

TEMPORARY REVISION NO. 019
To: EA500 POH and FAA-Approved Airplane Flight Manual
Magnetic Compass

This Temporary Revision affects the AFM Part Number 06-122204, Revision 04, dated July 23, 2012. Remove this TR when Revision 05 is inserted. Record this TR insertion (or removal) on the Log of Temporary Revisions.

Insert this page facing LOTR-2.

06-122204-TR019

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for Steven L. Lardonois

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TR-019
1 of 10

Part No. 06-122204

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OPERATING LIMITATIONS

<p>THIS AIRCRAFT CONTAINS MARKINGS AND PLACARDS THAT MUST BE COMPLIED WITH WHEN THIS AIRCRAFT IS OPERATING IN THE NORMAL CATEGORY. OTHER LIMITATIONS WHICH MUST BE COMPLIED WITH ARE CONTAINED IN THE FAA APPROVED AIRPLANE FLIGHT MANUAL.</p> <p>THIS AIRPLANE IS APPROVED FOR VFR, IFR, DAY AND NIGHT OPERATION AND KNOWN ICING.</p>	<p>V₀ (All Weights) - OPERATING MANEUVERING SPEED180 KEAS V_{LO} - MAX LANDING GEAR OPERATING SPEED200 KEAS V_{MC} - MIN CTRL SPEED WITH THE CRITICAL ENGINE INOP.LESS THAN STALL SPEED V_{LE} - LANDING GEAR EXTENDED285 KEAS</p> <p>TURN OFF STROBE LIGHTS IN VICINITY OF OTHER AIRCRAFT OR DURING FLIGHT THROUGH CLOUDS OR FOG. NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED. LANDING WITH CABIN PRESSURIZED IS PROHIBITED.</p>
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(A/C 266 & up; A/C 001-265 modified by SB 500-99-004)

OPERATING LIMITATIONS

<p>THIS AIRCRAFT CONTAINS MARKINGS AND PLACARDS THAT MUST BE COMPLIED WITH WHEN THIS AIRCRAFT IS OPERATING IN THE NORMAL CATEGORY. OTHER LIMITATIONS WHICH MUST BE COMPLIED WITH ARE CONTAINED IN THE FAA APPROVED AIRPLANE FLIGHT MANUAL.</p> <p>NOT APPROVED FOR FLIGHT INTO KNOWN ICING.</p> <p>THIS AIRPLANE IS APPROVED FOR VFR, IFR, DAY AND NIGHT OPERATION.</p>	<p>V₀ (All Weights) - OPERATING MANEUVERING SPEED180 KEAS V_{LO} - MAX LANDING GEAR OPERATING SPEED200 KEAS V_{MC} - MIN CTRL SPEED WITH THE CRITICAL ENGINE INOP.LESS THAN STALL SPEED V_{LE} - LANDING GEAR EXTENDED285 KEAS</p> <p>TURN OFF STROBE LIGHTS IN VICINITY OF OTHER AIRCRAFT OR DURING FLIGHT THROUGH CLOUDS OR FOG. NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED. LANDING WITH CABIN PRESSURIZED IS PROHIBITED.</p>
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(A/C 001-265 not modified by SB 500-99-004)

Figure 1-1. Cockpit, Left and Right Sidewall

**SOFT ARTICLES ONLY - 6 LBS (2.7 KG) MAX
EXCESS OXYGEN HOSE SHALL BE STOWED
IN POCKET WHEN NOT IN USE**

OR

**SOFT ARTICLES ONLY - 6 LBS MAX
EXCESS OXYGEN HOSE SHALL BE STOWED
IN POCKET WHEN NOT IN USE**

Figure 1-2. Cockpit, Left and Right Lower Sidewall

RADIOS ON - WINDSHIELD & BATT HEAT OFF - AIR COND OFF

	N	30	60	E	120	150	S	210	240	W	300	330
FOR STEER												

Figure 1-3. Cockpit, Adjacent to Compass (If Installed)

