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21-20-05 Cockpit Gasper			
		Number Installed	
Item	Name/Description	Number Required For Dispatch	
	Cockpit Gasper	2 0	Remarks Or Exceptions One or more may be inoperative provided at least one Cockpit Gasper remains in open position.
Item		MEL Sticker Location	Flight Crew Deferral Item
21-20-05		Near MDU	YES

Company Name			Minimum Equipment List		
Aircraft: DA-2000LX/LXS			Revision No: Original	Date: xx-xx-xx	Page 21-3
21-20-10 Cold Air Pressure Control Valve					
		Number Installed			
Item	Name/Description	Number Required For Dispatch			
	Cold Air Pressure Control Valve	1	0	Remarks Or Exceptions May be inoperative provided all DUs are operative.	
Item		MEL Sticker Location		Flight Crew Deferral Item	
21-20-10		Near MDU		YES	

Company Name		Minimum Equipment List	
Aircraft: DA-2000LX/LXS		Revision No: Original	Date: xx-xx-xx Page 21-4
21-20-15 Glare Shield Cold Air Manual Control			
		Number Installed	
Item	Name/Description	Number Required For Dispatch	
	Glare Shield Cold Air Manual Control	1 0	Remarks Or Exceptions May be inoperative.
Item	MEL Sticker Location		Flight Crew Deferral Item
21-20-15	Near MDU		YES

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21-20-16 Air Conditioning Distribution Lever				
		Number Installed		
Item	Name/Description	Number Required For Dispatch		
	Air Conditioning Distribution Lever	2	0	Remarks Or Exceptions One or more may be inoperative provided affected lever is set to windshield position.

Item	MEL Sticker Location	Flight Crew Deferral Item
21-20-16	Near MDU	YES

Company Name		Minimum Equipment List	
Aircraft: DA-2000LX/LXS		Revision No: Original	Date: xx-xx-xx Page 21-6
21-30-00 Cabin Temperature Indicator			
		Number Installed	
Item	Name/Description	Number Required For Dispatch	
	Cabin Temperature Indicator	1 0	Remarks Or Exceptions May be inoperative.

Item	MEL Sticker Location	Flight Crew Deferral Item
21-30-00	Near MDU	YES

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21-30-05 UP-DN Manual Controller

		Number Installed		Remarks Or Exceptions
Item	Name/Description	Number Required For Dispatch		
-A	UP-DN Manual Controller	1	0	(M)(O) May be inoperative provided: a) Flight level is limited to FL250 or below, b) CPC is verified operative, c) UP-DN Manual Controller is set in the green index mark, and d) DUMP mode is verified operative before each departure.
-B	UP-DN Manual Controller	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are operative.

Item	MEL Sticker Location	Flight Crew Deferral Item
21-30-05-A	Near Cabin Pressurization Manual Controls	NO
21-30-05-B	Near Cabin Pressurization Manual Controls	YES

Maintenance (M)

21-30-05-A

DUMP MODE:

- Apply the AMM 21-32-00-710-801 TSK "Operational Test of the Cabin Pressurization System" until paragraph 4.B.4.
- As soon as the cabin altitude reaches -300 ft:
 - On overhead panel, set "DUMP" pushbutton to "DUMP" (the amber **"DUMP"** indicator light illuminates).
 - Check that the cabin depressurizes rapidly.
 - On overhead panel, set "DUMP" pushbutton to normal (the amber **"DUMP"** indicator light extinguishes).
- End the procedure by performing the paragraphs 4.B.8, and Final Steps.

Operations (O)

21-30-05-A

CHECK OF CABIN PRESSURE CONTROLLER

At power-up, check that no message is present on the pressure controller display.

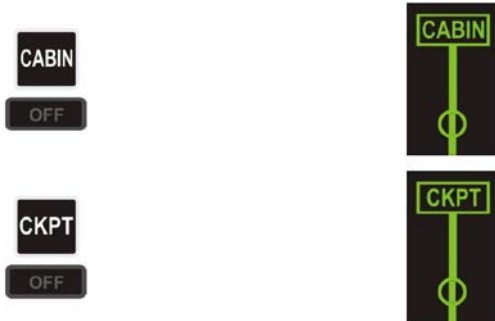
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Company Name	Minimum Equipment List		
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21-30-05-B

FLIGHT IN UNPRESSURIZED CONFIGURATION:

- On overhead panel, set the cabin and cockpit air conditioning valves pushbuttons to auto position and check the status on [BLD] synoptic page.



- Set the Dump guarded pushbutton to dump position and check that “**DUMP**” label is displayed on [ECS] synoptic page.

STATUS ON OVERHEAD PANEL

STATUS ON [ECS] SYNOPTIC PAGE



- Perform the flight to a maximum altitude of 8,000 ft. or to the minimum safe altitude.

NOTE 1: For takeoff above 8,200 ft. disregard possible CHECK CABIN ALTITUDE amber CAS message.

NOTE 2: Remember that the passenger masks automatically fall at 14,500 ± 500 ft altitude.

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21-30-09 Triple Cabin Indication

		Number Installed	
Item	Name/Description	Number Required For Dispatch	
-01-A	Cabin Altitude Indication	1	0
		Remarks Or Exceptions	
		(O) May be inoperative provided: a) Cabin Differential Pressure Indication is verified operative, and b) CPC is verified operative.	
		NOTE: A chart to convert cabin altitude to cabin differential pressure is provided to the crew in the associated operating procedure.	
-01-B	Cabin Altitude Indication	1	0
		(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are operative.	
-02-A	Cabin Differential Pressure Indication	1	0
		(O) May be inoperative provided the Cabin Altitude Indication is verified operative.	
		NOTE: A chart to convert cabin altitude to cabin differential pressure is provided to the crew in the associated operating procedure.	
-02-B	Cabin Differential Pressure Indication	1	0
		(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are operative.	
-03-A	Cabin Vertical Speed Indication	1	0
		(O) May be inoperative provided the Cabin Altitude Indication and Differential Pressure Indication are verified operative.	
-03-B	Cabin Vertical Speed Indication	1	0
		(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are operative.	

