passenger Seats, Recline Mechanism

A. (M) Procedure

The (M) procedure to secure the seat back in the full upright position is the same as that described in the AFM Section 4, Preflight Inspection.

There are no provisions for a separate seat back locking/securing pin. If the seat back does not move during the AFM procedure, then the seat back's lever-actuated pawl and sector mechanism is engaged and the seat back can be considered secured.

25-20-01-04 and -06, Second Row Passenger Seats, Fore/Aft Adjustment

A. (M) Procedure

The seat is secured by engaging the forward and aft seat attachment pins into the forward and aft floor fittings. (See Figure 6) The seat attachment pins are not clearly visible for inspection, therefore, with the fore/aft adjustment inoperative, the (M) procedure to verify the seat is locked in place involves the following:

(a) Remove the forward and left side cladding from the seat.

(b) Verify that either the release handle latch and/or the gas spring are functioning properly.

1 Visually verify that the release handle is attached to the locking mechanism, and that the latch is engaged in the clip. (See Figure 6)

2 Visually verify that both ends of the gas spring are attached to the locking mechanism. Operate the mechanism and verify that resistance from the gas spring is felt. (See Figure 6)

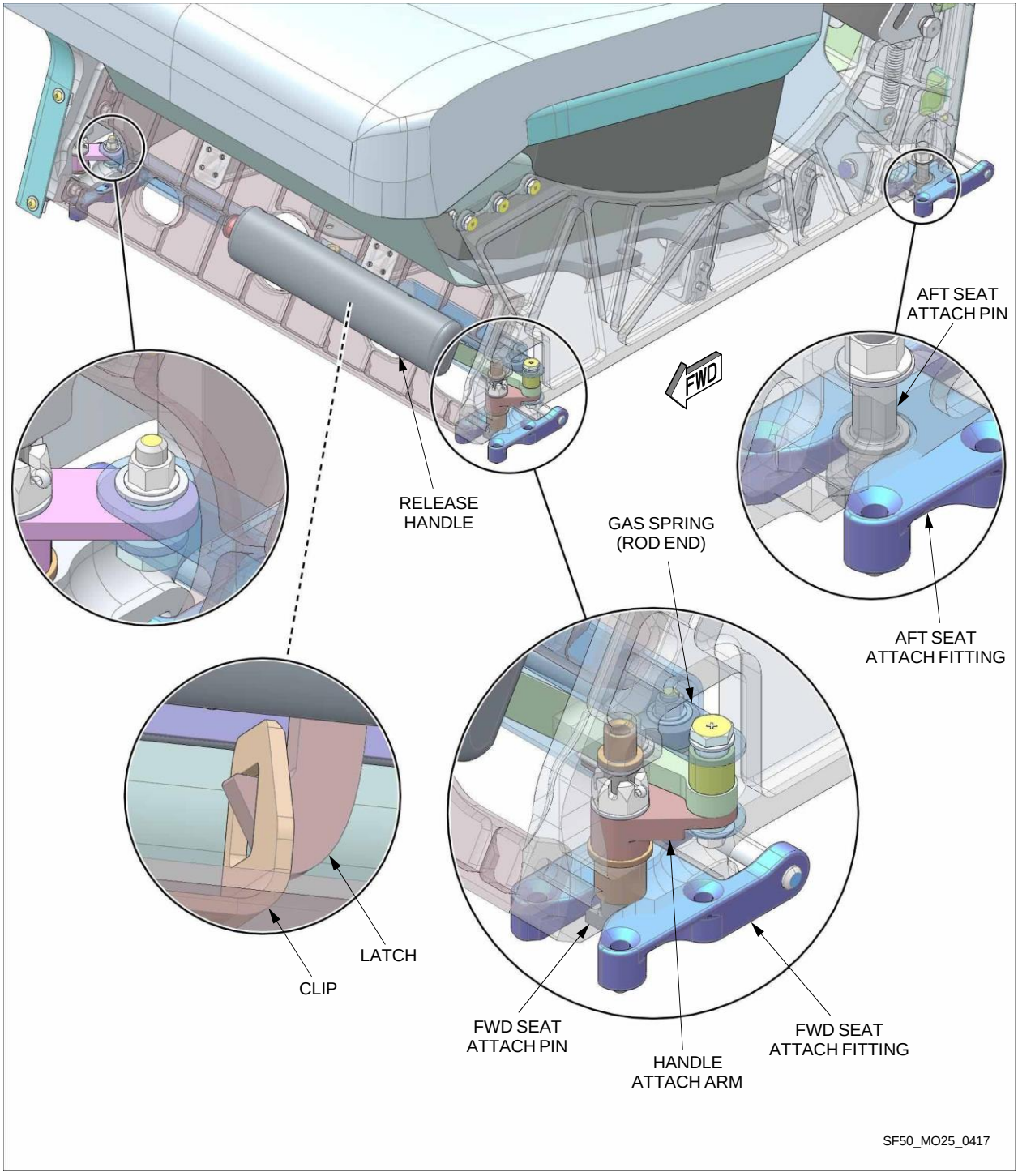
(c) Operate the mechanism and visually verify that the left and right seat attachment pins, nuts, and cotter pins move as expected. Return the mechanism to the locked position.

