



U.S. Department of Transportation
Federal Aviation Administration

Washington, D.C.

Master Minimum Equipment List

Revision: 8a
Date: 8/5/2010

Bombardier

CL-600/601/601-3A/601-3R/604/605

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MASTER MINIMUM EQUIPMENT LIST
BOMBARDIER CL-600/601/601-3A/601-3R/604/605**Table of Contents**

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Highlights of Change

| Type of change | Summary of changes |
|----------------|--|
| Revision 8a | <p>Item 24-21-1 Engine Integrated Drive Generators - Dispatch relief is given to 601-3A, 601-3R with SB 601-0568 and 604 with SB 604-49-006 and SB 604-24-020.</p> <p>Item 24-32-3 APU Battery – For 604s, limitation is added that both IDGs must be operative since relief is given for one IDG inoperative for 604 with SB 604-49-006 and SB 604-24-020 in rev A.</p> <p>Item 24-32-4 APU Battery Charger– For 604s, limitation is added that both IDGs must be operative since relief is given for one IDG inoperative for 604 with SB 604-49-006 and SB 604-24-020 in rev A.</p> <p>Item 27-40-1 Trim Indicators (Ailerons, Rudder) – This revision removes the HSTAB position indicator from the MMEL relief.</p> <p>Item 29-11-1 Remove deleted item for (600,601,601-3A,601-3R)</p> <p>Item 30-31-1 Probe Heaters – Removes limitation stating that Standby Pitot Probes must be operative as 600, 601, 601-3A, 601-3R aircraft types do not have standby probes.</p> <p>Item 30-41-5 Enhanced Vision System - Ice Protection – Dispatch relief for 605 aircraft with SB 605-31-002 and 605-34-010.</p> <p>Item 32-60-1 Hard Landing Indication System – Dispatch relief for 604 and 605</p> |

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Definitions

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items), a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane (ETOPS) which has a type design approval for ER operations (ETOPS) and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

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10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system:
Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system.
(Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.
16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.
- NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.
17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

MASTER MINIMUM EQUIPMENT LIST
BOMBARDIER CL-600/601/601-3A/601-3R/604/605

Definitions

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any message that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. BOEING (B-717, MD-10, MD-11)

These aircraft are equipped with an alerting function, which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS). Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading. A MAINTENANCE alert on the EIS indicates the presence of a system fault, which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

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Definitions

c. AIRBUS (A-300-600, A-310, A-318/319/320/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-318/319/320/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-318/319/320/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault, which can be identified by CFDS (A-318/319/320/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant. For A-318/319/320/321, MAINTENANCE status (Class II) do not affect dispatch but are listed in the MMEL. Dispatch is allowed without specific conditions except for: BLUE RSVR MAINTENANCE status: If applicable, and AIR BLEED MAINTENANCE status: As applicable. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS), which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white)). Any message that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases, the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level. System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

f. EMBRAER (EMB-135/145, ERJ-170 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

MASTER MINIMUM EQUIPMENT LIST
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Definitions

g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS 1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

h. De-HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit. "Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are announced via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL. "Class 2 failures" are failures which do not prevent continued system function. These faults will not be announced to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative" as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

MASTER MINIMUM EQUIPMENT LIST
BOMBARDIER CL-600/601/601-3A/601-3R/604/605**Definitions**

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacture's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

MASTER MINIMUM EQUIPMENT LIST
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Preamble

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MEL's which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MEL's, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

MASTER MINIMUM EQUIPMENT LIST
BOMBARDIER CL-600/601/601-3A/601-3R/604/605

Preamble

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair **WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.**

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| | DATE: 8/21/2007 | 21-1 |

| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|-----------------------------------|---|----|---------------------|---|---------------------------------|---|--|
| | | | 1 | 2 | 1 | 2 | |
| 21 – AIR CONDITIONING | | | | | | | |
| 20-1 | Heat Exchanger Fan (Footwarmer-Demist) (600, 601, 601-3A) | C | 1 | 0 | | | |
| 24-1 | Cockpit Displays Cooling Exhaust Fan (604, 605) | C | 1 | 0 | | | (M) May be inoperative provided both packs are operative. NOTE: During ground operations at ambient temperatures above 40°C (104 degrees F), operation of electrical/Avionics equipment must be limited to 30 minutes unless at least one Air Conditioning Pack is operating and cabin doors are CLOSED as per the AFM. |
| 30-1 | Emergency Pressurization System (600, 601, 601-3A) | C | 1 | 0 | | | (O) May be inoperative provided aircraft is operated unpressurized. |
| 30-2 | Cabin Altitude Warning System (600, 601, 601-3A, 601-3R) | | | | | | |
| | 1) Visual (CABIN PRESS LOW light) | C | 1 | 0 | | | (O) May be inoperative provided Cabin Altitude Aural (Horn) Warning System is operative. |
| | | C | 1 | 0 | | | (O) May be inoperative provided airplane is operated unpressurized. |
| (Cont'd) | | | | | | | |

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| AIRCRAFT: BOMBARDIER CL-600/601/601-3A/601-3R/604/605 | REVISION NO: 8 | PAGE: 21-2 |
| | DATE: 8/21/2007 | |

| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|--|---------------------|---|---|---------------------------------|--|
| 21 – AIR CONDITIONING | | | | | |
| 30-2 Cabin Altitude Warning System (600, 601, 601-3A, 601-3R) (Cont'd) | | | | | |
| 2) Aural (Horn) *** | C | 1 | 0 | | (O) May be inoperative provided Cabin Altitude Visual (Light) Warning System is operative. |
| | C | 1 | 0 | | (O) May be inoperative provide aircraft is operated at or below 10,000 feet MSL. |
| | C | 1 | 0 | | (O) May be inoperative provided aircraft is operated unpressurized. |
| 30-3 Cabin Altitude Indicator (600, 601, 601-3A, 601-3R) | C | 1 | 0 | | (O) May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, and b) A chart is provided to convert Cabin Differential Pressure to Cabin Altitude. |
| | C | 1 | 0 | | (O) May be inoperative provided: a) Pressurization System is considered inoperative, and b) Airplane is operated unpressurized. |
| 30-4 Cabin Differential Pressure Indicator (600, 601, 601-3A, 601-3R) | C | 1 | 0 | | (O) May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) A chart is provided to convert cabin altitude to Cabin Differential Pressure. |
| | C | 1 | 0 | | (O) May be inoperative provided: a) Pressurization System is considered inoperative, and b) Airplane is operated unpressurized. |

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| | DATE: 8/21/2007 | |

| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|--|---------------------|---|---|--|--|--------------------------|--|
| 21 – AIR CONDITIONING | | | | | | | | |
| 30-5 | Cabin Rate of Climb Indicator (600, 601, 601-3A, 601-3R) | C | 1 | 0 | (O) May be inoperative provided: | | | |
| | | C | 1 | 0 | a) Cabin Altitude Indicator is operative, | | | |
| | | C | 1 | 0 | b) Cabin Differential Pressure Indicator is operative, and | | | |
| | | C | 1 | 0 | c) Cabin Pressurization Control System Automatic Mode is operative. | | | |
| 30-6 | Cabin Pressurization Panel EMER DEPRESS "ON" Switch Light (light function only) (604, 605) | C | 1 | 0 | (O) May be inoperative provided aircraft is operated unpressurized. | | | |
| 31-1 | Cabin Pressurization Control System | | | | | | | |
| | 1) Automatic and Manual Modes | C | 2 | 0 | (O) Both may be inoperative provided: | | | |
| | | | | | a) Airplane is operated unpressurized, and | | | |
| | | | | | b) Extended overwater operations are prohibited. | | | |
| | | | | | NOTE : | | | |
| | | | | | During ground operations at ambient temperatures above 40 degrees C (104 degrees F), for 604 and 605 and 45 degrees C (113 degrees F) for all other models, operation of Electrical/Avionics equipment must be limited to 30 minutes unless at least one Air Conditioning Unit/Pack is operating and cabin doors are CLOSED per AFM. | | | |
| | 2) Automatic Mode (600, 601, 601-3A, 601-3R) | C | 1 | 0 | (O) May be inoperative provided: | | | |
| | | | | | a) Cabin Pressurization Control System Manual Mode is operative, and | | | |
| | | | | | b) Operations are not conducted more than 60 minutes from a suitable airport. | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|---|---------------------|---|---|---------------------------------|---|--------------------------|--|
| 21 – AIR CONDITIONING | | | | | | | | |
| 31-1 | Cabin Pressurization Control System (Cont'd) | | | | | | | |
| | 2) Automatic Mode (600, 601, 601-3A, 601-3R) (Cont'd) | C | 1 | 0 | (O) | May be inoperative provided: | | |
| | | | | | a) | Total fuel carried includes at least 50% more than the fuel load required for the planned flight, and | | |
| | | | | | b) | Airplane is operated at or below 300 kts when airplane is at or below 12,500 feet. | | |
| | 3) Automatic Mode (604, 605) | C | 1 | 0 | (M) | May be inoperative provided: | | |
| | | | | | a) | Cabin Pressurization Control System Manual Mode is operative, and | | |
| | | | | | b) | Operations are not conducted more than 60 minutes from a suitable airport. | | |
| | 4) Manual Mode | C | 1 | 0 | (M) | May be inoperative provided: | | |
| | | | | | a) | Cabin Pressurization Control System Automatic Mode is operative, | | |
| | | | | | b) | Operations are not conducted more than 60 minutes from a suitable airport, and | | |
| | | | | | c) | Extended overwater operations are prohibited. | | |
| 32-1 | Outflow / Safety Valves | C | 2 | 0 | (M)(O) | Both may be inoperative provided: | | |
| | | | | | a) | Affected Valve(s) is secured OPEN, | | |
| | | | | | b) | Airplane is operated unpressurized, and | | |
| | | | | | c) | Extended overwater operations are prohibited. | | |