Item	MEL Sticker Location	Flight Crew Deferral Item
21-30-09-01-A thru 21-30-09-03-B	Near MDU	YES

Operations (O)

21-30-09-01-A

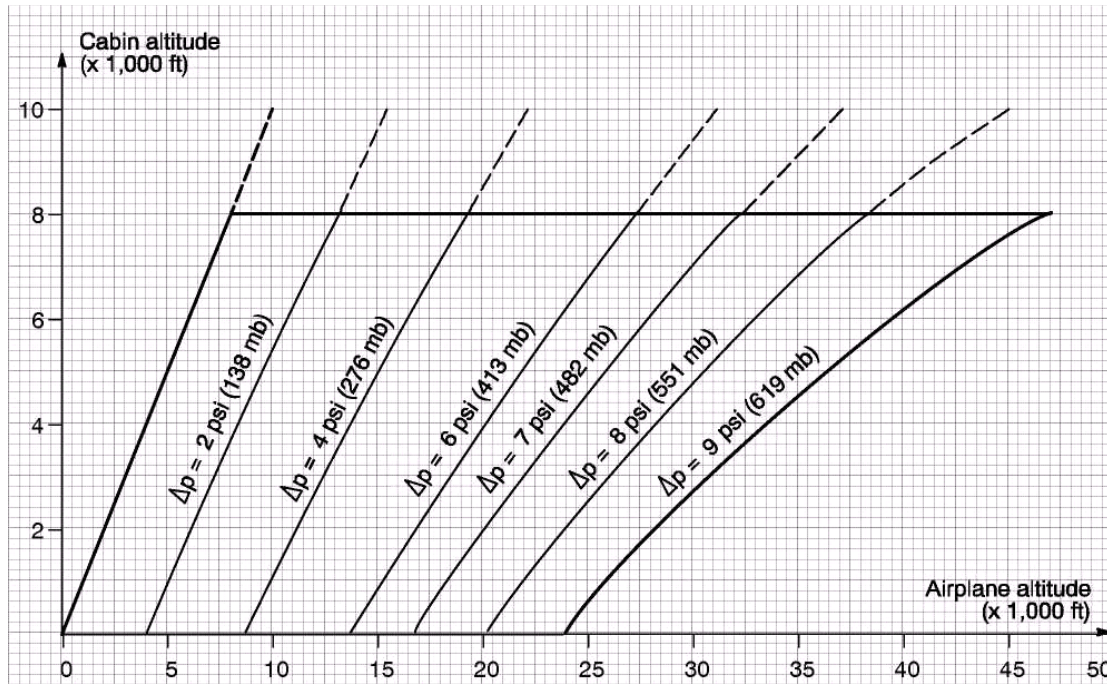
CABIN TRIPLE INDICATION:

1. Close LH opening window, passenger and baggage compartment doors.
2. Start the APU (AFM Normal Procedures).

(Continued)

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3. Use Manual pressurization mode:
 - A. On Digital Pressurization Controller, press **MAN** switch/light (Switch/light illuminates).
 - B. UP/DN manual knob set as required to check the triple indicator.
4. As required, shut down the APU (refer to the procedure in the Airplane Flight Manual).



CABIN ALTITUDE VERSUS - AIRPLANE ALTITUDE VERSUS CABIN DIFFERENTIAL PRESSURE CHART

5. Comply with 21-30-05-A (O) procedure.

21-30-09-01-B, 21-30-09-02-B, 21-30-09-03-A, 21-30-09-03-B

Comply with 21-30-05-B (O) procedure.

(Continued)

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21-30-09-02-A

PRESSURIZATION INDICATION

Pressurization law (NORMAL mode)

NOTE: On [ECS] synoptic page, **AUTO** is displayed and **NORM** law soft key is selected.



Airplane Altitude (ft)	Cabin ALTITUDE (ft)	ΔP CAB (psi)
0	-300	0.2
5,000	220	2.4
10,000	750	4.2
15,000	1,300	5.7
20,000	2,000	7.9
25,000	2,700	7.9
30,000	3,500	8.6
35,000	4,400	9.0
40,000	5,500	9.3
45,000	6,700	9.3
50,000	7,800	9.3

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Aircraft: DA-2000LX/LXS			Revision No: Original	Date: xx-xx-xx	Page 21-12
21-31-09 Nose Cone Fan					
			Number Installed		
Item	Name/Description		Number Required For Dispatch		
	Nose Cone Fan		1	0	Remarks Or Exceptions (M)(O) May be inoperative provided: a) HF Radio is not used below 10,000 feet, b) Duration of ground operations is limited, c) Nose Cone optional pieces of equipment are considered inoperative and associated breakers are pulled and collared, d) NOSE CONE OVHT Warning System is verified operative, and e) NOSE CONE OVHT amber CAS message is not displayed.
Item		MEL Sticker Location		Flight Crew Deferral Item	
21-31-09		Near Caution Light		NO	

Maintenance (M)

OPERATIONAL TEST OF NOSE CONE OVERHEAT INDICATING SYSTEM

Refer to AMM 21-31-01-720-801 TSK "Functional Test of the Nose Cone Overheat Indicating System".

Operations (O)

NOSE CONE FAN INOPERATIVE: GROUND OPERATIONS LIMIT TIME:

1. Apply the following ground operations limit time as soon as the aircraft is powered up:

WARNING: A PLACARD "GROUND POWER-UP TIME LIMITED" MUST BE INSTALLED NEXT TO THE POWER-UP CONTROL.

ON GROUND	
STATIC AIR TEMPERATURE	OPERATIONS LIMIT TIME
≤ ISA +15°C (+ 59°F)	90 minutes
ISA +20°C (+68°F)	60 minutes
ISA +25°C (+77°F)	50 minutes
ISA +30°C (+86°F)	40 minutes
ISA +35°C (+95°F)	30 minutes

(Continued)

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2. Pull and secure the following circuit breakers as necessary for the inoperative Nose Cone piece(s) of equipment:

Circuit Breakers	C/B Panel	Distribution	
		Bus	Area
VHF 3	RH	B1	COM – NAV
HUD –HGS	LH	A1	AVIONICS
HUD – OHU	LH	A1	AVIONICS
LSS	LH	A2	AVIONICS
SATCOM SDU	RH	B1	COM – NAV
SATCOM HPA	RH	B1	COM – NAV
SATCOM HSU	RH	B1	COM – NAV
Possible other pieces of equipment located in the nose cone compartment and installed by STC or Modifications (i.e. MAGNASTAR, Microwave Landing System, etc...)			

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21-32-00 CPC (Cabin Pressure Controller)				
		Number Installed		
Item	Name/Description	Number Required For Dispatch		
-A	CPC (Cabin Pressure Controller)	1	0	Remarks Or Exceptions (M)(O) May be inoperative provided: a) Flight level is limited to FL 250 or below, b) Departure and destination airfield elevation are below 8,000 feet, c) MAN amber label is displayed on ECS synoptic page, d) CABIN ALTITUDE red CAS message and Aural Warning are verified operative, e) UP-DN Manual Controller and DUMP mode are verified operative before each departure, f) Cabin Altitude, Cabin Differential Pressure, and Cabin Vertical Speed Indications are verified operative, g) UP-DN Manual Controller is set to the RH part of the white arc for takeoff, and h) Cabin Altitude, Cabin Differential Pressure, and Cabin Vertical Speed Indications are closely monitored during the flight.
-B	CPC (Cabin Pressure Controller)	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are operative.
-01	ARINC Input Data Bus Function	3	0	May be inoperative.
-02	Discrete Input Data Function	2	0	One or more may be inoperative.