(d) Manually apply force to the seat in the forward/aft, up/down, and left/right directions, and ensure that the seat cannot be removed from the floor fittings.

' WARNING '

Ensure all four locking pins are firmly attached into the floor fittings. If a seat is unoccupied, buckle the seat belt. Ensure all seats are completely locked in position before flight.

Figure 6: Passenger Seat Attachments



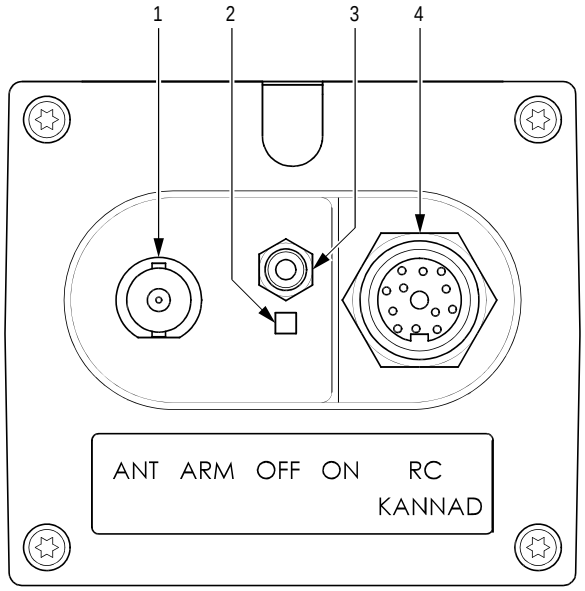
25-60-01, Emergency Locator Transmitter (ELT)

A. (M) Procedure

The (M) procedure to deactivate the ELT involves selecting the ELT OFF using the switch on the ELT unit. (See Figure 7)

This requires the removal of aft baggage compartment panels and/or the baggage compartment ski tube to access the ELT in the tailcone.

Figure 7: Front Face of ELT



LEGEND
1. BNC Connector
2. Visual Indicator
3. Arm/On/Off Switch
4. Female DIN 12 Socket

SF50_MO25_0412

25-60-02, Remote Emergency Locator Transmitter (ELT) Switch

A. (M) Procedure

(a) Remove the Overhead Emergency Panel to gain access to the five wires to the Remote ELT Switch. (See Figure 8)

(b) Disconnect the five wires to the Remote ELT Switch.