ALTITUDE DISAGREE	
ALTITUDE DISAGREE	CAUTION
Altitude Data disagrees between Air Data Computers 1 and 2.	
<ol style="list-style-type: none"> 1. Left and Right Altitude DataCompare with MFD (ADC 3) Altitude 2. ADC PFD (SETUP SENSOR Page) Select Valid ADC 3. RVSM equipment requirements no longer met. Advise ATC. 	
NOTES	
<ul style="list-style-type: none"> • Autopilot will disconnect and cannot be reconnected. • ADC 3 airspeed can be corrected using <i>Airspeed Calibration - ADC 3</i> in Section 5, "Performance." 	

ATT (on PFD or MFD)	
ATT	ATT
(A/C with NG 1.5)	(A/C without NG 1.5)
Altitude data is not available for display. Message is displayed on the PFD or MFD attitude display area.	
<ol style="list-style-type: none"> 1. Reference MFD or opposite display if a valid source is available. 2. RVSM equipment requirements no longer met. Advise ATC. 	
If a valid source is available:	
<ol style="list-style-type: none"> 1. AHRS PFD (SETUP SENSOR page)Select Valid AHRS Or 1. Reference MFD (ATT3) if installed. 	
If an attitude source is not available:	
<ol style="list-style-type: none"> 1. Use airspeed, altitude, vertical speed, magnetic compass (if installed) and any other available data to control aircraft. If possible, exit and avoid flight in IMC conditions. 	



Insert opposite 3-41

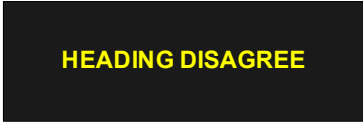

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Insert facing page 3-50

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HDG (on PFD or MFD)	
 <p>A/C with NG 1.5</p>	 <p>AC without NG 1.5</p>
Heading data is not available for display. Message is displayed on the PFD or MFD heading display area.	
1. Reference magnetic compass (if installed) or opposite display.	
If a valid AHRS source is available:	
1. AHRS PFD (SETUP SENSOR page) Select valid AHRS	

HEADING DISAGREE	
 <p>HEADING DISAGREE</p>	 <p>CAUTION</p>
Heading disagrees between Attitude Heading Reference Systems 1 and 2.	
1. Compare left and right headings with all available sources and magnetic compass (if installed).	
2. AHRS PFD (SETUP SENSOR Page)Select Valid AHRS	
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Insert facing page 7-54

The optional third Attitude sensor does not provide heading data. Instead, a traditional whisky compass (if installed) is installed on the instrument panel left of the pilot's PFD together with a compass correction card.

A separate information processor within the AHRS unit collects, combines if necessary and distributes information from the ADC, AHRS and GPS to the ACSs, FADECs, Autoflight system, and pilot displays.

Controls and Indications

The Attitude Indicator (AI) is located in the upper center portion of the PFD. It uses a traditional blue sky/brown ground with a horizon line extending the width of the display. The AI also contains a pitch ladder, a roll angle pointer/scale and a yellow wedge style attitude reference symbol. Flanking the attitude reference symbol are two yellow horizon reference pointers.



Figure 7-36. Attitude Indicator

Pitch

The AI is accurate for $\pm 90^\circ$ of pitch. The pitch display remains static over the range of 23° nose up to 23° nose down. Beyond $\pm 23^\circ$ a portion of the sky or a portion of the ground are always visible. At extreme pitch angles, a series of red chevrons point towards the horizon.

The pitch scale is displayed with horizontal labeled lines at 10° , 20° , 30° , 40° , 50° , and 70° , with unlabeled lines every 2.5° up to 30° and every 5° from there to 50° .

Roll

The AI is accurate for $\pm 180^\circ$ of roll. The roll scale is displayed with a white triangle at 0° , large tick marks at 30° and 60° left and right; and smaller tick marks at 10° , 20° and 45° left and right. Roll angle

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