Item	MEL Sticker Location	Flight Crew Deferral Item
21-32-00-A	Near MDU	NO
21-32-00-B 21-32-00-01 21-32-00-02	Near MDU	YES

Maintenance (M)

21-32-00-A

CABIN WARNING (LIGHT and AURAL) TEST SYSTEM:

PRELIMINARY STEPS

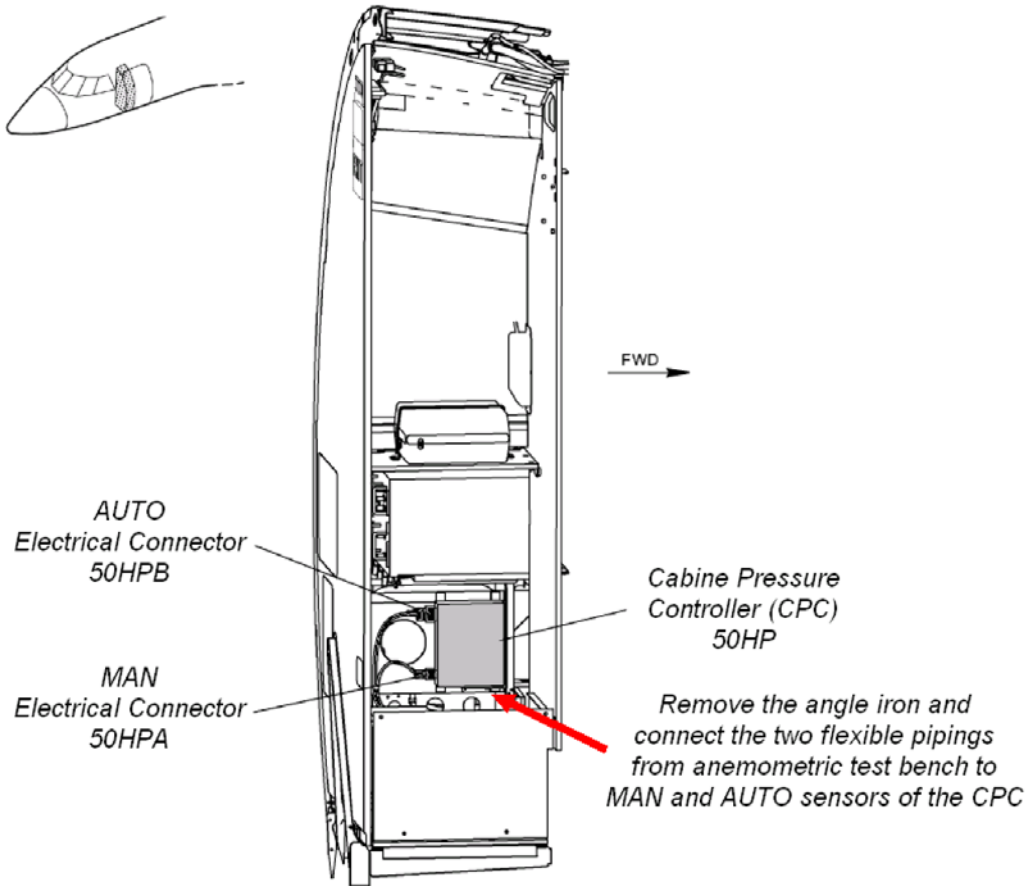
1. Tools and Equipment:

- A. Anemometric test bench.
- B. Ground/Flight box.
- C. Two flexible pipings (internal diameter 4 mm).

(Continued)

Company Name	Minimum Equipment List
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2. Gain access to the Cabin Pressure Controller.
3. Connect static pressure of the Anemometric test bench to MAN and AUTO sensors, installed in the lower part of CPC, by flexible pipings (internal diameter: 4mm).
4. Check that circuit breakers are engaged.



NOTE: Remember that the passenger masks automatically fall at 14,500 ±500 ft. altitude.

(Continued)

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Aircraft: DA-2000LX/LXS	Revision No: Original	Date: xx-xx-xx	Page 21-16

Test for CABIN WARNING TEST SYSTEM IN MANUAL MODE:

1. Set the **PRESSU** pushbutton on overhead panel to Manual position (**MAN** light on).
2. On [ECS] synoptic page, select **LDG ELEV** windows and display **0 FT.**



3. Set the two throttle levers to **TO** (full Power) position.
4. Set the aircraft in flight configuration (Flight position on Ground/Flight box).
5. On the anemometric test bench, turn up 11,000 ft. increase 3,000 ft/min. and check that:
 - A. At 8,200 ft., display of **CHECK CABIN ALTITUDE** amber CAS message and permanent gong is heard (On [ECS] synoptic page scale of **ALTITUDE** is displayed amber).
 - B. At 9,700 ft., display of **CABIN ALTITUDE** red CAS message and “CABIN ...” aural warning is heard (On [ECS] synoptic page scale of **ALTITUDE** is displayed red).
6. On the anemometric test bench, return to 0 ft.
7. Set the aircraft in ground configuration (Ground position on Ground/Flight box).
8. Set the two throttle levers to **STOP** position.
9. Disconnect the flexible pipings from the CPC and reinstall the angle iron.

Test for CABIN WARNING TEST SYSTEM IN AUTOMATIC MODE:

1. Set the **PRESSU** pushbutton on overhead panel to Automatic position (**MAN** light off)
2. On [ECS] synoptic page, select **LDG ELEV** windows and display **0 FT.**



3. Set the two throttle levers to **TO** (full Power) position.
4. Set the aircraft in flight configuration (Flight position on Ground/Flight box).
5. On the anemometric test bench, turn up 11,000 ft. increase 3,000 ft/min. and check that:
 - A. At 8,200 ft., display of **CHECK CABIN ALTITUDE** amber CAS message and permanent gong is heard (On [ECS] synoptic page scale of **ALTITUDE** is displayed amber).
 - B. At 9,700 ft., display of **CABIN ALTITUDE** red CAS message and “CABIN ...” aural warning is heard (On [ECS] synoptic page scale of **ALTITUDE** is displayed red).

(Continued)

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6. Set the **PRESSU** pushbutton on overhead panel to Manual position (**MAN** light on) and check that these CAS messages remain displayed.
7. On the anemometric test bench, return to 0 ft.
8. Set the aircraft in ground configuration (Ground position on Ground/Flight box).
9. Set the throttle two levers to **STOP** position.
10. Disconnect the flexible pipings from the CPC and reinstall the angle iron.

Check of DUMP MODE AND UP-DN MANUAL CONTROLLER:

Apply the AMM 21-32-00-710-801 TSK "Operational Test of the Cabin Pressurization System", except the paragraph "Test in Automatic Mode".

Operations (O)

21-32-00-A

CPC (CABIN PRESSURE CONTROLLER) INOPERATIVE:

1. With engines running, use manual pressurization mode:
 - A. Set **MAN** switch/light to ON position (switch/light illuminates).
 - B. The UP-DN manual controller is set to the RH part of the white part of the arc for takeoff.
2. In flight, UP-DN manual controller set as required
3. Comply with 21-30-09-01-A (O) procedure.

21-32-00-B

Comply with 21-30-05-B (O) procedure.

Company Name			Minimum Equipment List		
Aircraft: DA-2000LX/LXS			Revision No: Original	Date: xx-xx-xx	Page 21-18
21-32-06 Outflow Pressurization Valve					
		Number Installed			
Item	Name/Description	Number Required For Dispatch			
	Outflow Pressurization Valve	2	0	Remarks Or Exceptions (O) One or more may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are operative.	
Item		MEL Sticker Location		Flight Crew Deferral Item	
21-32-06		Near MDU		YES	

Operations (O)

Comply with 21-30-05-B (O) procedure.