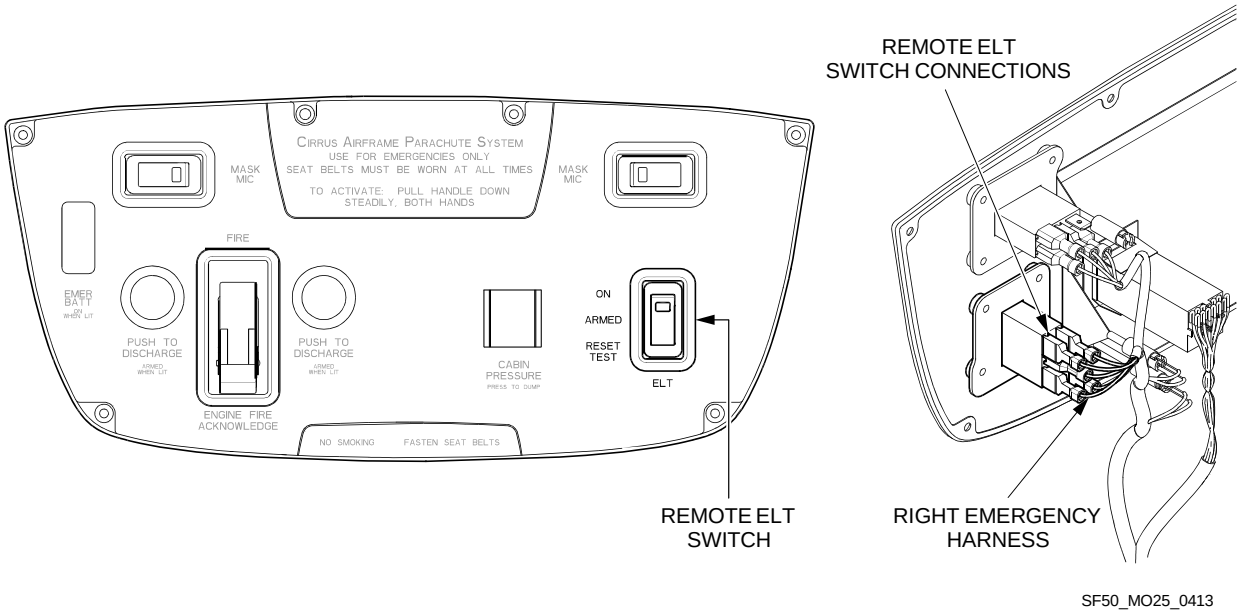
(c) Replace the Overhead Emergency Panel.

(d) Remove the aft baggage compartment aft panel and/or ski tube to gain access to the ELT in the aft fuselage.

(e) Switch the ELT Arm/ON/OFF switch from ARM (its normal position) to OFF, and then to ARM again to activate the ELT's power-up self test. (See Figure 7)

(f) Check that the Self-Test result is OK (one long flash of the red visual indicator). (See Figure 7)

Figure 8: Remote ELT Switch



SF50_MO25_0413

26-20-02, Engine Fire Extinguishers

A. (O) Procedure

None required, however the AFM emergency procedures for the ENGINE FIRE warning CAS message include the following memory item step:
b. Left or Right PUSH TO DISCHARGE Button.....PUSH

The pilot will need to ensure that the PUSH TO DISCHARGE Button associated with the operative fire extinguisher is pushed.

27-10-01, Roll Trim Indication

A. (O) Procedure

The procedures are described in the MMEL provisos. The procedures require two people - one in the cockpit to operate the aileron trim control, and one at the left wingtip to visually observe the trim tab motion and verify it is in the neutral position prior to departure.

27-30-01, Stall Warning Stick Shaker

A. (M) Procedure

(a) The (M) procedure to deactivate and secure the stall warning stick shaker involves pulling and collaring the STICK SHAKER circuit breaker on the pilot CB panel.

B. (O) Procedure

(a) The stall warning aural alert is verified operative during the Avionics Initialization test performed during the AFM chapter 4 "Before Engine Start" procedure.

