**TEMPORARY REVISION NO. 02**
**To: ECLIPSE SE™ / TE PLUS™ / ECLIPSE 500 PLUS™**
**POH and FAA-Approved Airplane Flight Manual**

**Avio IFMS Lateral Navigation Approvals**

This Temporary Revision affects the AFM Part Number 06-123844, Revision "Revision 01", dated September 18, 2015. Remove this TR when Revision 02 is inserted. Record this TR insertion (or removal) on the Log of Temporary Revisions.

**Insert this page behind LOTR-1.**

06-123844-TR02

Signature: _____ Date: MAR 09 2016

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LIST OF FIGURES

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## Avio IFMS Lateral Navigation Approvals

The FMS, supported in dual PFDs, meets TSO-C146c and the updated GPS, meets TSO-C145c. The applicable TSO Authorizations (TSOA) have been issued by the FAA. Together, this navigational system (also known as IFMS) meets the MOPS of RTCA/DO-229D.

Provided it is receiving usable signals, it has been demonstrated capable of and has been shown to meet the accuracy specifications of:

1. The IFMS installation with dual GPS sensors as installed complies with AC 20 138B for navigation using GPS (within the coverage of a Space-Based Augmentation System complying with ICAO Annex 10) for enroute, terminal area, non-precision approach operations (including "GPS", "or GPS", and "RNAV" approaches), approach procedures, with vertical guidance (including "LNAV/VNAV"). Navigation information is referenced to the WGS-84 reference system, and should only be used for approach where the Aeronautical Information Publication (including electronic data and aeronautical charts) conform to WGS-84 or equivalent.
2. **B-RNAV/RNAV-5**: This installation complies with the equipage and accuracy requirements of AC 90-96A. Appendix 1, paragraphs 1.b.(1), for RNAV-5 when operating in Class I airspace. *This does not constitute an operational approval.*
3. **P-RNAV**: This installation complies with the equipage, performance, and functional requirements of AC 90-96A, Appendix 2, paragraphs 2.a.(3)(a) and 2.b.(1-22) for operation in P-RNAV designated airspace. *This does not constitute an operational approval.*
4. **RNAV**: This installation complies with the equipage and accuracy requirements of AC 90-100A Paragraph 7.b for operations on U.S. Area Navigation (RNAV) routes (Q-routes and T-routes), Departure Procedures (Obstacle Departure Procedures and Standard Instrument Departures), and Standard Terminal Arrivals (STARs). This does not constitute an operational approval.

**NOTE**

IFMS 2.7 with dual FMS, dual GPS with approved Fault Detection Exclusion (FDE) prediction, and certified compliance to TSO-C145C and TSO-C146, satisfies the requirements of 8400-12C for Required Navigation Performance 10 (RNP 10).

## Approaches

Accomplishment of an ILS, LOC, LOC-BC, LDA, SDF, MLS, VOR approach, or any other type of approach not approved for GPS overlay is not authorized with GPS navigation guidance from the final approach fix inbound.

When conducting approaches referenced to true North, the heading selection on the AUX pages must be adjusted to TRUE.

The Eclipse aircraft is authorized to perform the following instrument approach procedures. This authorization is for the aircraft. Listed approaches may not be used where operational approvals or limitations are more limiting.

**Figure 2-7. Authorized Instrument Approach Procedures**

| Nonprecision Approach Procedures Without Vertical Guidance | Nonprecision Approaches With Vertical Guidance | Precision Approach Procedures |
|---|---|---|
| LDA | LDA - PRM | ILS |
| GPS | LNAV/VNAV | ILS/DME |
| RNAV (VOR/DME) | | ILS/PRM |
| LOC | | LPV |
| LOC BC | | |
| LOC/BC/DME | | |
| NDB | | |
| VOR | | |
| VOR/DME | | |
| SDF | | |
| NDB/DME | | |
| VOR/DME/LOC | | |
| LP | | |
| LNAV | | |
| GCA | | |
| PAR | | |

RNAV approaches with Barometric Altitude (-B) occur when predicted GPS vertical integrity is not sufficient for the approach.

The Barometric Altitude data from the ADC is not temperature compensated. Therefore, while operating under LNAV/VNAV-B level of service, published restrictions specified for “uncompensated Baro-VNAV systems” must be followed.

## Traffic System (TAS – Skywatch) (If Installed)

Maneuvers to avoid traffic must not be based solely on information presented on the traffic overlay display.

The Skywatch TAS system meets the specifications of ICAO Annex 10 for Airborne Collision Avoidance System I (ACAS I).

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