Company Name		Minimum Equipment List	
Aircraft: DA-2000LX/LXS		Revision No: Original	Date: xx-xx-xx Page 21-19
21-32-10 Cabin Pressurization LOW Rate Control			
		Number Installed	
Item	Name/Description	Number Required For Dispatch	
	Cabin Pressurization LOW Rate Control	1	0
		Remarks Or Exceptions	
		May be inoperative provided it remains off.	

Item	MEL Sticker Location	Flight Crew Deferral Item
21-32-10	Near MDU	YES

Company Name	Minimum Equipment List
Aircraft: DA-2000LX/LXS	Revision No: Original Date: xx-xx-xx Page 21-20

21-51-13 Cabin Air Recirculation Valve				
		Number Installed		
Item	Name/Description		Number Required For Dispatch	
			Remarks Or Exceptions	
	Cabin Air Recirculation Valve	1	0	(O) May be inoperative provided: a) RECIRC switch is set to ISOL, and b) Recirculation Valve is verified in closed position before each departure.

Item	MEL Sticker Location	Flight Crew Deferral Item
21-51-13	Near MDU	YES

Operations (O)

CABIN AIR RECIRCULATION VALVE IN CLOSED POSITION:

1. Gain access to the cockpit:

On overhead panel, set the recirculation pushbutton to isolation position.



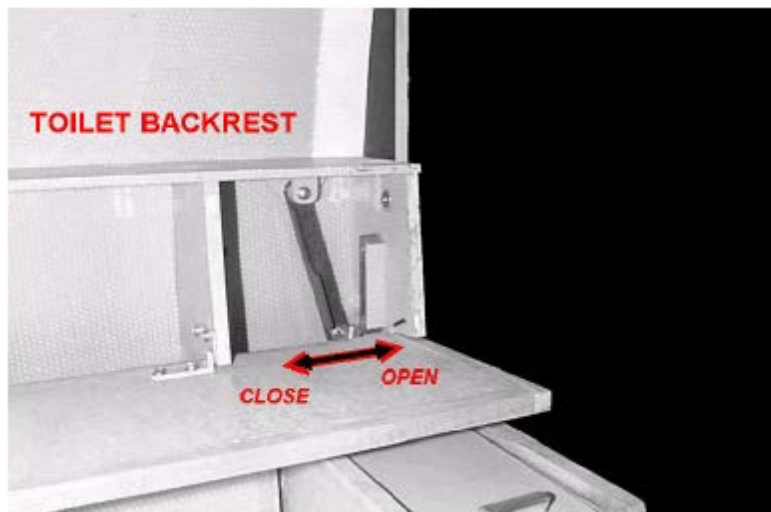
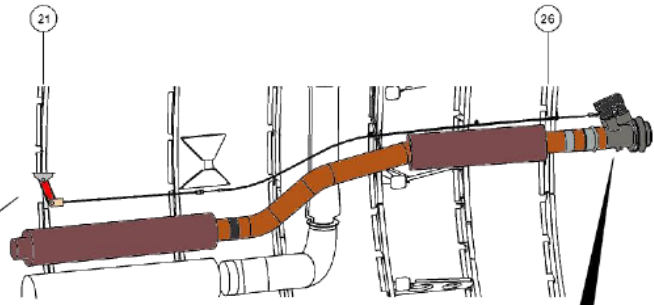
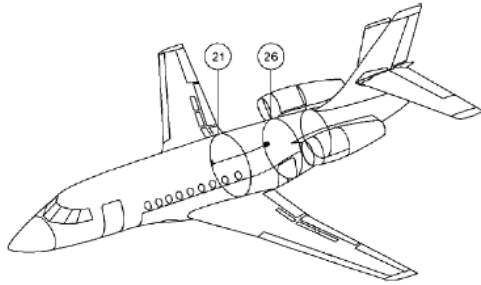
STATUS ON OVERHEAD PANEL (NO SYNOPTIC PAGE)

2. Gain access to the toilet compartment:

- A. Fold back the backrest to gain access to the utility shelf.
- B. Open the door located on the RH side.
- C. Fully pull the handle to close the valve.
- D. Close the door and fold the reclining backrest.
- E. Do not de-energize the aircraft after performing this procedure.

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LOCATION OF HANDLE OF RECIRCLE VALVE

NOTE: **RECIR ISOL** amber CAS message disappears as soon as the aircraft reaches 15,000 ft and will reappear below 15,000 ft.

Company Name		Minimum Equipment List		
Aircraft: DA-2000LX/LXS		Revision No: Original	Date: xx-xx-xx	Page 21-22
21-52-00 ECU (Environmental Control Unit)				
		Number Installed		
Item	Name/Description	Number Required For Dispatch		
	ECU (Environmental Control Unit)	1	0	Remarks Or Exceptions (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are operative.
Item	MEL Sticker Location		Flight Crew Deferral Item	
21-52-00	Near MDU		YES	

Operations (O)

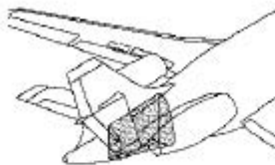
Comply with 21-30-05-B (O) procedure.

Company Name			Minimum Equipment List		
Aircraft: DA-2000LX/LXS			Revision No: Original	Date: xx-xx-xx	Page 21-23
21-52-11 Jet Pump Valve					
		Number Installed			
Item	Name/Description		Number Required For Dispatch		
			Remarks Or Exceptions		
	Jet Pump Valve	1	0	(O) May be inoperative provided: a) Jet Pump Valve is verified in closed position, b) All DUs are operative, c) BLEED AIR CABIN and CKPT pushbuttons are set to OFF on ground and in flight when TAS is below 300 knots, and d) BLEED AIR CABIN and CKPT pushbuttons are set to AUTO in flight only when TAS is above 300 knots.	
Item		MEL Sticker Location		Flight Crew Deferral Item	
21-52-11		Near MDU		YES	

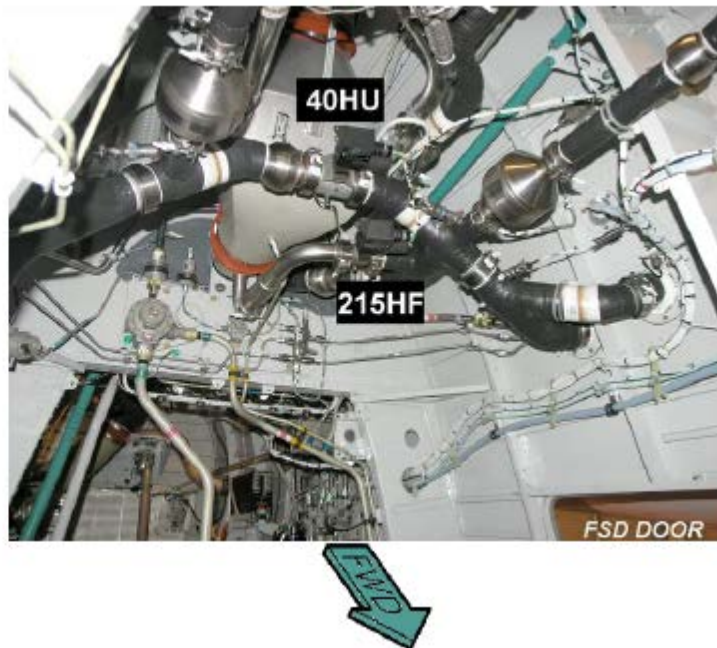
Operations (O)

JET PUMP VALVE IN CLOSED POSITION:

In the FSC, check that the jet pump valve (215HF) is in the closed position.