28-40-01, Fuel Temperature Indication

A. (M) and (O) Procedures

Both OAT probes are verified operative by confirming that when GDC 1 and GDC 2 are selected via the GTC as the active air data source, both display approximately the same OAT in the lower left corner of the PFD. No (M) or (O) procedure is identified in the MMEL.

30-20-01, Engine Inlet Ice Protection System

A. (O) Procedure

The 30-20-01-01 (O) procedure requiring that "system pressure is verified to be regulated normally" involves the following:

(a) Start the engine.

(b) On the ICE PROTECTION Synoptic, verify that Inlet Pressure is 15-24 PSI.

B. (O) Procedure

The 30-20-01-02 (O) procedure requiring that "ENGINE IPS switch is OFF for all operations" involves the following:

(a) Put an ENGINE IPS INOPERATIVE placard on the instrument panel.

(b) Select the ENGINE ICE PROTECT switch OFF and ensure that the system has deactivated as follows:

1 Start the engine.

2 On the ICE PROTECTION Synoptic, verify Inlet Pressure is 0 PSI.

30-20-02, Engine Inlet Ice Protection System Temperature Sensor

A. (M) and (O) Procedures

No (M) or (O) procedure is identified in the MMEL. However, to verify that the engine inlet ice protection system pressure sensor is operative, do the following:

(a) If the engine is off, confirm on the ICE PROTECTION Synoptic that Inlet Pressure = 0 PSI

(b) If the engine is on, confirm on the ICE PROTECTION Synoptic that Inlet Pressure > 15 PSI

B. (O) Procedures

The 30-20-02-02 (O) procedure requiring that "ENGINE IPS switch is OFF for all operations" involves the following:

(a) Put an ENGINE IPS INOPERATIVE placard on the instrument panel.

(b) Select the ENGINE ICE PROTECT switch OFF and ensure that the system has deactivated as follows:

1 Start the engine.

2 On the ICE PROTECTION Synoptic, verify that Inlet Pressure is 0 PSI.

30-20-03, Engine Inlet Ice Protection System Pressure Sensor

A. (O) Procedures

The 30-20-03 (O) procedure requiring that "ENGINE IPS switch is OFF for all operations" involves the following:

(a) Put an ENGINE IPS INOPERATIVE placard on the instrument panel.

(b) Select the ENGINE ICE PROTECT switch OFF and ensure that the system has deactivated as follows:

1 Start the engine.

2 On the ICE PROTECTION Synoptic, verify that Inlet Pressure is 0 PSI.

30-30-02, Pitot Heat Indication System

A. (O) Procedure

The (O) procedure is described in the MMEL provisos. Verification that the pitot heaters are operative involves a brief tactile check.

' WARNING '

Pitot Probe may be HOT.

30-40-02, Windshield Ice Protection Fluid Quantity Indication

A. (M) and (O) Procedures

The (O) procedure to verify that the TKS fluid reservoir is verified full involves checking that TKS fluid is visible at the top of the filler port on the right side of the aft fuselage.

31-30-01, Flight Hours Meter

A. (O) Procedure

The procedure requiring that "flight time is tracked by alternate means" involves manually recording flight time in the maintenance log book.

31-30-02, Hobbs (Engine Run) Meter

A. (M) and (O) Procedures

The procedure requiring that "flight time is tracked by alternate means" involves manually recording engine run time in the maintenance log book.

32-40-01, Wheel Speed Sensors

A. (M) Procedure

The (M) procedure to deactivate and secure the Wheel Speed Sensors involves pulling and collaring the EMER AUTOLAND circuit breaker on the copilot circuit breaker panel.

B. (O) Procedure

The (O) procedure is described in the MMEL provisos.

32-40-02, Autobrake System

A. (M) Procedure

The (M) procedure to deactivate and secure the Autobrake System involves pulling and collaring the EMER AUTOLAND circuit breaker on the copilot circuit breaker panel.

B. (O) Procedure

The (O) procedure is described in the MMEL provisos.