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| | DATE: 8/21/2007 | |

| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|--|---------------------|---|---|--|--|--------------------------|--|
| 21 – AIR CONDITIONING | | | | | | | | |
| 33-1 | Cabin Pressure Acquisition Module (CPAM) | | | | | | | |
| | 1) (604) | C | 1 | 0 | (O) May be inoperative provided: | | | |
| | | | | | a) Airplane is operated unpressurized, and | | | |
| | | | | | b) Extended overwater operations are prohibited. | | | |
| | 2) (605) | C | 2 | 1 | May be inoperative provided: | | | |
| | | | | | a) The Automatic Mode of the Pressurization Control System is operative, and | | | |
| | | | | | b) Aircraft is not operated more than 60 minutes from a suitable airport. | | | |
| | | C | 2 | 0 | (O) May be inoperative provided: | | | |
| | | | | | a) Airplane is operated unpressurized, and | | | |
| | | | | | b) Extended overwater operations are prohibited. | | | |
| 33-2 | Standby Cabin Altimeter (604) | C | 1 | 0 | (O) May be inoperative provided flight planning allows for descent to unpressurized flight altitudes in the event of a CPAM failure. | | | |
| 51-1 | Air Conditioning Units (ACUs) (600, 601, 601-3A, 601-3R) | C | 2 | 1 | One may be inoperative provided: | | | |
| | | | | | a) Ram Air Vent Valve is operative, | | | |
| | | | | | b) Associated cowl anti-ice is selected ON when aircraft is operated above FL 400, and | | | |
| | | | | | c) Operations are not conducted more than 60 minutes from a suitable airport. | | | |
| | | C | 2 | 1 | May be inoperative provided: | | | |
| | | | | | a) Total fuel carried includes at least 50% more than the fuel load required for the planned flight; and | | | |
| | | | | | b) Aircraft speed is limited to 300 KIAS when at or below 12,500 feet. | | | |
| (Cont'd) | | | | | | | | |

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| | DATE: 8/21/2007 | |

| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. | 3. | 4. NUMBER INSTALLED |
|--|----|----|--|
| | | | 3. NUMBER REQUIRED FOR DISPATCH |
| | | | 4. REMARKS OR EXCEPTIONS |
| 21 – AIR CONDITIONING | | | |
| 51-1 Air Conditioning Units (ACUs) (600, 601, 601-3A, 601-3R) (Cont'd) | C | 2 | 0 |
| | | | (O) Both may be inoperative provided: a) Ram Air Vent Valve is operative, and b) Aircraft is operated unpressurized. |
| | | | NOTE : During ground operations at ambient temperatures above 45° C (113° F), operation of electrical/avionics equipment must be limited to 30 minutes unless at least one ACU is operating and cabin doors are CLOSED as per the AFM. |
| 51-2 Air Conditioning Packs (604, 605) | C | 2 | 1 |
| | | | One may be inoperative provided: a) Ram Air Vent Valve is operative, b) Associated cowl anti-ice is selected ON when airplane is operated above FL 400, and c) Operations are not conducted more than 60 minutes from a suitable airport. |
| | C | 2 | 0 |
| | | | (O) Both may be inoperative provided: a) Ram Air Vent Valve is operative, and b) Aircraft is operated unpressurized. |
| | | | NOTE : During ground operations at ambient temperatures above 40 degrees C (104 degrees F), operation of electrical/avionics equipment must be limited to 30 minutes unless at least one pack is operating and cabin doors are CLOSED as per AFM. |

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| SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|--------------------------------|--|----|---------------------|---|---------------------------------|--|---|
| | | | | | | | |
| 21 – AIR CONDITIONING | | | | | | | |
| 51-3 | Air Conditioning Pack “L/R FAIL” Switchlight (light function only) (604, 605) | C | 2 | 0 | | | |
| 51-4 | Cabin Pressurization Panel “FAIL/MANUAL” Switchlight (light function only) (604, 605) | B | 1 | 0 | | | (O) May be inoperative provided the manual and automatic mode are verified operative on EICAS. |
| 51-5 | Vapor Cycle Cooling System (604) *** | D | 1 | 0 | | | |
| 52-1 | Ram Air Vent Valve | C | 1 | 0 | | | (M) May be inoperative CLOSED provided: a) Valve is deactivated CLOSED, and b) Both ACUs / Packs are operative. |
| | | C | 1 | 0 | | | (M) May be inoperative OPEN provided: a) Valve is deactivated OPEN, b) RH ACU/Pack is operative, c) LH ACU/Pack is selected OFF, d) Associated (LH) cowl anti-ice is selected ON when aircraft is operated above FL 400, and e) Operations are not conducted more than 60 minutes from a suitable airport. |
| 53-1 | Right Hand Footwarmer Demist Pressure Regulating and Shut-Off Valve (600, 601, 601-3A) | C | 1 | 0 | | | |

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| | DATE: 8/21/2007 | |

| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|-----------------------------------|--|----|---------------------|----|---------------------------------|--|---|
| | | | 2. | 3. | 4. | | |
| 21 – AIR CONDITIONING | | | | | | | |
| 61-1 | Temperature Control System | | | | | | |
| | 1) Cockpit Modes (NORMAL, STANDBY, MANUAL) | C | 3 | 1 | | | |
| | | C | 3 | 0 | | | Any or all may be inoperative provided all Cabin modes are operative. |
| | 2) Cabin Modes (NORMAL, STANDBY, MANUAL) | C | 3 | 1 | | | |
| | | C | 3 | 0 | | | Any or all may be inoperative provided all Cockpit Modes are operative. |
| 61-2 | Cabin Temperature Indicating System (600, 601, 601-3A, 601-3R) | C | 1 | 0 | | | |
| 61-3 | EICAS “CABIN TEMP” Indication (604, 605) | C | 1 | 0 | | | |
| 61-4 | Cockpit Heat System (601-3R, 604) | C | 1 | 0 | | | (M) May be inoperative provided the system is deactivated. |
| 61-5 | Remote Temperature Control System (604) *** | D | 1 | 0 | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
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| 21 – <u>AIR CONDITIONING</u> | | | | | |
| 61-6 Pilots Heated Mats (605) | C | 4 | 0 | | (M) Any or all may be inoperative provided heated mats are deactivated. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|-----------------------|---------------------|---|---|---------------------------------|--|--------------------------|--|
| 22 – AUTO FLIGHT | | | | | | | | |
| 10-1 | Autopilot Systems | | | | | | | |
| | 1) 600, 601 | B | 1 | 0 | | | | ((M) (O) Except when enroute operations or approach procedures require its use, may be inoperative provided: a) Automatic Cabin Pressurization Control System is operative, and b) Mach Trim test is done once each flight day before autopilot circuit breakers are open. |
| | a) Roll axis channel | C | 2 | 1 | | | | (O) May be inoperative provided the opposite roll channel and roll monitor are verified operative prior to each departure. |
| | b) Pitch axis channel | C | 2 | 1 | | | | (O) May be inoperative provided the opposite pitch channel is verified operative prior to each departure. |
| | 2) 601-3A, 601-3R | C | 2 | 1 | | | | (M) NOTE: Autopilot and Transponder must use same ADC data for RVSM Operations. |
| | | B | 2 | 0 | | | | (M) Except when enroute operations or approach procedures require its use, may be inoperative provided the Automatic Cabin Pressurization Control System is operative. |
| | 3) 604, 605 (AFCS) | C | 2 | 1 | | | | (O) NOTE: (604) Autopilot and Transponder must use same ADC data for RVSM Operations. |
| (Cont'd) | | | | | | | | |

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| SYSTEM & SEQUENCE ITEM NUMBERS | 1. | 2. NUMBER INSTALLED | | 3. | 4. REMARKS OR EXCEPTIONS |
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| 3. NUMBER REQUIRED FOR DISPATCH | | | | | |
| 4. REMARKS OR EXCEPTIONS | | | | | |
| 22 – AUTO FLIGHT | | | | | |
| 10-1 Autopilot Systems (Cont'd) | | | | | |
| 3) 604, 605 (AFCS) (Cont'd) | B | 2 | 0 | | (M) Except when enroute operations or approach procedures require its use, may be inoperative provided the Automatic Cabin Pressurization Control System is operative. |
| a) VNAV Mode Switch | C | 1 | 0 | | May be inoperative provided enroute operations or approach procedures are not dependent on its use. |
| 10-2 Flight Directors | | | | | |
| 1) 600, 601 | C | 2 | 1 | | (O) One may be inoperative provided approach or operating procedures are not dependent on its use. NOTE 1: Associated TOGA switch will be inoperative. NOTE 2: Flight Director and Transponder must use same ADC data for RVSM Operations. |
| | B | 2 | 0 | | (O) Except where enroute operations or approach procedures require its use, both may be inoperative. NOTE: Associated TOGA switches will be inoperative. |
| 2) 604, 605 (FCC channels) | C | 4 | 3 | | NOTE: Associated autopilot (AFCS 1 or 2) will be inoperative. |
| (Cont'd) | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|--|---------------------|---|---|---------------------------------|---|
| 22 – <u>AUTO FLIGHT</u> | | | | | |
| 10-2 Flight Directors (Cont'd) | | | | | |
| 2) 604, 605 (FCC channels) (Cont'd) | | | | | |
| | C | 4 | 2 | | (O) Two FCC channels may be inoperative provided AFCS 1 or 2 is operative. |
| | B | 4 | 1 | | (O) Except where enroute operations or approach procedures require its use, three may be inoperative provided: a) AFCS 1 and 2 are considered inoperative, and b) One yaw damper is verified operative. |
| 11-1 Autopilot Disconnect Switches (Control Wheel Buttons) | C | 2 | 1 | | (O) One may be inoperative provided: a) It is verified on every originating check that both control wheel autopilot disconnect switches can disengage the stick pusher function of stall protection system, b) Autopilot is not used below 1,500 feet AGL, and c) Approach minimums do not require the use of the autopilot. |
| | B | 2 | 0 | | (O) May be inoperative provided: a) It is verified on every originating check that both control wheel autopilot disconnect switches can disengage the stick pusher function of stall protection system, and b) Autopilot is not used |
| 11-2 Touch Control Steering (TCS) Switches (600, 601, 601-3A, 601-3R) | C | 2 | 0 | | |