SEE THE WORDING
ENGRAVED ON THE AXIS
HEREIN THE WINDOW



LOCATION OF JET PUMP VALVE (215HF)

(Continued)

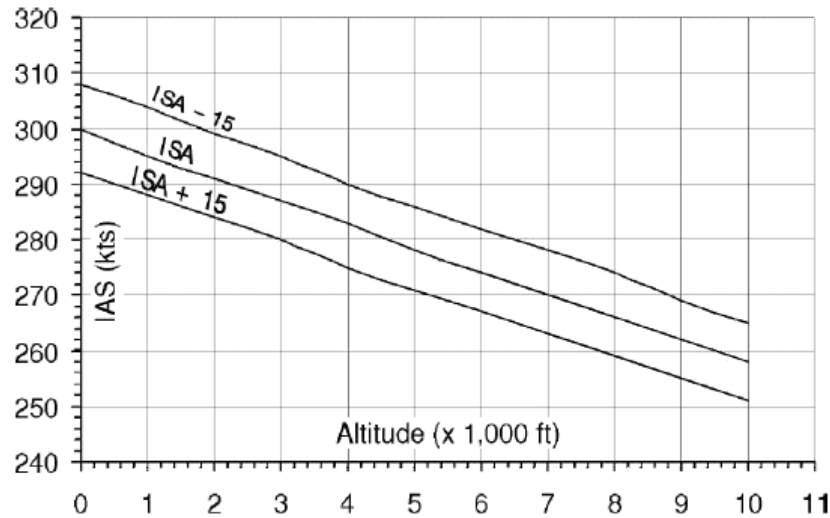
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PERFORM A NON-PRESSURIZED TAKEOFF, REFER TO 21-30-05-B.

1. Reach as soon as possible 300 KTAS before reaching 8,000 ft. pressure altitude (this may be subject to ATC authorization).

NOTE: Refer to IAS function of altitude curves for TAS = 300 kt.

2. Set air conditioning to AUTO.



IAS FUNCTION OF ALTITUDE CURVES FOR TAS = 300 KTS

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21-52-31 ECU Bypass Valve				
		Number Installed		
Item	Name/Description	Number Required For Dispatch		
	ECU Bypass Valve	1	0	Remarks Or Exceptions May be inoperative.
Item	MEL Sticker Location		Flight Crew Deferral Item	
21-52-31	Near MDU		YES	

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Aircraft: DA-2000LX/LXS			Revision No: Original	Date: xx-xx-xx	Page 21-26
21-60-00 TCS (Temperature Control System)					
		Number Installed			
Item	Name/Description			Number Required For Dispatch	
				Remarks Or Exceptions	
	TCS (Temperature Control System)	1	0	(O) May be inoperative provided:	
				a) Flight is conducted in an unpressurized configuration, and	
				b) All DUs are operative.	
-10	Alarm Light Command Function (Auto Cockpit, Auto Cabin and Manual Mode)	3	0	One or more may be inoperative provided:	
				a) TCS fault codes are considered before each departure, and	
				b) Repairs are made within 3 consecutive calendar-days.	
-20	Turbine Temperature Control Function (Auto and Manual Mode)	6	0	One or more may be inoperative provided repairs are made within 2 consecutive calendar-days.	
-30	AUTO Mode	2	0	(O) One or more may be inoperative provided:	
				a) MANUAL mode is verified operative, and	
				b) Repairs are made within 3 consecutive calendar-days.	
-31	Thrust Lever Position Function	2	1	One may be inoperative provided:	
				a) Thrust Levers are operative, and	
				b) Repairs are made within 3 consecutive calendar-days.	
-32	Computer Dialog Function (Cockpit and Cabin)	2	1	One may be inoperative provided repairs are made within 3 consecutive calendar-days.	
-33	Compressor Overheat Sensor Function (Cockpit and Cabin)	2	1	One may be inoperative provided repairs are made within 3 consecutive calendar-days.	
-34	CREW and PAX Auto Temperature Potentiometer Function	2	0	One or more may be inoperative provided repairs are made within 3 consecutive calendar-days.	
-35	Cockpit and Cabin Duct Temperature Sensor Function	2	1	One may be inoperative provided repairs are made within 2 consecutive calendar-days.	
-40	MANUAL Mode	1	0	(O) May be inoperative provided:	
				a) Flight is conducted in an unpressurized configuration, and	
				b) All DUs are operative.	
-41	CREW and PAX Manual Temperature Potentiometer Function	2	1	One may be inoperative provided repairs are made within 3 consecutive calendar-days.	

(Continued)

Company Name		Minimum Equipment List		
Aircraft: DA-2000LX/LXS		Revision No: Original	Date: xx-xx-xx	Page 21-27
Item	MEL Sticker Location	Flight Crew Deferral Item		
21-60-00 thru 21-60-00-41	Near MDU	YES		

Operations (O)

21-60-00, 21-60-00-40

Comply with 21-30-05-B (O) procedure.