33-40-01-02, Exterior Convenience Lighting

A. (M) and (O) Procedures

The alternate procedures required for Night operations address Preflight Inspection and pilot and passenger entry and egress. Typically a handheld flashlight can be used to provide adequate illumination for entry and egress for Night operations.

34-40-01, TCAS-I (Traffic Collision Avoidance System)

A. (M) Procedure

The (M) procedure to deactivate and secure the TCAS-I system involves pulling and collaring the TRAFFIC circuit breaker on the aft CB panel.

34-40-02, Weather Radar System

A. (M) Procedure

The (M) procedure to deactivate and secure the Weather Radar System involves pulling and collaring the EVS circuit breaker on MAIN FN1.

B. (O) Procedure

The (O) procedure is described in the MMEL provisos.

34-40-03, Enhanced Vision System

A. (M) Procedure

The (M) procedure to deactivate and secure Enhanced Vision System involves pulling and collaring the EVS circuit breaker on nose CB panel.

B. (O) Procedure

The (O) procedure is described in the MMEL provisos.

34-40-04, Radar Altimeter System

A. (M) Procedure

The (M) procedure to deactivate and secure Radar Altimeter System involves pulling and collaring the RAD ALT circuit breaker on the ESS BUS.

B. (O) Procedure

The (O) procedure is described in the MMEL provisos.

34-50-01, ATC Transponder

A. (M) Procedure

The affected transponder is deactivated by pulling and collaring the associated circuit breaker. Both circuit breakers are located on the aft circuit breaker panel. The circuit breaker for transponder #2 also powers the RF coax switch that connects the antennas to the active transponder. With circuit breaker pulled for transponder #2, the RF coax switch will be de-energized and both antennas will be connected to transponder #1.

B. (O) Procedure

The (O) procedure is described in the MMEL provisos.

34-50-02, Distance Measuring Equipment (DME) System

A. (M) and (O) Procedures

The (M) and (O) procedures to deactivate and secure Distance Measuring Equipment (DME) System involve pulling and collaring the DME circuit breaker located on the aft CB panel.

34-50-04, SiriusXM Weather and Satellite Radio System

A. (M) and (O) Procedures

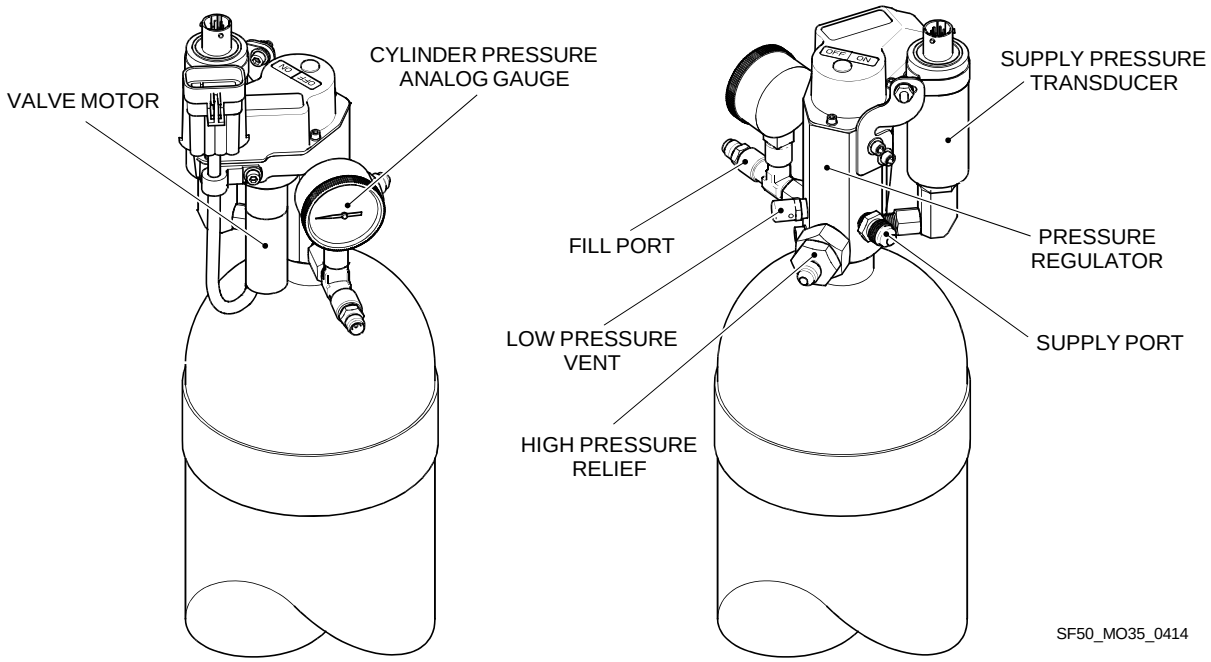
The (M) and (O) procedures to deactivate and secure SiriusXM Weather and Satellite Radio System involve pulling and collaring the XM DATA circuit breaker located on the copliot's CB panel.