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| | DATE: 8/21/2007 | |

| SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|--------------------------------|--|----|---------------------|---|---------------------------------|--|---|
| 22 – AUTO FLIGHT | | | | | | | |
| 11-3 | AP/FD Sync Switches (604, 605) | C | 2 | 0 | | | |
| 11-4 | Take-Off/Go-Around (TOGA) Switches | C | 2 | 0 | | | (O) Both may be inoperative provided alternate procedures are established and used. |
| 11-5 | Flight Guidance Computers (601-3A, 601-3R) | C | 2 | 1 | | | One may be inoperative provided operations are not conducted more than 60 minutes from a suitable airport. NOTE: Each FGC provides Mach Trim, Yaw Damper, Autopilot and Flight Director functions independent of the other FGC. Failure of the second FGC after dispatch will result in the complete loss of these functions and AFM restrictions would apply. |
| 12-1 | V-Speed Auto-Synchronization System (604) | C | 1 | 0 | | | May be inoperative provided V Speed settings are made manually by each pilot. NOTE: "SPEED REFS INDEP" status message will be displayed on EICAS if selected speeds are different. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|---|---------------------|---|---|--|--|--------------------------|--|
| 22 – AUTO FLIGHT | | | | | | | | |
| 13-1 | Input/Output Concentrator (IOC) (Integrated Avionics Processing System) | | | | | | | |
| 1) | (604) (Without Autothrottle System) | C | 4 | 3 | (M)(O) One IAPS IOC may be inoperative provided: | | | |
| | | | | | a) Remaining IOCS are verified operative before each flight, and | | | |
| | | | | | b) T/O Configuration Warning System is verified operative before the first flight of the day. | | | |
| | | | | | NOTE 1: "IAPS DEGRADED" status message will be displayed on EICAS. | | | |
| | | | | | NOTE 2: Although the take-off configuration warning system remains operative, the "T/O CONFIG OK" advisory message is inhibited. | | | |
| 2) | (605, 604 with Autothrottle System) | C | 4 | 3 | (M)(O) One IAPS IOC may be inoperative provided: | | | |
| | | | | | a) Remaining IOCS are verified operative before each flight, | | | |
| | | | | | b) T/O Configuration Warning System is verified operative before the first flight of the day, and | | | |
| | | | | | c) The Autothrottle system is considered inoperative if the failed IOC is the 1A quadrant. | | | |
| | | | | | NOTE 1: "IAPS DEGRADED" status message will be displayed on EICAS. | | | |
| | | | | | NOTE 2: Although the take-off configuration warning system remains operative, the "T/O CONFIG OK" advisory message is inhibited. | | | |

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| | DATE: 8/21/2007 | |

| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|---|---------------------|---|---|---------------------------------|--|--|--|
| 22 – <u>AUTO FLIGHT</u> | | | | | | | | |
| 20-1 | Mach Trim System (600, 601, 601-3A, 601-3R, 604, 605) | C | 1 | 0 | | | May be inoperative provided autopilot is engaged in flight. | |
| | | C | 1 | 0 | | | May be inoperative provided Airplane speed is limited to 250 KIAS / 0.7 Mach when the autopilot is not engaged. NOTE: Autopilot must be engaged during RVSM Operations. | |
| 20-2 | Yaw Damper Channels | C | 2 | 1 | | | | |
| 20-3 | Yaw Rate Gyros (600, 601) | C | 2 | 1 | (M) | | One may be inoperative provided Standby Attitude Indicator is operative. | |
| 30-1 *** | Auto Throttle (604) | C | 1 | 0 | | | May be inoperative provided Auto Throttle is selected to OFF. | |
| 30-2 | Autothrottle System (605) | D | 1 | 0 | (M) | | May be inoperative provided the Autothrottle is deactivated. | |
| | 1) Autothrottle Disconnect Pushbutton Switch (On Thrust Lever) | D | 2 | 1 | (O) | | May be inoperative provided the Engage/Disengage Pushbutton Switch is verified operative. | |
| | | D | 2 | 0 | | | May be inoperative provided the Autothrottle System is considered inoperative. | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|---|---------------------|---|---------------------------------|--|--------------------------|---|
| 22 – <u>AUTO FLIGHT</u> | | | | | | | |
| 30-2 | Autothrottle System (605) (Cont'd) | | | | | | |
| | 2) Autothrottle Mode Status Display (MSD) | D | 2 | 1 | | | May be inoperative on the non-flying pilot side and autothrottle system is not used on that side. |
| | | D | 2 | 0 | | | May be inoperative provided the Autothrottle system is considered inoperative. |
| | 3) Autothrottle N2 Sync PBA | D | 1 | 0 | | | |
| | 4) Engage LED Annunciator | D | 2 | 1 | | | . |
| | | D | 2 | 0 | | | May be inoperative provided the Mode Status Display (MSD) on the flying pilot side is operative. |

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| SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|--------------------------------|--|----|---------------------|---|---------------------------------|---|
| 23 – COMMUNICATIONS | | | | | | |
| 11-1 | Communication Systems (VHF, UHF) | D | - | - | | Any in excess of those required by FAR may be inoperative. NOTE 1: Relief is not permitted for a system or component, which is powered by an emergency bus or equivalent and is required to accomplish an emergency procedure. NOTE 2: VHF # 1 must be operative. |
| 11-2 | COMM Control Head # 2 (COMM Digital Frequency Selector/LED Display Units) (601-3A, 601-3R) | C | 1 | 0 | | May be inoperative provided the FMS CDU tuning capability is operative. |
| 11-3 | Inflight Telephone System *** | D | - | 0 | | |
| 11-4 | Datalink System (605) *** | C | 1 | 0 | | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | 1 | 0 | | May be inoperative provided routine procedures do not require its use. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|-----------------------------------|--|----|---------------------|----|---------------------------------|---|--|
| | | | 2. | 3. | 4. | | |
| 23 – COMMUNICATIONS | | | | | | | |
| 12-1 | High Frequency (HF) Communication System | D | - | - | - | - | Any in excess of those required by FAR may be inoperative. |
| | | C | - | 1 | 1 | 1 | (O) May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided: <ul style="list-style-type: none"> a) SATCOM (High or Low Gain) Data Link system operates normally, and b) SATCOM Data Link communication operates normally over the intended route of flight. |
| 21-1 | Selective Call (SELCAL) System *** | D | - | 0 | 0 | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| 21-2 | Satellite Communications (SATCOM) Systems *** | D | - | 0 | 0 | 0 | |
| 21-3 | Integrated Flight Information System (IFIS) (605) *** | C | 1 | 0 | 0 | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| | | D | 1 | 0 | 0 | 0 | May be inoperative provided routine procedures do not require its use. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|-----------------------------------|--------------------------------|---------------------|---|---------------------------------|--|---|
| 23 – COMMUNICATIONS | | | | | | |
| 31-1 | Passenger Address (PA) System | | | | | |
| | 1) Passenger Configuration | B | 1 | 0 | | (O) May be inoperative provided: <ul style="list-style-type: none"> a) Alternate normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight Compartment/Cabin Interphone System and aural alerting (chime) operates normally. NOTE: Any station that operates normally may be used. |
| | 2) Cargo Configuration | D | 1 | 0 | | |
| 41-1 | Crew member Interphone System | | | | | |
| | 1) Flight Compartment to Cabin | B | 1 | 0 | | (O) May be inoperative provided: <ul style="list-style-type: none"> a) PA system operates normally, and can be used as alternate communications link between the flight compartment and the cabin and, b) Alternate communications procedures between the affected Flight Attendants station(s) are established and used. |
| | 2) Cabin to Flight Compartment | B | 1 | 0 | | (O) May be inoperative provided: <ul style="list-style-type: none"> a) PA system operates normally, and can be used as alternate communications link between the flight compartment and the cabin and, b) Alternate communications procedures between the affected Flight Attendants station(s) are established and used. |
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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|--|---------------------|---|---|---------------------------------|--|---|--|
| 23 – COMMUNICATIONS | | | | | | | | |
| 41-1 | Crew member Interphone System (Cont'd) | | | | | | | |
| | 3) Flight Compartment to Ground | C | 1 | 0 | | | (M)(O) May be inoperative provided alternate procedures are established and used. | |
| 50-1 | Cockpit Speakers | C | 2 | 0 | | | One or both may be inoperative provided: <ul style="list-style-type: none"> a) Aural alerts, messages and other communications which are normally routed through the speakers are audible through the headsets, b) Headsets are installed and used by each person on flight compartment duty, and c) Spare headset is available in flight compartment. | |
| 50-2 | Cabin Alerting System (Chime/Light) | | | | | | | |
| | 1) Flight Deck Call Light | B | 1 | 0 | | | May be inoperative provided the flight deck chime is operative. NOTE: The flight deck chime must always be operative. | |
| | 2) Flight Attendant / Cabin Call Lights *** | B | - | 0 | | | May be inoperative provided: <ul style="list-style-type: none"> a) Passenger Address System is operative, and b) Affected Light is not used for Lavatory Smoke Detector Alerting. | |
| | 3) Flight Attendant/ Cabin Chimes *** | B | - | 0 | | | May be inoperative provided: <ul style="list-style-type: none"> a) Passenger Address System is operative, and b) Affected Chime is not used for Lavatory Smoke Detector Alerting. | |

