

TEMPORARY REVISION NO. 21
To: Eclipse 500® POH and
FAA-Approved Airplane Flight Manual

CABIN DOOR LOCK HANDLE CHECK

This Temporary Revision affects the AFM Part Number 06-100106, Revision "04", dated December 13, 2007. DO NOT remove until directed to do so by a superseding Temporary or Regular revision, a Transmittal Letter, or a Service Bulletin. Record this TR insertion (or removal) on the Log of Temporary Revisions.

Insert this page behind LOTR-1.

06-100106-TR21

Signature: _____ Date: _____

Manager, Southwest Flight Test Section, AIR-713
Federal Aviation Administration
Ft. Worth, TX

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BEFORE STARTING

- 1. Ground Power Unit (If Required)..... Connect
- 2. Door Closed, Five Green Flags, Lock Knob - No Stripes
- 3. Seat Belts, Shoulder Harnesses Fasten
- 4. Seat Rail Stop Assembly..... Down / Locked
- 5. Flight Controls Free
- 6. OXYGEN Control PULL ON
- 7. Passenger Mask AUTO
- 8. OXYGEN Pressure Check
- 9. Crew Mask Check, Select 100%
- 10. AIR SOURCE Switch As Required

NOTE

If OAT is warmer than 75°F (24°C), the Air Source Switch may be set to OFF before and during taxi to reduce air conditioning load.

- 11. R GEN Switch AUTO or OFF (As required)
- 12. BUS TIE Switch..... AUTO
- 13. SYSTEM BATT Switch..... ON
- 14. L GEN Switch..... AUTO
- 15. ELT Switch ARM
- 16. COM MIC Switch(es) HEADSET
- 17. COM SOURCE Switch(es)..... L PFD (R PFD)
- 18. L PFD Circuit Breaker Set
- 19. L ACS Circuit Breaker Set
- 20. External Lights As Required
- 21. GEAR Three Green
- 22. Fuel Quantity Scale (1516 lbs)..... Check
- 23. PARKING BREAK Set
- 24. ATIS, Clearance Obtain
- 25. Altimeter Set Current BARO
- 26. COMM/NAV/XPNDR Set for Departure

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DOORS, WINDOWS AND EMERGENCY EQUIPMENT

Cabin Door

The cabin door is located in the front left fuselage, immediately aft of the cockpit, and is 4 ft (1.2 m) high by 2 ft (0.6 m) wide. The clamshell design door is comprised of an upper door hinged at the top and lower door hinged at the bottom. The lower door has integral steps, which automatically deploy and retract as the door is opened or closed. A keyed lock is incorporated in the door handle to secure the aircraft while parked. A silicone seal, inflated by cabin pressure, surrounds the door opening and seals the door to allow the cabin to pressurize.

The door can be opened or closed from the inside or outside. The upper and the lower doors are secured by two latching pins. Two additional latching pins in the upper door pass through the lower door arms and secure into the fuselage. Door engagement is verified by visually checking five mechanical disks inside the upper door section (one disk on each pin and one on the handle mechanism). When the door is properly closed the five disks show green. A black and white hashed disk indicates that the respective pin is not properly secured. The interior lock knob and exterior PUSH button retract into the door automatically when the handle is closed. A visible black and white striped ring on the interior door lock knob indicates that the locking mechanism is not properly engaged.

To open door from the inside:

1. Pull the lock knob at the aft edge of door, inward and hold.
2. Rotate the handle up (clockwise) to the open/vertical position.
3. Push the upper door up to open.
4. Push the lower door down to open.

To open the door from the outside:

1. Push in on forward edge of the handle to access handle.
2. Press and hold the locking button aft of the handle.
3. Rotate the handle up (counterclockwise) to the open/vertical position.
4. Pull outward on the upper door to open.
5. Pull on the lower door to open.

To close the door from the inside:

1. Lift the lower door up to its closed position.
2. Pull the upper door down to its closed position.
3. Rotate the handle down (counterclockwise) to the closed/horizontal position.
4. Visually check for five green indications on the door.
5. Visually check that the lock knob striped ring is not visible. Push lock knob in if striped ring is visible.

To close the door from the outside:

1. Lift the lower door up to its closed position.
2. Pull the upper door down to its closed position.
3. Rotate the handle down (clockwise) to the closed/vertical position. Then rotate the handle up (counterclockwise) to the center/horizontal position to stow the handle.

4. Visually check that the PUSH button is flush with the door surface.

NOTE

The Cabin Door is an emergency exit and must be accessible at all times.

Crew Alerting System Messages – Doors

Figure 1-1. Door CAS Messages

Message	Condition	Category
DOOR	Cabin Door is not properly locked and the left engine is running or the Parking Brake is not set.	Warning
DOOR	Cabin Door is open, the left engine is shut down and the parking brake is set.	Status

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