35-00-01, Oxygen Supply Pressure Indication (Synoptic)

A. (M) and (O) Procedures

The procedures are described in the MMEL provisos and involve visual inspection of the pressure gauge attached to the oxygen cylinder in the aft equipment bay (See Figure 9) or operating at cabin altitudes not requiring supplemental oxygen. In AFM section 2, the "Fill Pressure vs. Temperature" table defines the fill pressures and dispatch pressures for various temperatures, and the "Altitude vs. Hours of Available Oxygen" table defines oxygen system endurance on a standard day at various altitudes with various numbers of crew and passengers.

Figure 9: Oxygen Supply Cylinder



35-00-02, Oxygen Supply Pressure Gauge

A. (O) Procedure

(a) Set BAT 1 and BAT 2 switches to ON positions.

(b) Activate synoptic display on MFD.

(c) Verify PSI indication is operative.

(d) Set BAT 1 and BAT 2 switches to OFF positions.

35-10-01, Copilot (Right Seat) Crew Oxygen Mask

A. (M) Procedure

The (M) procedure to verify that the CABIN PRESSURE DUMP switch is operative involves the following:

(a) Power up the avionics by selecting BAT 2 and BAT 1 ON15.

(b) Select the CABIN PRESSURE DUMP switch.

(c) Verify on the Environmental Synoptic that Cabin Pressure Synoptic indicates DUMP based on ARINC 429 label 270 bit 12 from the CPCS controller.

(d) Set BAT 1 and BAT 2 switches to OFF positions.

35-20-01, Passenger Oxygen System (Baseline System)

A. (M) Procedure

The (M) procedure to verify that the CABIN PRESSURE DUMP switch is described in MMEL 35-10-01, Copilot (Right Seat) Crew Oxygen Mask. Remaining procedures are described in the MMEL provisos.

35-20-02, Passenger Oxygen System (Optional Upgrade System)

A. (M) Procedure

The (M) procedure to verify that the CABIN PRESSURE DUMP switch is described in MMEL 35-10-01, Copilot (Right Seat) Crew Oxygen Mask. Remaining procedures are described in the MMEL provisos.

35-20-03, Passenger Oxygen Mask, Copilot Position

A. (M) Procedure

The (M) procedure to verify that the CABIN PRESSURE DUMP switch is described in MMEL 35-10-01, Copilot (Right Seat) Crew Oxygen Mask. Remaining procedures are described in the MMEL provisos.

35-20-04, Passenger Oxygen Masks (Seats 3, 4, 5, 6, 7)

A. (M) Procedure

The (M) procedure to verify that the CABIN PRESSURE DUMP switch is described in MMEL 35-10-01, Copilot (Right Seat) Crew Oxygen Mask. Remaining procedures are described in the MMEL provisos.