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|---|----|------------------|---|---------------------------------|---|
| | | | | | |
| 23 – COMMUNICATIONS | | | | | |
| 50-3 Pre-recorded Announcement (Passenger Briefing) System *** | C | 1 | 0 | | (O) May be inoperative provided alternate procedures are established and used. |
| 50-4 Lavatory Speakers | C | - | 0 | | (O) May be inoperative provided alternate procedures are established and used. |
| 51-1 Boom Microphones | | | | | |
| Cockpit Voice Recorder and Flight Data Recorder Installed | | | | | |
| 1) Cockpit Voice Recorder Equipped to record Boom Microphone per FAR 121.359(e), 135.151(d) or 125.227(e) | A | - | 0 | | May be inoperative provided: a) Flight Data Recorder operates normally, and b) Repairs are made within three flight days. |
| 2) Cockpit Voice Recorder Not Equipped to record Boom Microphone *** | D | - | 0 | | |
| (Cont'd) | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
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| 23 – COMMUNICATIONS | | | | | | | | |
| 51-1 | Boom Microphones (Cont'd) | | | | | | | |
| | Cockpit Voice Recorder and No Flight Data Recorder Installed | | | | | | | |
| 1) | Cockpit Voice Recorder Equipped to record Boom Microphone per FAR 121.359(e), 135.151(d) or 125.227(e) | A | - | 0 | | | May be inoperative provided repairs are made within three flight days. | |
| 2) | Cockpit Voice Recorder Not Equipped to record Boom Microphone *** | D | - | 0 | | | | |
| 51-2 | Hand Held Microphones *** | C | - | 1 | | | May be inoperative provided: a) Each cockpit crew member uses a boom microphone, and b) Each (Control Wheel) Press-To-Talk Switch is operative. | |
| | | C | - | 0 | | | May be inoperative provided: a) Each cockpit crew member uses a boom microphone, b) Each (Control Wheel) Press-To-Talk Switch is operative, and c) Spare boom microphone is available in flight compartment. | |

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|--|----|----|------------------|---|--|-----------------------|
| | | | | | NUMBER REQUIRED FOR DISPATCH | REMARKS OR EXCEPTIONS |
| 23 – COMMUNICATIONS | | | | | | |
| 51-3 Press-To-Talk (PTT) Switches (Control Wheel) (600, 601, 601-3A, 601-3R) | C | 2 | 0 | 0 | One or both may be inoperative provided: a) Switch(es) are not stuck in the transmit position, and b) Hand Held Microphone on affected side is operative. | |
| 51-4 RT/IC Switches (Pilot / Co-Pilot) (604, 605) | C | 4 | 2 | 2 | One or two may be inoperative provided: a) Switch is not failed in the transmit mode; b) One RT/IC switch operates normally for each crew-member; and, c) Hand held microphone on affected side is operative. | |
| 51-5 Headsets | D | - | - | - | Any in excess of one for each person on flight compartment duty may be inoperative. | |
| 71-1 Cockpit Voice Recorder (CVR) System *** | | | | | | |
| 1) Flight Data Recorder (FDR) installed | A | 1 | 0 | 0 | (M) May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three flight days | |
| 2) No Flight Data Recorder (FDR) installed | A | 1 | 0 | 0 | (M) May be inoperative provided repairs are made within three flight days | |
| 3) Operators other than a holder of an air carrier or commercial operator certificate. | A | 1 | 0 | 0 | May be inoperative provided repairs are made in accordance with applicable FARs. | |
| 71-2 Electronic Checklist (604, 605) *** | D | 1 | 0 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. | 3. NUMBER INSTALLED | 4. REMARKS OR EXCEPTIONS |
|--|-----|---------------------|--|
| 23 – COMMUNICATIONS | | | |
| 71-3 Electronic Voice Checklist *** | D - | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| 81-1 Radio Tuning Units (RTU) Number Two (604) | C 1 | 0 | May be inoperative provided: a) One FMS unit is operative, and b) Cross-side tuning on the radio control panel is operative. NOTE 1: If the remaining RTU fails, to restore ATC, the ATC selector switch, on the Reversionary/Inhibit panel, must be selected from STBY to 1. NOTE 2: Also, if the remaining RTU fails, all RTU mode selections plus TCAS, ATC 2, DME HOLD and HF will be lost, however, COM/NAV frequency tuning will be available through FMS. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|---|---------------------|---|---|---|--|--------------------------|--|
| 24 – ELECTRICAL POWER | | | | | | | | |
| 21-1 | Engine Integrated Drive Generators (IDGs) | | | | | | | |
| | 1) 601-3A, 601-3R with (SB 601-0568) | A | 2 | 1 | (M)(O) One may be inoperative provided: | | | |
| | | | | | a) Inoperative generator GEN 1/2 switch is selected to OFF, | | | |
| | | | | | b) APU and its generator is operated continuously throughout flight, | | | |
| | | | | | c) Cross-side Hydraulic AC Motor Pump ACMP (1B or 2B) is selected to ON, | | | |
| | | | | | d) Aircraft is operated at or below FL 200, | | | |
| | | | | | e) If the operative IDG or APU generators have P/Ns 720845, 720845A or 720845B, they must have achieved an operational life in excess of 150 operating hours, and | | | |
| | | | | | f) Repairs are made after one flight. | | | |
| | 2) 604 with (SB 604-49-006 and SB 604-24-020) | A | 2 | 1 | (M)(O) One may be inoperative provided: | | | |
| | | | | | a) Inoperative generator GEN 1/2 switch is selected to OFF, | | | |
| | | | | | b) APU and its generator is operated continuously throughout flight, | | | |
| | | | | | c) Cross-side Hydraulic AC Motor Pump ACMP (1B or 2B) is selected to ON, | | | |
| | | | | | d) Aircraft is operated at or below FL 200, | | | |
| | | | | | e) If the operative IDG or APU generators have P/Ns 720845, 720845A or 720845B, they must have achieved an operational life in excess of 150 operating hours, and | | | |
| | | | | | f) Repairs are made after one flight. | | | |
| (Cont'd) | | | | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | | |
|---|---|---|---------------------|--------------------------------------|---|--|--|---|---|
| 24 – ELECTRICAL POWER | | | | | | | | | |
| 21-1 Engine Integrated Drive Generators (IDGs) (Cont'd) | | | | | | | | | |
| 2) 604 with (SB 604-49-006 and SB 604-24-020) (Cont'd) | B | 2 | 1 | (M) One may be inoperative provided: | a) Inoperative generator GEN 1/2 switch is selected to OFF, | b) APU and its generator is operated continuously throughout flight, | c) Cross-side Hydraulic AC Motor Pump (ACMP) (1B or 2B) (29-11-1) is considered inoperative, | d) Aircraft is operated at or below FL 200, and | e) If the operative IDG or APU generators have P/Ns 720845, 720845A or 720845B, they must have achieved an operational life in excess of 150 operating hours. |
| 3) 605 | A | 2 | 1 | (O) One may be inoperative provided: | a) Inoperative generator GEN 1/2 switch is selected to OFF, | b) APU and its generator is operated continuously throughout flight, | c) Cross-side Hydraulic AC Motor Pump ACMP (1B or 2B) is selected to ON, | d) Aircraft is operated at or below FL 200, and | e) Repairs are made after one flight. |
| | B | 2 | 1 | One may be inoperative provided: | a) Inoperative generator GEN 1/2 switch is selected to OFF, | b) APU and its generator is operated continuously throughout flight, | c) Cross-side Hydraulic AC Motor Pump (ACMP) (1B or 2B) (29-11-1) is considered inoperative, and | d) Aircraft is operated at or below FL 200. | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
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| 24 – ELECTRICAL POWER | | | | | | | | |
| 22-1 | Auxiliary Power Unit (APU) AC Loadmeter | | | | | | | |
| | 1) Aircraft with IDG P/Ns 720845, 720845A, 720845B | C | 1 | 0 | (M) May be inoperative provided: | | | |
| | | | | | a) Any main generator with these P/Ns has more than 150 operating hours, | | | |
| | | | | | b) APU generator is not used, and | | | |
| | | | | | c) APU generator switch is selected to OFF/RESET. | | | |
| | 2) Aircraft with other IDG P/Ns | C | 1 | 0 | May be inoperative provided: | | | |
| | | | | | a) APU generator is not used, and | | | |
| | | | | | b) APU generator switch is selected to OFF/RESET. | | | |
| 22-2 | Auxiliary Power Unit (APU) Generator System | | | | | | | |
| | 1) Aircraft with IDG P/Ns 720845, 720845A, 720845B | C | 1 | 0 | (M) May be inoperative provided any main generator with these P/Ns has more than 150 operating hours. | | | |
| | 2) Aircraft with other IDG P/Ns | C | 1 | 0 | | | | |
| 23-1 | Air Driven Generator (ADG) Auto-Deployment System | C | 1 | 0 | (M) May be inoperative provided system is deactivated. | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|--|---------------------|---|---|---|--|--------------------------|--|
| 24 – ELECTRICAL POWER | | | | | | | | |
| 30-1 | Main Airplane Batteries (600, 601, 601-3A, 601-3R) *** | C | - | 1 | (M) Additional Main Airplane Battery may be inoperative provided: a) Affected Battery is isolated by disconnecting and securing battery cables, and b) Associated Battery Charger is deactivated. | | | |
| 30-2 | Battery Charger Systems (600, 601, 601-3A, 601-3R) *** | C | - | 0 | (M) Additional Main Battery Charger may be inoperative provided: a) Associated Main Battery is isolated by disconnecting and securing battery cables, and b) Affected Battery Charger is deactivated. | | | |
| 30-3 | APU Start Battery (600, 601***) (601-3A) | C | 1 | 0 | | | | |
| 30-4 | Refueling Panel Battery *** | C | 1 | 0 | (M) May be inoperative provided Main Airplane Battery can be used to fuel airplane. | | | |
| 30-5 | Battery Ammeter *** | D | - | 0 | | | | |
| 31-1 | TRU Cooling Fans | | | | | | | |
| | 1) 600, 601 | C | 3 | 1 | (M) One or two may be inoperative provided: a) ESS TRU Cooling Fan is operative, and b) Forward equipment doors are opened for stationary ground operations at temps. >30°C. | | | |
| | 2) 601-3A, 601-3R, 604, 605 | C | 4 | 2 | (M) One or two may be inoperative provided: a) ESS TRU 1 & 2 Cooling Fans are operative, and b) Forward equipment doors are opened for stationary ground operations at temps. >30°C. | | | |

