TEMPORARY REVISION NO. 012
To EA500 POH and FAA-Approved Airplane Flight Manual
AVIONICS AND INSTRUMENTS

This Temporary Revision affects the AFM Part Number 06-121654, Revision 01, dated January 28, 2008. 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.

The following information is added to the Emergency Procedures.

Insert in Section 3, before page 3-8.

Erroneous "STALL" Indications or Airspeed Erroneous or Erratic Indications

Erroneous "STALL" indications may occur with the L and R PFD airspeed indications matching and could be a result of AOA sensor(s) blockage. Use all available sources to verify the aircraft is not in a stall condition. The L AOA affects ADC1/AHRS1 and R AOA affects ADC2/AHRS2.

L and/or R Airspeed (ADC1 and/or ADC2) may be erroneous or erratic. This may be caused by blockage of an pitot/AOA. An AIRSPEED DISAGREE CAS message may not be displayed. "STALL" aural and visual indications may occur with the erratic airspeed indications.

1. Maintain Aircraft Control..... Straight and level, power as required
2. Use all available sources to verify that the aircraft is not in a stall condition; airspeed (all ADC's), pitch and roll angles, power setting, vertical speed, aircraft buffet, load factor, flight control feel.

NOTE

ADC 3 airspeed can be corrected using Airspeed Calibration - ADC 3 in Section 5, "Performance."

FAA Approval: Date: 3/10/10

Erroneous "STALL" Indications or Airspeed Erroneous or Erratic Indications

"STALL" Indication is Erroneous:

1. Airspeed..... Reference all available instruments and compare to pitch and power settings.

2. R AOA (ECB Page – AVIONICS).....PULL
   (Pulling the failed side AOA ECB will cancel the erroneous indication).

NOTE

- The following CAS messages will be displayed when an AOA ECB is pulled:
  - STICK PUSHER FAIL (amber)
  - Affected ADC 1(2) FAIL (white)
- Expect degraded performance on the AHRS attitude display on the side of the ADC failure.
- Autopilot and Yaw Damper will disconnect and will not re-engage. Observe Yaw Damper OFF limits.

"STALL" is removed:

1. ADC PFD (SETUP SENSOR Page)..... Select ADC 1
2. AHRS PFD (SETUP SENSOR Page).....Select AHRS 1
3. Go to *Continued Flight* procedure below.

"STALL" persists:

1. R AOA (ECB Page – AVIONICS) ..... Reset
2. L AOA (ECB Page – AVIONICS).....Pull
3. ADC PFD (SETUP SENSOR Page)..... Select ADC 2
4. AHRS PFD (SETUP SENSOR Page).....Select AHRS 2
5. Go to *Continued Flight* procedure below.

One PFD Airspeed Indicator is erroneous or erratic:

1. Left and Right Airspeed.....COMPARE with MFD (ADC 3) Airspeed

Erroneous "STALL" Indications or Airspeed Erroneous or Erratic Indications

2. ADC PFD (SETUP SENSOR Page) ..... Select valid ADC
3. AHRS PFD (SETUP SENSOR Page)..... Select AHRS same side as valid ADC
4. L or R AOA (ECB Page - AVIONICS) .....PULL ECB on the same side as the INVALID ADC. If the "STALL" indication is present, pulling the failed side AOA ECB should cancel the indications.
5. Go to *Continued Flight* procedure below.

Both PFD Airspeed Indicators are erroneous or erratic:

1. MFD Instruments.....Reference ADC3
2. Maintain Present Altitude until completing step 3. Coordinate with ATC.
3. L & R AOA (ECB Page – AVIONICS) ..... PULL

NOTE

- The following CAS messages will be displayed when the AOA ECBs are pulled:
  - L & R ENG CONTROL FAIL (amber) – Eng Control is unaffected.
  - STICK PUSHER FAIL (amber)
  - STALL PROTECT FAIL (amber) – Stall Warning unavailable.
  - ADC1 FAIL (white) Left Airspeed (amber SPD)
  - ADC2 FAIL (white) Right Airspeed (amber SPD)
- Expect degraded performance of AHRS 1 and AHRS 2 attitude displays.
- Autopilot and Yaw Damper will disconnect and will not re-engage. Observe Yaw Damper OFF limits.

NOTE

Following descent to warmer temperatures consider resetting one AOA ECB and comparing to ADC3 to regain PFD airspeed indications.

5. Go to *Continued Flight* procedure below.

Erroneous "STALL" Indications or Airspeed Erroneous or Erratic Indications

Continued Flight

1. Continue to monitor all available instruments during changes in power setting or altitude to ensure the continued display of accurate airspeed.
2. Altitude ..... 20,000 Ft. or Below
3. Airspeed.....Not less than Minimum Flight Speed for flap configuration.

Flap Position	Minimum Flight Speed - KEAS				
	5995 lb	5500 lb	5000 lb	4500 lb	4000 lb
UP V_{REF} + 30	128	124	119	115	110
TO V_{REF} + 15	113	109	104	100	95
LDG V_{REF}	98	94	89	85	80

4. Limit bank angles to 30 degrees maximum.
5. RVSM equipment requirements no longer met. Advise ATC.
6. Land as soon as Practical.

NOTE

Recommend landing in VMC conditions.

--- Use Normal Procedures ---

TEMPORARY REVISION NO. 012
To EA500 POH and FAA-Approved Airplane Flight Manual
AVIONICS/FLIGHT INSTRUMENTS

This Temporary Revision affects the AFM Part Number 06-121654, Revision 01, dated January 28, 2008. 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.

The following information is added to the Emergency Procedures.

Insert in Section 3, before page 3-30.

FAA Approval: [signature] Date: 3/10/10

AIRSPEED DISAGREE

Condition:

Airspeed disagrees between Air Data Computers 1 & 2.

Procedure(s):

If an erroneous stall warning or multiple erratic indications are present perform procedure *"Erroneous 'STALL' Indications or Airspeed Erroneous or Erratic Indications"* otherwise, continue as follows:

1. Maintain Aircraft Control .....Straight and level, power as required
2. Use all available sources to verify that the aircraft is not in a stall condition; airspeed (all ADC's), pitch and roll angles, power setting, vertical speed, aircraft buffet, load factor, flight control feel.

NOTE

ADC 3 airspeed can be corrected using Airspeed Calibration - ADC 3 in Section 5, "Performance."

3. Left and Right Airspeed Data .... Compare with MFD (ADC 3) Airspeed
4. ADC PFD (SETUP SENSOR Page)..... Select Valid ADC
5. AHRS PFD (SETUP SENSOR Page) .....Select AHRS same side as valid ADC

--- END ---

NOTE

- Recommend landing in VMC conditions
- Autopilot may disengage and cannot be re-engaged while the message is present.