21-60-00-30

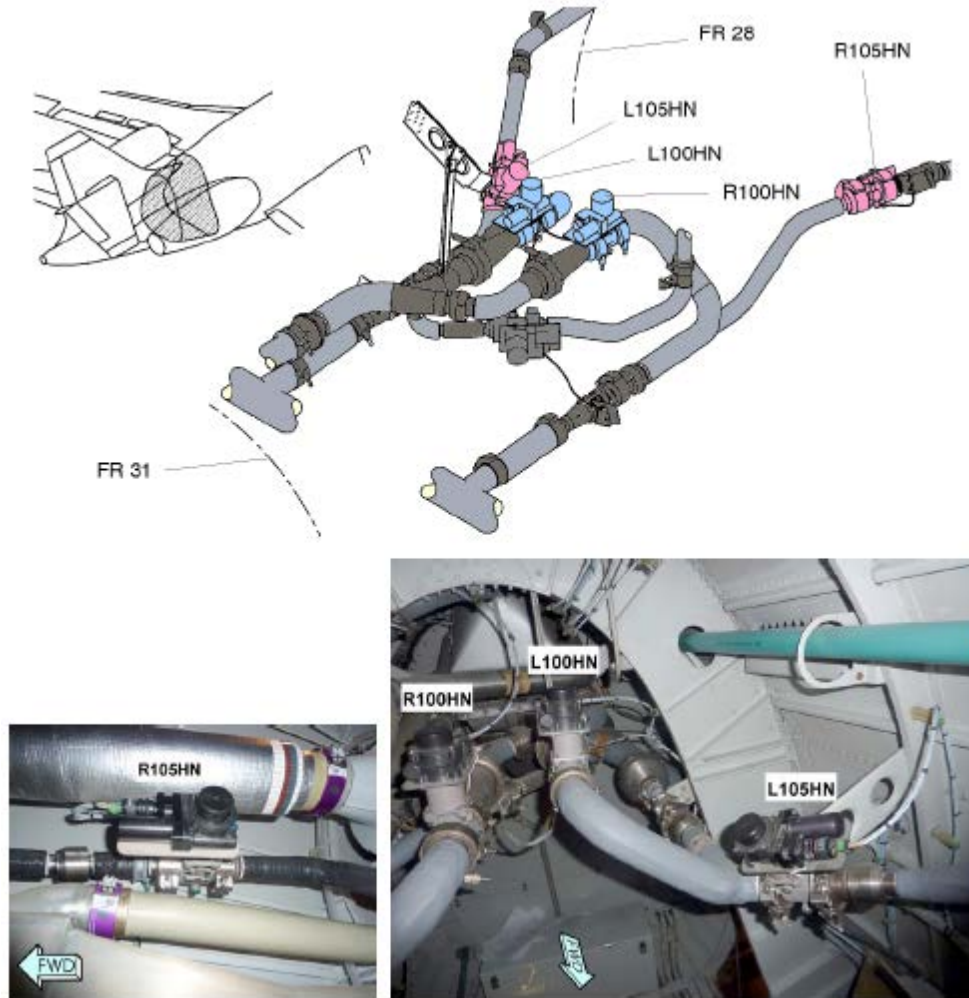
TCS (TEMPERATURE CONTROL SYSTEM) IN THE MANUAL MODE:

PRELIMINARY STEPS

1. Two operators are necessary to apply the following procedure:
 - A. One operator in the cockpit (apply command),
 - B. One operator in the Forward Servicing Compartment (check valves).
2. Identify the four valves in the upper part of the compartment:
 - A. L100HN: Cabin COLD conditioning valve.
 - B. R100HN: Cockpit COLD conditioning valve.
 - C. L105HN: Cabin HOT conditioning valve.
 - D. R105HN: Cockpit HOT conditioning valve.

(Continued)

Company Name	Minimum Equipment List		
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LOCATION OF CONDITIONING VALVES

THREE PROCEDURES ARE AVAILABLE DEPENDING ON THE FAILED AUTO MODE:

- 1) CREW mode AUTO is inoperative and PAX mode AUTO operates normally,
- 2) PAX mode AUTO is inoperative and CREW mode AUTO operates normally,
- 3) CREW and PAX modes AUTO are inoperative.

(Continued)

Company Name	Minimum Equipment List		
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CREW MODE AUTO IS INOPERATIVE (PAX ON AUTO MODE):

1. On overhead panel:
 - A. Set **MAN** pushbutton of **CREW** air conditioning command to Manual position (**MAN** light on).
 - B. Set the index of **CREW** potentiometer on medium position.



2. Check that:
 - A. On [ECS] synoptic page **PAX AUTO** and **CREW MAN** labels are displayed,
 - B. All conditioning valves are in open position
3. On overhead panel, set the index of **CREW** potentiometer on **C** repair (full cold position) and check that:
 - A. Cockpit HOT conditioning valve (R105HN) is in close position,
 - B. Cockpit COLD conditioning valve (R100HN) is in open position.
4. On overhead panel, set the index of **CREW** potentiometer on **H** repair (full hot position) and check that:
 - A. Cockpit HOT conditioning valve (R105HN) is in open position,
 - B. Cockpit COLD conditioning valve (R100HN) is in close position.
5. On overhead panel, set the index of **CREW** potentiometer on medium position.

(Continued)

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PAX MODE AUTO IS INOPERATIVE (CREW ON AUTO MODE):

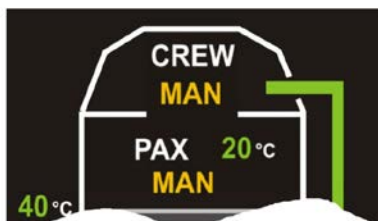
1. On overhead panel:
 - A. Set **MAN** pushbutton of **PAX** air conditioning command to Manual position (**MAN** light on).
 - B. Set the index of **PAX** potentiometer on medium position.



2. Check that:
 - A. On [ECS] synoptic page **PAX MAN** and **CREW AUTO** labels are displayed,
 - B. All conditioning valves are in open position.
3. On overhead panel, set the index of **PAX** potentiometer on **C** repair (full cold position) and check that:
 - A. Cabin HOT conditioning valve (L105HN) is in close position,
 - B. Cabin COLD conditioning valve (L100HN) is in open position.
4. On overhead panel, set the index of **PAX** potentiometer on **H** repair (full hot position) and check that:
 - A. Cabin HOT conditioning valve (L105HN) is in open position,
 - B. Cabin COLD conditioning valve (L100HN) is in close position.
5. Set the index of **PAX** potentiometer on medium position.

CREW AND PAX MODES AUTO ARE INOPERATIVE:

1. On overhead panel:
 - A. Set **MAN** pushbuttons of **CREW** and **PAX** air conditioning command to Manual position (**MAN** lights on).
 - B. Set the index of **CREW** and **PAX** potentiometers on medium position.



2. Check that:
 - A. On [ECS] synoptic page **PAX MAN** and **CREW MAN** labels are displayed,
 - B. All conditioning valves are in open position.

(Continued)

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3. Set the index of **CREW** potentiometer on **C** repair (full cold position) and check that:
 - A. Cockpit HOT conditioning valve (R105HN) is in close position,
 - B. Cockpit COLD conditioning valve (R100HN) is in open position.
4. Set the index of **PAX** potentiometer on **C** repair (full cold position) and check that:
 - A. Cabin HOT conditioning valve (L105HN) is in close position,
 - B. Cabin COLD conditioning valve (L100HN) is in open position.
5. Set the index of **CREW** potentiometer on **H** repair (full hot position) and check that:
 - A. Cockpit HOT conditioning valve (R105HN) is in open position,
 - B. Cockpit COLD conditioning valve (R100HN) is in close position.
6. Set the index of **PAX** potentiometer on **H** repair (full hot position) and check that:
 - A. Cabin HOT conditioning valve (L105HN) is in open position,
 - B. Cabin COLD conditioning valve (L100HN) is in close position.
7. Set the index of **CREW** and **PAX** potentiometers on medium position.