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| SYSTEM & SEQUENCE ITEM NUMBERS | 1. | 2. | NUMBER INSTALLED | | 3. | NUMBER REQUIRED FOR DISPATCH | 4. | REMARKS OR EXCEPTIONS |
|--------------------------------------|----|----|------------------|--|----|------------------------------|-------------------------------------|--|
| 24 – ELECTRICAL POWER | | | | | | | | |
| 32-1 Main Battery | | | | | | | | |
| 1) (604) | A | 1 | 0 | | | | (M) May be inoperative provided: | <ul style="list-style-type: none"> a) APU Battery is operative, b) APU Battery Charger is operative, c) Boarding lights are considered inoperative, d) Service lights are considered inoperative, e) APR is selected OFF, f) Operations are conducted in accordance with AFM APR inoperative performance data, and g) Repairs are made within one flight day. |
| 2) (605) | A | 1 | 0 | | | | (O)(M) May be inoperative provided: | <ul style="list-style-type: none"> a) APU Battery is operative, b) APU Battery Charger is operative, c) Boarding lights are considered inoperative, d) Service lights are considered inoperative, and e) Repairs are made within one flight day |
| 32-2 Main Battery Charger | | | | | | | | |
| 1) (604) | A | 1 | 0 | | | | (M) May be inoperative provided: | <ul style="list-style-type: none"> a) Main Battery is considered inoperative, b) APU Battery is operative, c) APU Battery Charger is operative, d) Boarding lights are considered inoperative, e) Service lights are considered inoperative, f) APR is selected off, g) Operations are conducted in accordance with AFM APR inoperative performance data, and h) Repairs are made within one flight day. |
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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. | 3. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|------------------------------------|----|---------------------|---|--|
| 24 – ELECTRICAL POWER | | | | |
| 32-2 Main Battery Charger (Cont'd) | | | | |
| 2) (605) | A | 1 | 0 | (M)(O) May be inoperative provided: a) Main Battery is considered inoperative, b) APU Battery is operative, c) APU Battery Charger is operative, d) Boarding lights are considered inoperative, e) Service lights are considered inoperative, f) Repairs are made within one flight day. |
| 32-3 APU Battery | | | | |
| 1) (604) | A | 1 | 0 | (M) May be inoperative provided: a) Main Battery is operative, b) Main Battery Charger is operative, c) Both Engine Integrated Drive Generators (24-21-1) are operative, and d) Repairs are made within one flight day. NOTE 1: External DC power can be used to start APU if required. NOTE 2: External DC power may be required for refueling. |
| 2) (605) | A | 1 | 0 | (M) May be inoperative provided: a) Main Battery is operative, b) Main Battery Charger is operative, c) Both Engine Integrated Drive Generators (24-21-1) are operative, and d) Repairs are made within one flight day. NOTE 1: External DC power can be used to start APU if required. NOTE 2: External DC power may be required for refueling. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|---------------------|---------------------|---|---|--|--------------------------|--|
| 24 – ELECTRICAL POWER | | | | | | | |
| 32-4 | APU Battery Charger | | | | | | |
| 1) (604) | A | 1 | 0 | (M) May be inoperative provided: | | | |
| | | | | a) APU Battery is considered inoperative after APU is started, | | | |
| | | | | b) Main Battery is operative, | | | |
| | | | | c) Main Battery Charger is operative, | | | |
| | | | | d) Both Engine Integrated Drive Generators (24-21-1) are operative, and | | | |
| | | | | e) Repairs are made within one flight day. | | | |
| | | | | NOTE 1: External DC power can be used to start APU if required. | | | |
| | | | | NOTE 2: External DC power may be required for refueling. | | | |
| 2) (605) | A | 1 | 0 | (M) May be inoperative provided: | | | |
| | | | | a) APU Battery is considered inoperative after APU is started, | | | |
| | | | | b) Main Battery is operative, | | | |
| | | | | c) Main Battery Charger is operative, | | | |
| | | | | d) Both Engine Integrated Drive Generators (24-21-1) are operative, and | | | |
| | | | | e) Repairs are made within one flight day. | | | |
| | | | | NOTE 1: External DC power can be used to start APU if required. | | | |
| | | | | NOTE 2: External DC power may be required for refueling. | | | |

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|--|----|----|------------------|------------------------------|-----------------------------|
| | | | 3. | NUMBER REQUIRED FOR DISPATCH | |
| 24 – ELECTRICAL POWER | | | | | |
| 32-5 Battery Temperature Monitors *** | D | - | 0 | 0 | |
| 41-1 AC External Power System | C | 1 | 0 | 0 | |
| 41-2 AC External Power "AVAIL / IN USE" Switch Lights (light function only) (604, 605) | C | 2 | 0 | 0 | |
| 42-1 DC External Power System | C | 1 | 0 | 0 | |
| 42-2 DC Power Main Bus Switch Light (light function only) (604, 605) | C | 1 | 0 | 0 | |
| 42-3 DC External Power "IN USE" Light (604, 605) | C | 1 | 0 | 0 | |
| 42-4 AC/DC Utility Switch light (light function only) (605) | C | 1 | 0 | 0 | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
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| 25 – EQUIPMENT/FURNISHINGS | | | | | | | |
| 10-2 | Chart Holders | C | - | 0 | | | |
| | 1) Integrated Lights | C | 2 | 0 | | | May be inoperative provided cockpit lighting configuration is acceptable to the crew members. |
| 11-1 | Pilot seats | | | | | | |
| | 1) Lumbar supports | C | 2 | 0 | | | May be inoperative provided: a) The lumbar support position is at the lowest position, and b) Seat is acceptable to affected crewmember. |
| | 2) Arm rests | C | 4 | 0 | (M) | | May be inoperative or missing provided: a) Affected arm rest is secured in the upright position, b) Egress is not impaired, and c) Seat is acceptable to affected crewmember. |
| | 3) Height Adjustments | B | 2 | 0 | (M) | | May be inoperative provided: a) Seat is secured in vertical position acceptable to affected crewmember, b) Fore/Aft Adjustment is verified operative, and c) Egress is not impaired. |
| | 4) Fore/Aft Adjustments | B | 2 | 0 | (M) | | May be inoperative provided: a) Seat is secured in fore/aft position acceptable to affected crewmember, b) Height Adjustment is verified operative, and c) Egress is not impaired. |
| | 5) Recline Adjustments | B | 2 | 0 | (M) | | May be inoperative provided backrest is secured in a position acceptable to affected crewmember. |
| (Cont'd) | | | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
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| 25 – EQUIPMENT/FURNISHINGS | | | | | | | | |
| 11-1 | Pilot Seats (Cont'd) | | | | | | | |
| | 6) Thigh Supports | C | 2 | 0 | | | May be inoperative provided seat is acceptable to affected crewmember. | |
| | 7) Seat Belt Inertia Reel | C | 2 | 0 | | | May be inoperative in the rearward position (locked position) | |
| 11-2 | Cockpit Sunvisors | C | 2 | 0 | | | May be inoperative or missing provided there are no visual restrictions to crewmembers. | |
| 11-3 | Glareshield Retractable Visors | | | | | | | |
| | 1) (604) | C | 2 | 0 | | | (O) May be inoperative or missing provided visor is secured in the retracted position or removed. | |
| | 2) (605) | C | 2 | 0 | | | (O) May be inoperative or missing provided visor is secured in the retracted position or removed and flight is restricted to day only. | |
| 12-1 | Observer Seat (s) | | | | | | | |
| | 1) Primary Observer Seat (Including associated equipment) | A | - | - | | | May be inoperative provided: | |
| | | A | - | - | | | May be inoperative provided: | |
| | | | | | | | a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and | |
| | | | | | | | b) Repairs are made within two flight days. | |
| | | | | | | | a) Secondary observer's seat is available to the FAA inspector for the performance of official duties, and | |
| | | | | | | | b) Repairs are made within two flight days. | |
| (Cont'd) | | | | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
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| 25 – EQUIPMENT/FURNISHINGS | | | | |
| 12-1 Observer Seat (Cont'd) | | | | |
| 1) Primary Observer Seat (Including associated equipment) (Cont'd) | A | - | - | May be inoperative provided: <ul style="list-style-type: none"> a) Required minimum safety equipment (safety belt and oxygen) is available to the FAA inspector for the performance of official duties, b) Seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within two flight days. |
| | | | | NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). |
| 2) Additional Observer Seat(s) (including associated equipment) *** | D | - | 0 | NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). |
| (Cont'd) | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
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| 25 – EQUIPMENT/FURNISHINGS | | | | | | | | |
| 12-1 | Observer Seat (Cont'd) | | | | | | | |
| | 3) Observer Seat Not required by FAR (including associated equipment) | D | - | 0 | NOTE: | The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). | | |
| 13-1 | Crewmember Shoulder Harness | B | - | - | As required by FAR. | | | |
| 15-1 | FAA Flight Inspection Panel System (FAA equipped 601, 604) *** | D | - | 0 | May be inoperative provided procedures are not dependent on its use. | | | |
| 20-1 | Passenger Seats | C | - | 0 | (M) May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not block or restrict access to an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". | | | |
| | | | | | NOTE 1: | A seat with an inoperative seat belt is considered to be inoperative. | | |
| | | | | | NOTE 2: | Inoperative seat(s) do not affect the required number of flight attendants. | | |
| | | | | | NOTE 3: | Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. | | |
| (Cont'd) | | | | | | | | |

