

NUMBER: OB 500-00-101, Rev B
MODEL: ECLIPSE EA500
SUBJECT: Dispatch Deviations Guide

1. PLANNING INFORMATION

A. Effectivity

(1) Operators

ALL FAA operators under 14 CFR, part 91 & part 135.

(2) Aircraft

EA500 Aircraft Serial Numbers: 000001 to 000262, and 000266 to 000267 registered in the US.

EA500 Aircraft Serial Numbers: 550-0263 to 550-0265, 550-0268 to 550-0280, 550-0282 to 550-0284, and 550-1001 and above registered in the US.

B. Reason

- Applicability: EA500 MSN#014

Revision F issued to update template used for this Operational Bulletin and changed to letter designation for release status.

REVISION HISTORY

- 2010-04-07 Revision No Original issued to add operator Jet Ready effectivity (MSN#155).
- 2010-07-07 Revision No 1 issued to add aircraft (MSN#152) to operator Jet Ready.
- 2010-09-16 Revision No 2 issued to add aircraft (MSN#184) to operator Jet Ready.
- 2010-11-30 Revision No 3 issued to add aircraft (MSN#177) to operator Liebherr.
- 2012-09-24 Revision no 4 issued to add aircraft (MSN#014) to operator Air Executive Charter.
- 2015-03-30 Revision No. 5 issued to add aircraft (MSN#007 & MSN#190) for operator MyJet Havacilik.
- 2016-04-15 Revision A updated document template, changed to letter designation for release status, and updated aircraft operator by manufacturer serial number.
 - MSN#152, 155, 184, have been removed to due to discontinued operations by Jet Ready.
 - MSN#007, 190, and 177 have been moved to OB 500/-00-108, revision A (EASA MMEL).
- 2019-01-15 Revision B updated based on FAA MMEL, revision 3, dated August 29, 2018 and DDG revision 3.

C. Description

This document, the Dispatch Deviations Guide, is intended to assist operators in developing procedures required to operate the EA500 airplane in the various non standard configurations allowed by the Federal Aviation Administration (FAA) Master Minimum Equipment List (MMEL). The DDG (which includes the MMEL, and the recommended Maintenance/Operational Procedures) will be used to develop the operator's Minimum Equipment List (MEL). The MEL must be approved by the Civil Aviation Authority having jurisdiction.

The current DDG document is Revision 3, dated 15 January, 2019.

D. Compliance

The incorporation of this Operational Bulletin is optional at operator's discretion to all private operators, e.g. under 14 CFR part 91, where the MEL is not mandatory. However, without an approved MEL any equipment installed, even if not required, must be operative before flying.

The incorporation of this Operational Bulletin is recommended to all commercial operators under 14 CFR part 135 where the MEL, including operational and maintenance procedures, is mandatory.

NOTE: After any FAA "number" MMEL Revision, all operators, private and commercial, having an approved MEL must update it.

E. Approval

An Operational Bulletin is a manufacturer document which is not approved by the Civil Aviation Authorities. The EAI Director of International Operations, or its designee, approves all the Operational Bulletins issued by Eclipse Aerospace Inc.

F. Labor Requirements

EA500 operators are authorized to reproduce content from the DDG applicable only to their aircraft/fleet. However, the DDG cannot be used to dispatch the aircraft. This can only be accomplished by means of the aircraft/fleet operator's approved MEL and by the applicable CAA Regulations established specifically for that purpose.

- The DDG is used as a source document to develop a MEL

The following information is for planning purposes only.

(1) Estimated labor hours to perform:

(a) MEL under 14 CFR part 91, based on a Letter of Agreement (LoA):

Suggested number of personnel: 1

- (a.1) Initial: 10 hours
- (a.2) Update: 5 hours
- Preparation:..... 5 - 10 hours
- Compliance check:..... 1 hour

Total labor hours: 6 - 11

(b) MEL under 14 CFR part 135:

Suggested number of personnel: 1

- (b.1) Initial: 20 hours
- (b.2) Update: 10 hours
- Preparation:..... 10 - 20 hours
- Compliance check:..... 1 hour

Total labor hours: 11 - 21

The above is an estimate based on properly equipped and experienced personnel complying with this Operational Bulletin. Actual labor hours may vary depending on workforce experience, concurrent maintenance, discovery of other discrepancies, etc.

(2) Qualification of personnel:

Recommended an operational engineer or a similar expert in aircraft dispatchability.

G. Relevant Publications

- FAA MMEL Revision 3, dated 29 August 2018
- FAA MMEL Policy Letters, especially current PL-34, PL-36, PL-70

H. Publications Affected

- EA500 Dispatch Deviations Guide (DDG)

I. References

- Airplane Flight Manual (AFM), P/N 06-100106 (Eclipse 500 - Standard Configuration)
- Airplane Flight Manual (AFM), P/N 06-121654 (Eclipse 500 - Performance Enhanced (ETT) Configuration)
- Airplane Flight Manual (AFM), P/N 06-122204 (Eclipse 500 - Avio NG Configuration)
- Airplane Flight Manual (AFM), P/N 06-123844 (Eclipse SE™, Total Eclipse Plus™, 500 Plus™ Configuration)
- Airplane Flight Manual (AFM), P/N 06-123841 (Eclipse 550® Configuration)
- Aircraft Maintenance Manual (AMM), P/N 06-117751 (EA500)
- Aircraft Maintenance Manual (AMM), P/N 06-123838 (Eclipse 550®)

J. Export Control

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2. MATERIAL INFORMATION

A. Materials

The following is required for this Operational Bulletin. Pricing and availability information is available by contacting EAI Customer Care.

No materials are required for this Operational Bulletin.

Part Number	Description	Qty
06-122591	EA500 DISPATCH DEVIATIONS GUIDE	1

B. Cost

The cost of this Operational Bulletin will be customized to the operators depending on:

- Type of Operations (Private or Commercial)
- Type of regulations (e.g. FAA)
- Number of Airplanes
- Service Engineering required
- Special Customized procedure

Pricing and availability information is available by contacting EAI Customer Care.

3. ACCOMPLISHMENT INSTRUCTIONS

A. Limitations and Procedures

This Operational Bulletin will be revised when:

- A new FAA MMEL revision is released
 - or –
- When a new operator is added
 - or –
- When an operator adds more airplanes described by Manufacturer Serial Number (MSN).

4. RECORD OF COMPLIANCE

Upon completion of this Operational Bulletin, make an appropriate maintenance-record entry specifying the Operational Bulletin number.

5. NOTIFYING ECLIPSE AEROSPACE

On completing this Operational Bulletin, the operator/maintainer shall complete the attached Compliance Record and send it to Eclipse Aerospace via regular mail, fax, or e-mail.

Mailing Address	Eclipse Aerospace Incorporated ATTN: Service Engineering 3250 Spirit Drive SE Albuquerque, NM 87106
Fax	1-505-241-8802
E-mail	sbcompliance@eclipse.aero

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