36-10-01, Ground Fan

A. (O) Procedure

The (O) procedure is described in the MMEL provisos.

36-10-02, Bleed Leak Detector

A. (O) Procedure

The (O) procedure is described in the MMEL provisos. The Boot Air Press indication on ICE PROTECTION synoptic and Bleed Pressure indication on ENVIRONMENTAL synoptic are verified operative by checking that the Boot Air Pressure synoptic indicates NORM before and after the system is selected on, and that the Bleed Pressure synoptic indicates 0 before the system is selected on, and increases to 40 to 50 PSIG after the system is selected on.

44-20-01, In-Flight Entertainment

A. (M) Procedure

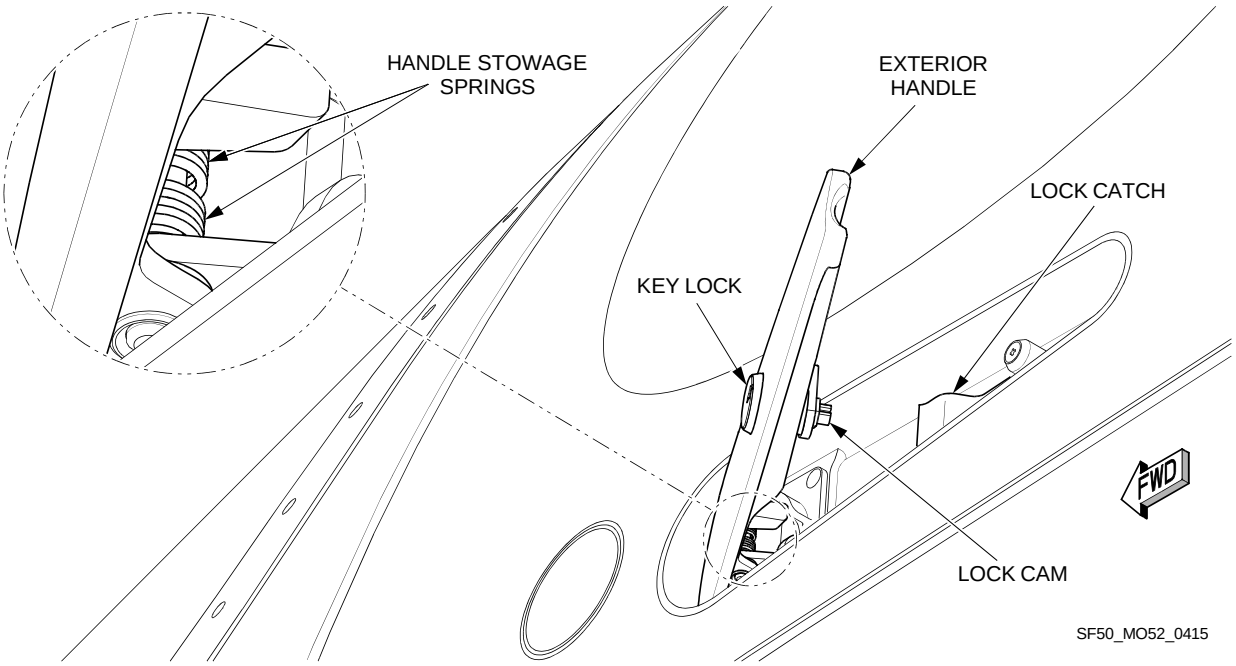
The (M) procedure is described in the MMEL provisos.

52-10-01, Main Passenger Entry Door Key Lock

A. (O) Procedure

The procedure is described in the MMEL provisos and involves an inspection to verify that the springs have not fractured. (See Figure 10)

Figure 10: Main Passenger Entry Door Key Lock



52-10-02, Main Passenger Entry Door Seal

A. (M) and (O) Procedures

The (M) and (O) Procedures for the Main Passenger Entry Door Seal are identical to those for the Cabin Pressurization System. Refer to 21-30-01, Cabin Pressurization System for full procedures.