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|-----------------------------------|--|---------------------|---|---|---------------------------------|--|--|--|
| 25 – EQUIPMENT/FURNISHINGS | | | | | | | | |
| 20-1 | Passenger Seats (Cont'd) | | | | | | | |
| | 1) Recline Mechanism | C | - | - | | | (M) May be inoperative and seat occupied provided the seat is secured in the upright position. | |
| | 2) Moveable Armrest *** | D | - | - | | | (M) May be inoperative and seat occupied provided armrest is secured in the upright position. | |
| | 3) Track/Swivel Mechanism *** | D | - | - | | | (M) May be inoperative and seat occupied provided the seat is secured in the normal take-off position. | |
| 20-2 | Underseat Baggage Restraining Bars | C | - | - | | | (M)(O) May be inoperative or missing provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bars. | |
| 20-3 | Cabin Seat Storage Door (Under Seat) *** | D | - | 0 | | | (M)(O) May be inoperative or missing provided: a) If missing, contents must be relocated, b) If inoperative, door must be closed and secured and contents relocated, and c) If contents contain emergency equipment, the equipment must be relocated and accessible for the passenger or the seat must be considered inoperative. If the relocated emergency equipment is an approved means of flotation, the passenger must be briefed on its location and the equipment must be accessible to the passenger while seated. | |
| 20-4 | Divan Seat Berthing Belt *** | D | - | 0 | | | May be inoperative or missing provided divan seat is not used for berthing. | |

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| SYSTEM & SEQUENCE ITEM NUMBERS | 1. | 2. | NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
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| | | | 3. | NUMBER REQUIRED FOR DISPATCH | |
| 25 – EQUIPMENT/FURNISHINGS | | | | | |
| 20-5 | Cabin Gasper Vents | D | - | 0 | |
| 29-1 | Cabin Power Outlet | D | - | 0 | (M) |
| 30-1 | Overhead Storage Bin(s)/Cabin And Galley Storage Compartment/ Closets | C | - | - | May be inoperative provided: <ul style="list-style-type: none"> a) Procedures are established to secure compartment CLOSED, b) Compartment is not used for storage of emergency equipment, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no partitions are installed, the entire overhead stowage compartment is considered one bin. |
| 50-1 | Cargo Restraint Systems | C | - | - | May be inoperative or missing provided baggage compartment remains empty. |
| | | C | - | - | All cargo is secured by an alternate approved method. |
| 60-1 | Flotation Equipment (Crew and Passenger) *** | D | 1 | - | As required by FAR. |
| 60-2 | Emergency Locator Transmitter (ELT) *** | | | | |
| | 1) Survival Type ELTs | D | - | - | Any in excess of those required by FAR may be inoperative or missing. |
| | 2) Fixed ELTs | A | - | 0 | May be inoperative or missing provided repairs are made within 90 days. |
| | | D | - | - | Any in excess of those required by FAR may be inoperative or missing. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|--|---------------------|---|---------------------------------|---|---|
| 25 – EQUIPMENT/FURNISHINGS | | | | | |
| 60-3 Passenger Convenience / NEF Items | | | | | |
| *** 1) Passenger Convenience Items (Expires December 31, 2007) | - | 0 | 0 | 0 | Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. NOTE: EXTERIOR LAVATORY DOOR ASH TRAYS ARE NOT CONSIDERED CONVENIENCE ITEMS. |
| *** 2) Non-Essential Equipment Furnishings (NEF) | - | 0 | 0 | 0 | May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: EXTERIOR LAVATORY DOOR ASH TRAYS ARE NOT CONSIDERED NEF ITEMS. |
| 60-4 Airshow Cockpit Monitor System *** | D | 1 | 0 | 0 | (M) |
| 60-5 Security System *** | C | 1 | 0 | 0 | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
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| 25 – EQUIPMENT/FURNISHINGS | | | | | | | | |
| 60-6 | Flashlights / Flashlight Holders | | | | | | | |
| | 1) Flashlights | C | - | 0 | | | | May be inoperative or missing provided affected crewmember has a flashlight or equivalent characteristics readily available. |
| | 2) Holders | C | - | 0 | | | | May be inoperative or missing provided alternate stowage provisions are provided. |
| 60-7 | Emergency Vision Assurance System (EVAS) *** | D | 2 | 0 | | | | |
| 60-8 | "FASTEN SEAT BELT WHILE SEATED" sign or placard | C | - | - | | | | One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat. |
| 60-9 | Emergency Medical Equipment | | | | | | | |
| | 1) Automatic External Defibrillator (AED) and/or Associated Equipment | A | - | 0 | | | | (O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made with-in 3 flight cycles. |
| | | D | - | - | | | | Any in excess of those required by FAR may be incomplete, missing, or inoperative. |
| (Cont'd) | | | | | | | | |

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|-----------------------------------|--|---------------------|---|---------------------------------|--|--------------------------|--|
| 25 – EQUIPMENT/FURNISHINGS | | | | | | | |
| 60-9 | Emergency Medical Equipment (Cont'd) | | | | | | |
| | 2) Emergency Medical Kit (EMK) and/or Associated Equipment | A | - | 0 | (O) May be incomplete, missing or inoperative provided: | | |
| | | | | | a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and | | |
| | | | | | b) Repairs or replacements are made within 3 flight cycles. | | |
| | | D | - | - | Any in excess of those required by FAR may be incomplete, missing, or inoperative. | | |
| | 3) First Aid Kit (FAK) and/or Associated Equipment | A | - | - | (O) If more than one is required by FAR, only one of the required first aid kits may be incomplete, missing or inoperative provided: | | |
| | | | | | a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and | | |
| | | | | | b) Repairs or replacements are made within 3 flight cycles. | | |
| | | D | - | - | Any in excess of those required by FAR may be incomplete, missing, or inoperative. | | |
| 70-1 | Galley Waste Receptacles Access Doors/Covers | C | - | - | (M) May be inoperative provided: | | |
| | | | | | a) The container is empty and the access is secured to prevent waste introduction into the compartment, and | | |
| | | | | | b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight. | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|--|---------------------|---|---------------------------------|---|--------------------------|---|
| 25 – EQUIPMENT/FURNISHINGS | | | | | | | |
| 70-2 | Exterior Lavatory Door Ashtrays | | | | | | |
| | 1) Airplanes with more than one external lavatory door ashtray installed | A | - | - | - | - | One may be missing provided it is replaced within 10 calendar days. |
| | 2) Airplanes with only one external lavatory door ashtray installed | A | 1 | 0 | 0 | 0 | May be missing provided it is replaced within 3 calendar days. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|------------------------------------|---|---|---------------------|---------------------------------|--|---|
| 26 – FIRE PROTECTION | | | | | | |
| 10-1 APU Fire Detection System | | | | | | |
| 1) (600, 601, 601-3A, 601-3R, 604) | C | 1 | 0 | | | (M) May be inoperative provided: a) If both main generators have P/Ns 720845, 720845A and 720845B they must have more than 150 operating hours, and b) APU is not used. |
| | C | 1 | 0 | | | (M) May be inoperative provided: a) If both main generators have P/Ns 720845, 720845A and 720845B they must have more than 150 operating hours b) APU is used on ground for engine start only, c) APU is pneumatically loaded only, d) APU enclosure access panels are opened, e) APU is visually monitored, f) A functioning portable fire extinguisher is available in the area near the APU, g) Total APU operating time shall not exceed five minutes, and h) APU is not used after engine start. |
| 2) (605) | C | 1 | 0 | | | May be inoperative provided APU is considered inoperative and is not used. |
| | C | 1 | 0 | | | May be inoperative provided: a) APU is used on ground for engine start only, b) APU is pneumatically loaded only, c) APU enclosure access panels are opened, d) APU is visually monitored, e) A functioning portable fire extinguisher is available in the area near the APU, f) Total APU operating time shall not exceed five minutes, and g) APU is not used after engine start. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|--|---------------------|---|---------------------------------|---|--------------------------|--|
| 26 – FIRE PROTECTION | | | | | | | |
| 10-2 | Lavatory Smoke Detection Systems *** | C | - | - | (M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: | | |
| | | | | | a) Lavatory Waste receptacle is empty, b) Associated Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers | | |
| | | | | | NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. | | |
| | | | | | NOTE 2: Lavatory smoke detection system is not required for all cargo operation. | | |
| 10-3 | Baggage Compartment Fire Detection / Suppression System *** | C | - | 0 | (O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. | | |
| | | | | | NOTE 1: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. | | |
| | | | | | NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection system (not suppression). | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|---|---------------------|---|---------------------------------|--|---|--|
| 26 – FIRE PROTECTION | | | | | | | |
| 14-1 | Main Landing Gear Bay Overheat Detection System | A | 1 | 0 | | (M)(O) May be inoperative provided: a) Brakes are inspected before each flight, b) After take-off the landing gear is left extended for ten minutes, and c) Take-off is not conducted in icing conditions and/or on contaminated runways, and d) Repairs are made within one flight day. NOTE: In case of engine failure after V1, performance is the prime consideration and the landing gear should be retracted normally until performance penalty with gear down is not a problem. | |
| 20-1 | Lavatory Fire Extinguisher System *** | C | - | - | | For each lavatory, the lavatory fire extinguisher system may be inoperative provided Lavatory Smoke Detection system operates normally. | |
| | | C | - | - | | (M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: A lavatory fire extinguisher system is not required for all cargo operations. | |
| (Cont'd) | | | | | | | |