Company Name			Minimum Equipment List		
Aircraft: DA-2000LX/LXS			Revision No: Original	Date: xx-xx-xx	Page 21-32
21-60-05 Cabin Duct Temperature Indication					
		Number Installed			
Item	Name/Description	Number Required For Dispatch			
	Cabin Duct Temperature Indication	1	0	Remarks Or Exceptions May be inoperative.	
Item	MEL Sticker Location			Flight Crew Deferral Item	
21-60-05	Near MDU			YES	

Company Name		Minimum Equipment List	
Aircraft: DA-2000LX/LXS		Revision No: Original	Date: xx-xx-xx Page 21-33
21-64-00 Cabin Temperature Remote Control			
		Number Installed	
Item	Name/Description	Number Required For Dispatch	
	Cabin Temperature Remote Control	1 0	Remarks Or Exceptions May be inoperative.
Item	MEL Sticker Location		Flight Crew Deferral Item
21-64-00	Near MDU		YES

Company Name	Minimum Equipment List
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21-64-02 Hot Conditioning Valve				
		Number Installed		
Item	Name/Description	Number Required For Dispatch		
-A	Hot Conditioning Valve	2	1	Remarks Or Exceptions (M) One may be inoperative provided: a) Flight level is limited to FL 410 or below, b) Manual Air Conditioning Interconnect Valve is set in open position, and c) Affected Hot Conditioning Valve is secured in closed position.
-B	Hot Conditioning Valve	2	0	(M)(O) Both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) All DUs are operative, and c) Both Hot Conditioning Valves are secured in closed position.

Item	MEL Sticker Location	Flight Crew Deferral Item
21-64-02-A 21-64-02-B	Near MDU	NO

Maintenance (M)

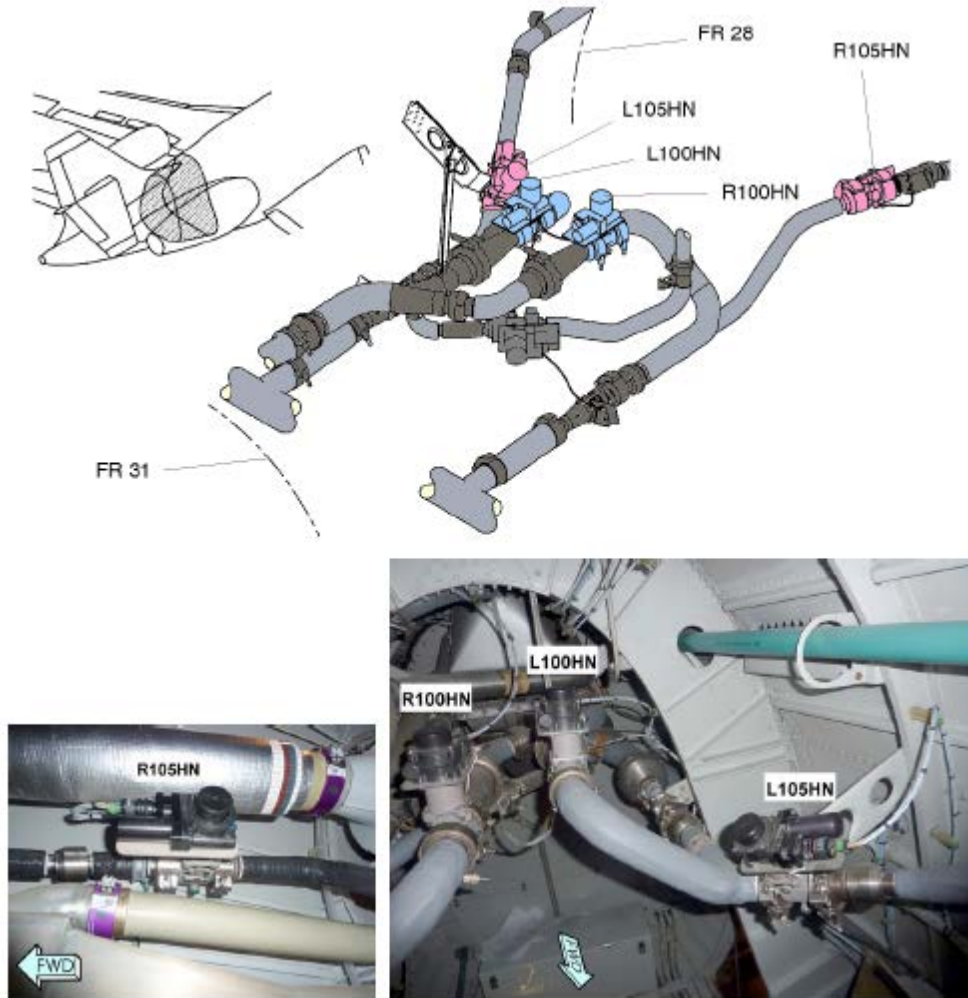
21-64-02-A, 21-64-02-B

CONDITIONING VALVE IN THE CLOSED POSITION:

1. Gain access to the Forward Servicing Compartment,
2. Identify the four valves in the upper part of the compartment:
 - A. Two cold air valves (L100HN and R100HN): Front center zone, in airplane centerline.
 - B. Two hot air valves (L105HN and R105HN): Front side zones.

(Continued)

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LOCATION OF CONDITIONING VALVES IN FORWARD SERVICING COMPARTMENT

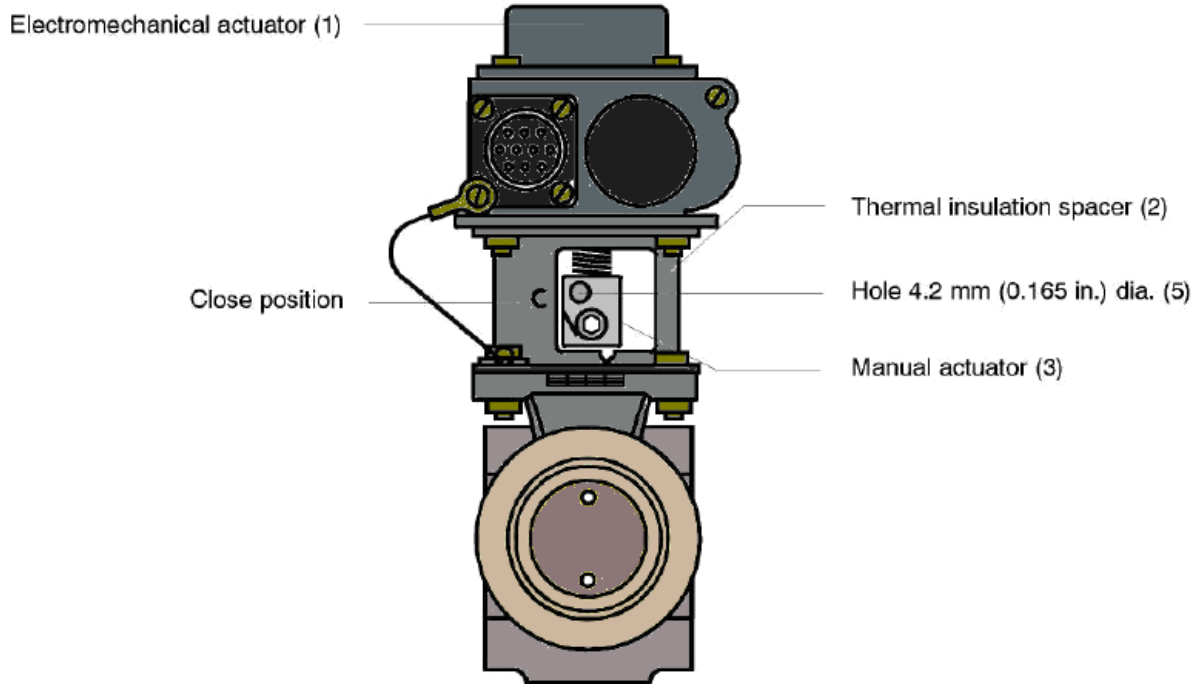
3. Check that the concerned valve is in the closed position.