52-20-01, Emergency Exit Door Seal

A. (M) and (O) Procedures

The (M) and (O) Procedures for the Emergency Exit Door Seal are identical to those for the Cabin Pressurization System. Refer to 21-30-01, Cabin Pressurization System for full procedures.

73-20-01, Engine FADEC System (System Faults)

A. Determination Of Repair Times

The presence of a TLD fault means that the control system has experienced a malfunction that reduces system reliability, but is still sufficient for continued operation for the period of time substantiated by the TLD analysis. The analysis was performed by Williams per FAA Memorandum PS-ANE100-2001-1993-33.28TLD-R1, "FAA Policy for Time Limited Dispatch (TLD) of Engines Fitted with Full Authority Digital Engine Control (FADEC) Systems," dated June 29, 2001. The analysis defines four types of faults in their Installation and Operating Instructions (IOI):

(1) No Relief Faults

(a) ECS_Degraded

FADEC CTRL DEGRADED warning CAS message is displayed. Land as soon as possible. Drives the ECU's "Maintenance Required" discrete (and the MAINT light(s) on the Aft CB Panel) to the fault state.

(b) No Dispatch (ND)

FADEC NO DISPATCH caution and warning CAS messages. Continuance of flight is permitted. All ECS_Degraded faults are also indicated as No Dispatch faults. Drives the ECU's "Maintenance Required" discrete (and the MAINT light(s) on the Aft CB Panel) to the fault state.

(2) MMEL TLD Faults

(a) Long Time Dispatch (LT)

TLD faults. Special Inspection; Only every 300 hours or annually (whichever first). Drives the ECU's "Maintenance Required" discrete (and the MAINT light(s) on the Aft CB Panel) to the fault state.

(b) Maintenance Faults

(Different from the MAINT lights on Aft CB Panel.) Do not cause non-dispatchable conditions or change the LOTC rate of the control system. Not visible on airplane; downloaded via engine maintenance terminal.

Per FAA Policy No. ANE-1993-33.28TLD-R1, "Policy for TLD of Engines Fitted with FADEC Systems," there are two maintenance strategies to implement TLD time limitations: the MEL maintenance approach and the periodic inspection/repair approach. The FJ33-5A uses the periodic inspection/repair approach, with an interval of no more than 330 hours for interrogation of TLD faults. Per the WI Line Maintenance Manual:

- If a "TIME LIMITED DISPATCH" annunciation is present on any engine at the scheduled maintenance inspection, dispatch of the aircraft is NOT allowed until the fault is corrected and cleared in accordance with the FJ33-5A Maintenance Manual. If the "TIME LIMITED DISPATCH" annunciation is detected between the scheduled maintenance intervals, the aircraft may be dispatched until the next scheduled maintenance interval is reached.
- If extenuating circumstances exist which prevent the "TIME LIMITED DISPATCH" fault(s) from being corrected at the time of the scheduled maintenance inspection, Williams International may approve an extension, not to exceed 50 flight hours. Advance approval must be obtained from Williams International Product Support.

If a TLD fault is detected between regularly scheduled inspections, determine additional time to repair fault using the following equation:

$Z \leq X - Y$

where

Z = Additional Time To Repair Faults

• CAUTION •

Additional Time to Repair Faults found at inspection, Z, must not exceed 120 calendar days.

X= Inspection/Repair Interval

Y = Time Since Last TLD Fault-Free Condition

1) Determine Z.

Example:

An operator has cause to check on the TLD status of the control, finds TLD faults, and it has been 270 hours since the last TLD fault-free condition. Based on the equation:

$Z \leq 300 - 270$

$Z \leq 30$

The operator must repair system within 30 hours of operation or within 120 days, whichever occurs first.

2) Fault must be repaired and fault cleared within time limit Z in accordance with the manufacturer's approved Instructions For Continued Airworthiness.