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| SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
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| | | | | | | | |
| 26 – FIRE PROTECTION | | | | | | | |
| 20-2 | Fuselage Fire Extinguishing System (Total Flood) *** | C | 1 | 0 | (M)(O) May be inoperative provided: | | a) Fire Extinguisher bottles control valve is secured CLOSED in the aft equipment bay, b) "Total Flood" Circuit Breaker is OPENED and collared using an approved maintenance procedure, and c) AFM "Fuselage Fire" procedures are used. |
| 20-3 | Baggage Compartment Smoke Detection System *** | C | 1 | 0 | | | |
| 20-4 | Galley Fire Extinguishing System *** | C | 1 | 0 | | | |
| 20-5 | APU FIREX Bottle Low Pressure Switch | | | | | | |
| | 1) (600, 601, 601-3A, 601-3R, 604) | C | 1 | 0 | (M)(O) May be inoperative provided: | | a) If both main generators have P/Ns 720845, 720845A and 720845B they must have more than 150 operating hours, b) APU is used for ground operations only c) Firex bottle charge pressure is visually verified at bottle pressure gauge prior to each APU start, d) APU Fire Detection System is operative, e) APU enclosure access panels are kept closed, and f) APU is not used after engine start. |
| (Cont'd) | | | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
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| 26 – FIRE PROTECTION | | | | | | | |
| 20-5 | APU FIREX Bottle Low Pressure Switch (605) | C | 1 | 0 | (M)(O) May be inoperative provided: | | |
| | 2) (605) | | | | a) APU is used for ground operations only b) Firex bottle charge pressure is visually verified at bottle pressure gauge prior to each APU start, c) APU Fire Detection System is operative, d) APU enclosure access panels are kept closed, and e) APU is not used after engine start. | | |
| 25-1 | Portable Fire Extinguishers | D | - | - | Any in excess of those required by FAR may be inoperative or missing provided: | | |
| | | | | | a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained, | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|--|---------------------|---|---------------------------------|---|--------------------------|--|
| 27 – FLIGHT CONTROLS | | | | | | | |
| 05-1 | Control Surface Position Indicating Systems | | | | | | |
| | 1) FLT SPLR L/R AILERON L/R ELEVATOR L/R RUDDER (600, 601, 601-3A, 601-3R) | C | 7 | 0 | (M)(O) Any or all indicator(s) may be inoperative provided: | | |
| | | | | | a) Affected indicator is covered, and | | |
| | | | | | b) Affected Control Surface is visually checked for full, free and correct movement prior to each flight. | | |
| | 2) EICAS Indications (FLT SPLR, AIL, RUDDER) (604, 605) | C | 5 | 0 | (O) Any or all may be inoperative provided affected Control Surface is visually checked for full, free and correct movement prior to each flight. | | |
| | 3) EICAS Indications (ELEV) (604, 605) | | | | | | |
| | a) L/H | C | 1 | 0 | (O) May be inoperative provided: | | |
| | | | | | a) Affected Control Surface is visually checked for full, free and correct movement prior to each flight, and | | |
| | | | | | b) Autopilot is not engaged below 1500 feet AGL. | | |
| | b) R/H | C | 1 | 0 | (O) May be inoperative provided affected control surface is visually checked for full, free and correct movement prior to each flight. | | |
| 05-2 | Ground Spoiler Control Surface Indications (LH & RH) (604, 605) | C | 2 | 0 | (M) One or both may be inoperative provided: | | |
| | | | | | a) "ARM" mode is operative, | | |
| | | | | | b) Ground Spoilers switch is selected to AUTO, and | | |
| | | | | | c) Ground spoilers are verified stowed before each take-off. | | |
| | | | | | NOTE: "PROX SYS FAULT" status message appears with "GND SPLRS" caution message. | | |

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| SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. | NUMBER INSTALLED | | 3. | 4. |
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| | | | | | | NUMBER REQUIRED FOR DISPATCH | |
| | | | | | | REMARKS OR EXCEPTIONS | |
| 27 – FLIGHT CONTROLS | | | | | | | |
| 05-3 | Servo Monitor System (600, 601, 601-3A, 6013R) | C | 1 | 0 | | (M)(O) May be inoperative provided: | <ul style="list-style-type: none"> a) All Powered Control Units (PCUs) are checked before takeoff to ensure correct operation using each hydraulic system individually, and b) Parking Brake SOV is verified OPEN. |
| 05-4 | LH/RH Flight Spoiler Indication (Glareshield) (600, 601, 601-3A, 601-3R) | C | 2 | 1 | | (O) May be inoperative provided: | <ul style="list-style-type: none"> a) Flight Spoiler Control Surface Position Indication is operative, b) Flight Spoiler Indication on center pedestal is verified operative prior to each flight, c) Flight Spoilers are verified stowed before take-off, and d) Flight Spoilers are not used during approach. |
| 12-1 | Aileron Trim System | B | 1 | 0 | | May be inoperative provided: | <ul style="list-style-type: none"> a) Autopilot is operative, b) Aileron Trim System is centered, and c) Main fuel tanks left and right are balanced prior to take-off. |
| 35-1 | Stall Warning Switch Lights (light function only) (604) | C | 2 | 1 | | One may be inoperative provided the shaker and the pusher are checked operative prior to each flight. | |
| 40-1 | Trim Indicators Systems (Ailerons, Rudder) | C | 2 | 1 | | (O) One may be inoperative provided the affected control surface is checked visually as being in the appropriate take-off position prior to each take-off. | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|-----------------------------------|--|----|---------------------|----|---------------------------------|--|---|
| | | | 2. | 3. | 4. | | |
| 27 – FLIGHT CONTROLS | | | | | | | |
| 50-1 | Flap Power Drive Unit (PDU) Motors | C | 2 | 1 | | | (M) May be inoperative provided: <ul style="list-style-type: none"> a) Affected motor is deactivated, b) Operations are conducted in accordance with AFM Supplement 14, (Operations with Airplane Systems Inoperative), and (600, 601, 601-3A, 601-3R) c) Operations are conducted in accordance with AFM Supplement 8, (Operations with Airplane Systems Inoperative). (604, 605) <p>NOTE: With only one motor operational, the flaps will operate at half speed.</p> |
| 52-1 | Rudder Pedal Adjustment Mechanism | C | 2 | 0 | | | (M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Rudder pedals position is acceptable to the affected crewmember, and b) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations. <p>NOTE: Full range of operation must be available to the crewmember in seated position.</p> |
| 60-1 | Ground Spoiler Manual Arming Switch (600 with SB 600-0452 601 with SB 601-0113, A/C 3060 & subs, 604, 605) | C | 1 | 0 | | | (O) May be inoperative provided the ground spoiler automatic deployment is verified operative before each departure. |
| 60-2 | Flight Spoiler Lights Flashing Feature (600 with SB 600-0385, 601 with SB 601-0040 A/C 3013 & 3018 to 3990) | C | 2 | 0 | | | May be inoperative provided: <ul style="list-style-type: none"> a) Flight Spoilers are not used below 700 ft AGL, b) Flight spoilers are not used when flaps are extended, and c) All flight spoilers indications are operative. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|---|---------------------|---|---------------------------------|--|--|--|
| 27 – FLIGHT CONTROLS | | | | | | | |
| 67-1 | Ground Spoiler System | | | | | | |
| | 1) 600, 601 | C | 1 | 0 | | (O) May be inoperative provided: | |
| | | | | | | a) System is selected to OFF, | |
| | | | | | | b) Ground spoilers are verified in the retracted position prior to each flight, and | |
| | | | | | | c) AFM Performance Chart entitled "Landing Distance (Without Ground Spoilers)" is used. | |
| | | | | | | NOTE: Service Bulletin 600-0368 must be installed on the 600, or Service Bulletin 601-0020 must be installed on the 601. | |
| | 2) 601-3A, 601-3R | C | 1 | 0 | | (O) May be inoperative provided: | |
| | | | | | | a) System is selected to OFF, | |
| | | | | | | b) Ground spoilers are verified in the retracted position prior to each flight, and | |
| | | | | | | c) AFM Performance Chart entitled "Landing Distance (Without Ground Spoilers)" is used. | |
| | 3) 604, 605 | C | 1 | 0 | | (O) May be inoperative provided: | |
| | | | | | | a) System is selected to DISARM, | |
| | | | | | | b) Ground spoilers are verified in the retracted position prior to each flight, and | |
| | | | | | | c) Operations are conducted in accordance with AFM Supplement 8 (Operations with Airplane Systems inoperative). | |
| 67-2 | Ground Spoiler System (Auto-Deployment Function) (600, 601, 601-3A, 601-3R) | C | 1 | 0 | | May be inoperative provided airplane is operated in accordance with AFM Limitations. | |

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|--|----|----|------------------|------------------------------|--|
| | | | 3. | NUMBER REQUIRED FOR DISPATCH | |
| 28 – FUEL | | | | | |
| 11-1 Water Drain Valves | C | - | 4 | | May be inoperative provided: <ul style="list-style-type: none"> a) One drain valve at each wing tank, lowest level point is operative, b) Main Boost Pump drain valves are operative, and c) There is no evidence of leakage. |
| 13-1 Tail Cone Fuel Tank System (601, 601-3A, ***) (601-3R) | C | 1 | 0 | | (M) May be inoperative provided: <ul style="list-style-type: none"> a) Tail tank remains empty, and b) Tail Tank Refuel/Defuel SOVs are verified CLOSED. |
| 13-2 Tail Tank Fuel System (including Saddle Tanks) (604, 605) | C | 1 | 0 | | (M) May be inoperative provided: <ul style="list-style-type: none"> a) Tail tank refuel / defuel SOVs are verified CLOSED, b) Tail tank is empty, c) Aux tank is fueled as per AMM Chapter 12, and d) CG for the fuel distribution of all fuel added is calculated to be aft of the Take-Off Limit Line (ref. AFM). <p>NOTE: If it is necessary to add fuel to the Aux tanks, precautions should be taken to keep the aircraft CG in the safe limits at all times.</p> |
| 13-3 Turbulator Vanes (Fuel Jettison Mast, Tail Tank Fuel Systems) (**601, **601-3A' 601-3R) | C | 2 | 0 | | (M) One or both turbulator vanes may be damaged or missing provided: <ul style="list-style-type: none"> a) Tail Tank remains empty, and b) Tail Tank Refuel/Defuel SOVs are verified CLOSED. |