CAUTION: IF THE CONDITIONING VALVE IS JAMMED IN OPEN POSITION, GO TO STEP 5 OF THIS PROCEDURE OTHERWISE GO TO STEP 4 OF THIS PROCEDURE.

NOTE: The valve is composed, underneath the electromechanical actuator (1), of a cylinder, also called thermal insulation spacer (2), fitted with a manual actuator (3). Inscription "C" (closed) is engraved on one side of the cylinder window and "O" (open) on the other side.

(Continued)

Company Name	Minimum Equipment List		
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CONDITIONING VALVES

4. Disconnect and secure the electrical connector of the failed valve so it does not interfere with structure or equipment around.

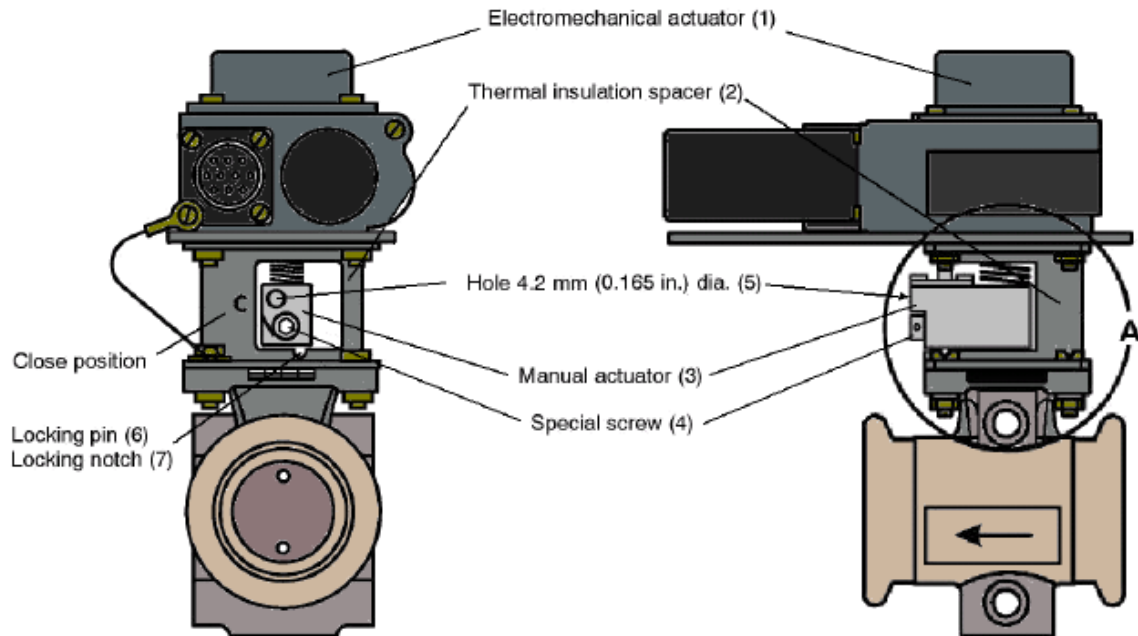
NOTE: This procedure is also applicable on valves with 785-894-5, 785-894-6, or 785-894-7 part number.

5. Disconnect the valve butterfly from the electromechanical actuator (1) and lock the manual actuator (3) in closed position (see following figure):
 - A. Discard the lock-wire from the special screw (4).
 - B. Loosen the special screw (4).
 - C. Insert special tool F2MA921001 (or a 4.2 mm (0.165 in.) diameter metal rod) into the hole (5) just above the special screw (4) and fully turn the manual actuator (3) to the "C" side. The locking pin (6) must be in the locking notch (7).
 - D. Put away the special tool F2MA921001 (or the metal rod).

NOTE: After this operation, the valve cannot be returned to its initial configuration, it must be removed for repairs

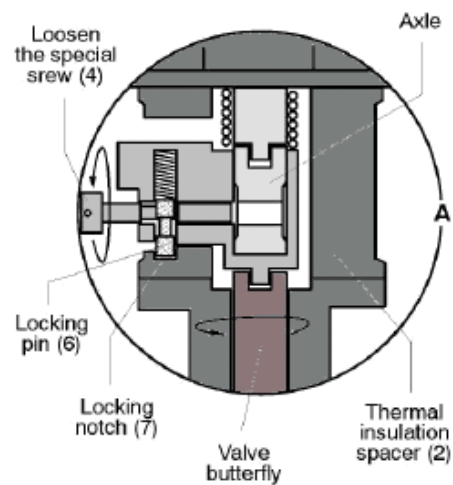
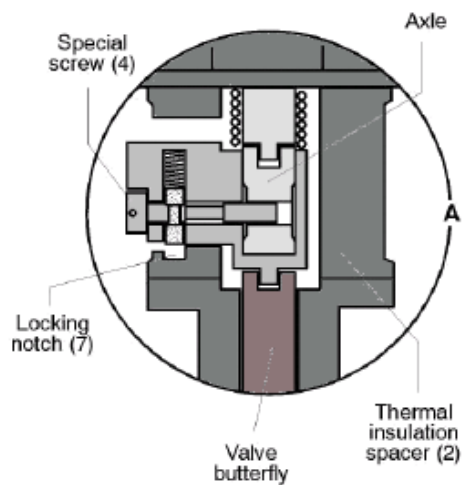
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1 - NORMAL OPERATION
(VALVE IN ANY POSITION)

2 - LOCKING IN CLOSE POSITION



6. Close the door of the Forward Servicing Compartment.

Operations (O)

21-64-02-B

Comply with 21-30-05-B (O) procedure.

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21-64-03 Cold Conditioning Valve				
		Number Installed		
Item	Name/Description	Number Required For Dispatch		
-A	Cold Conditioning Valve	2	1	Remarks Or Exceptions (M) One may be inoperative provided: a) Flight level is limited to FL 410 or below, and b) Affected Cold Conditioning Valve is secured in closed position.
-B	Cold Conditioning Valve	2	0	(M)(O) Both may be inoperative provided : a) Flight is conducted in an unpressurized configuration, b) All DUs are operative, and c) Both Cold Conditioning Valves are secured in closed position.

Item	MEL Sticker Location	Flight Crew Deferral Item
21-64-03-A 21-64-03-B	Near MDU	NO

Maintenance (M)

21-64-03-A, 21-64-03-B

Comply with 21-64-02-A (M) procedure.

Operations (O)

21-64-03-B

Comply with 21-30-05-B (O) procedure.