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| | | | | | | NUMBER REQUIRED FOR DISPATCH | |
| | | | | | | REMARKS OR EXCEPTIONS | |
| 28 – FUEL | | | | | | | |
| 13-4 | Turbulator Vanes (Fuel Jettison Mast, Tail Tank Fuel Systems) (604, 605) | C | 2 | 0 | | (M) One or both turbulator vanes may be damaged or missing provided: a) Tail Tank Refuel/Defuel SOVs are verified CLOSED. b) Tail Tank is empty, and c) Aux tank is fueled as per AMM Chapter 12. | |
| 15-1 | Transfer Ejectors (Aux Tank) | B | 2 | 1 | | One may be inoperative provided Auxiliary Fuel Tank (and Tail Tank if installed) remain empty. | |
| 15-2 | Crossfeed Shutoff Valves (600, 601, ***) (601-3A, 601-3R) | | | | | | |
| | 1) Left to Right Right to Left | C | 2 | 0 | | Both may be inoperative provided: a) Affected Valve is verified CLOSED, b) All Fuel Quantity Indications / EICAS Readouts are operative, c) Aileron Trim System is operative, and d) Airplane is operated in accordance with AFM procedures if fuel crossfeed is required. | |
| 15-3 | Tail Tank Transfer Boost Pumps (604, 605) | | | | | | |
| | 1) Primary | A | 1 | 0 | | (M) May be inoperative provided: a) Pump is deactivated, b) Secondary pump is operative, c) Fuel jettison system is verified operative before each flight, and d) Repairs are made within three flight days. | |
| (Cont'd) | | | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
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| 28 – FUEL | | | | | | | |
| 15-3 | Tail Tank Transfer Boost Pumps (604, 605) (Cont'd) | | | | | | |
| | 2) Secondary | A | 1 | 0 | (M) | May be inoperative provided: | <ul style="list-style-type: none"> a) Pump is deactivated, b) Primary pump is operative, c) Fuel jettison system is verified operative before each flight, and d) Repairs are made within three flight days. |
| 15-4 | Crossflow Shutoff Valves | | | | | | |
| | 1) Left to Aux Right to Aux (604, 605) | C | 2 | 0 | | One or both may be inoperative provided: | <ul style="list-style-type: none"> a) Affected valve is verified CLOSED, b) All Fuel Quantity Indications/EICAS Readouts are operative, c) Aileron Trim System is operative, and d) Airplane is operated in accordance with AFM procedures if fuel crossflow is required. |
| 23-1 | Fuel (Boost) Pumps | | | | | | |
| | 1) 600, 601, 601-3A, 601-3R | A | 2 | 1 | (M)(O) | One may be inoperative provided: | <ul style="list-style-type: none"> a) Affected fuel boost pump is selected OFF and deactivated, b) If left boost pump is inoperative, APU is operated continuously throughout flight and APU generator is verified operative prior to flight, c) AFM performance corrections for APU ON are applied, d) Both fuel feed line check valves are verified operative prior to the first flight, e) Crossfeed (Left to Right, Right to Left) SOVs are operative, and f) Repairs are made within one flight day. |
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| | | | | | | NUMBER REQUIRED FOR DISPATCH | |
| | | | | | | REMARKS OR EXCEPTIONS | |
| 28 – FUEL | | | | | | | |
| 23-1 | Fuel (Boost) Pumps (Cont'd) | | | | | | |
| | 2) 604, 605 | A | 2 | 1 | | (M)(O) One may be inoperative provided: | <ul style="list-style-type: none"> a) Affected fuel boost pump is selected OFF and deactivated, b) If left boost pump is inoperative, APU is operated continuously throughout flight and APU generator is verified operative prior to flight, c) AFM performance corrections for APU ON are applied, d) Both fuel feed line check valves are verified operative prior to the first flight, e) Crossflow (Left to Aux, Right to Aux) SOVs are operative, and f) Repairs are made within one flight day. |
| 23-2 | Fuel Boost Pump "INOP/ON" Switch Lights (light function only) (604, 605) | C | 2 | 0 | | | |
| 25-1 | APU Fuel Pump | C | 1 | 0 | | (M) May be inoperative provided: | <ul style="list-style-type: none"> a) APU is operated for a maximum of 10 minutes from start-up to shutdown, b) APU is used only to start one engine, c) APU generator adapter temperature is below 40 degrees C prior to engine start, d) APU is started with the left main engine Electrical Fuel Pump, and e) APU is shutdown and considered inoperative in flight. |
| | | C | 1 | 0 | | (M) May be inoperative provided APU is not used and is considered inoperative. | |

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| | | | | 3. | NUMBER REQUIRED FOR DISPATCH | |
| 28 – FUEL | | | | | | |
| 25-2 | APU Fuel Shutoff Valves | C | 2 | 0 | | (M) Both may be inoperative closed provided APU is not used. |
| 25-3 | APU Negative G Feed Check Valve. | C | 1 | 0 | | (O) May be inoperative provided flight operations are not dependent on use of the APU. |
| 27-1 | Single Point Pressure Refueling System | C | 1 | 0 | | (O) May be inoperative provided alternate refueling procedures are established and used. |
| | 1) External Refuel/Defuel Control Panel | C | 1 | 0 | | May be inoperative provided the internal Refuel/Defuel control panel is operative. |
| | 2) Internal Refuel/Defuel Control Panel *** | D | 1 | 0 | | |
| | a) Fuel Quantity Display | D | 1 | 0 | | (O) May be inoperative provided alternate means is used to determine the amount of fuel. |
| 27-2 | Refuel / Defuel Shut-Off Valves | | | | | |
| | 1) Left, Right, Aux | C | 3 | 0 | | (O) May be inoperative provided: <ul style="list-style-type: none"> a) Alternate refueling procedures are established and used, b) Crewmembers ensure that the calculated static aircraft CG with full mission fuel load is aft of the fwd aircraft take-off limit line (ref. AFM), and c) Fuel Quantity Indication Systems (cockpit) are operative. |
| | 2) Tail | C | 2 | 0 | | (O) May be inoperative closed provided Aux and Tail Fuel Tanks remain empty. |
| | (Cont'd) | | | | | |

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| SYSTEM & SEQUENCE ITEM NUMBERS | 1. | 2. | NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
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| | | | 3. | NUMBER REQUIRED FOR DISPATCH | |
| 28 – FUEL | | | | | |
| 27-2 Refuel / Defuel Shut-Off Valves (Cont'd) 2) Tail (Cont'd) | C | 2 | 0 | 0 | (O) May be inoperative open provided: a) Alternate refueling procedures are established and used, b) Crewmembers ensure that the calculated static aircraft CG with full mission fuel load is aft of the fwd aircraft take-off limit line (ref. AFM), and c) Left, Right, Aux Refuel/Defuel SOVs are closed. |
| 27-3 Refuel / Defuel Adapter Cap | C | 1 | 0 | 0 | (M) May be inoperative or missing provided: a) Refuel / Defuel adapter is visually checked for contamination before each refueling, b) Adapter poppet is visually checked closed after each refueling, c) No leakage can be detected after refueling is complete, and d) All Refuel/Defuel SOVs are verified closed after each refueling. |
| 40-1 EICAS Bulk Fuel Temperature Indication (604, 605) | C | 1 | 0 | 0 | (M)(O) May be inoperative provided: a) Bulk Fuel is verified to be greater than -20 degrees Celsius before dispatch, and b) Total Air Temperature (TAT) is not below -50 degrees Celsius for a continuous period of two hours. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. | 3. | 4. REMARKS OR EXCEPTIONS |
|--|---|------------------------------|----|--|
| | | NUMBER INSTALLED | | |
| | | NUMBER REQUIRED FOR DISPATCH | | |
| 28 – FUEL | | | | |
| 41-1 Fuel Quantity Indicating Systems (Cockpit) (600, 601, 601-3A, 601-3R) | | | | |
| 1) Main Fuel Tanks Left and Right | C | 2 | 1 | (M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Alternate gravity refueling procedures are established and used, b) Both main tanks are visually confirmed full, c) Total fuel carried includes 10% more than the required fuel load for the planned flight, d) Aux fuel Tank Quantity Indicating System is operative or the Aux Fuel Tank is empty, e) Fuel Flow Indicating Systems and associated engine instruments are operative, f) Gravity Crossflow SOV is verified operative, g) Crossfeed SOVs (if installed) remain closed, h) Lateral fuel balance is maintained during flight, i) Fuel Totalizer is considered inoperative, j) After takeoff, power is set by matching fuel flow indications on both engines, and k) An in-flight log of fuel burned is maintained. |
| 2) Aux Fuel Tank (Without Tail Tank installed) | C | 1 | 0 | (M) May be inoperative provided the Auxiliary Fuel Tank remains empty. |
| (Cont'd) | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. | 3. NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|---|----|---------------------|---|--|
| 28 – FUEL | | | | |
| 41-1 Fuel Quantity Indicating Systems (Cockpit) (600, 601, 601-3A, 601-3R) (Cont'd) | | | | |
| 2) Aux Fuel Tank (Without Tail Tank installed) (Cont'd) | | | | |
| | C | 1 | 0 | (O) May be inoperative provided: <ul style="list-style-type: none"> a) Auxiliary Fuel Tank is completely filled, b) Left and Right Main Fuel Tank Quantity Indicating systems are operative, c) Fuel Flow Indicating Systems and associated engine instruments are operative, d) After takeoff, power is set by matching fuel flow indications on both engines, and e) An in-flight log of fuel burned is maintained. |
| | C | 1 | 0 | (M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) AUX Fuel Tank is de-fueled each refueling, b) AUX Fuel Tank is refueled with a known quantity of fuel, c) Required Aux Fuel Tank fuel is increased by 10%, d) Left and Right Main Fuel Tank Quantity Indicating system are operative, e) Fuel Flow Indicating Systems and associated engine instruments are operative, f) AUX Fuel Tank is verified to empty at the appropriate time, g) After take-off, power is set by matching fuel flow indications on both engines, and h) An in-flight log of fuel burned is maintained. |
| (Cont'd) | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|--|---------------------|---|---|---------------------------------|--|---|--|
| 28 – FUEL | | | | | | | | |
| 41-1 | Fuel Quantity Indicating Systems (Cockpit) (600, 601, 601-3A, 601-3R) (Cont'd) | | | | | | | |
| | 3) Aux Fuel Tank (With Tail Tank installed) | C | 1 | 0 | | | (M) May be inoperative provided the Aux and Tail Fuel Tanks remain empty. | |
| | 4) Fuel Totalizer | C | 1 | 0 | | | | |
| 41-2 | EICAS Aux and Total Fuel Tank Quantity Readouts (604, 605) | C | 2 | 0 | | | (M) Both may be inoperative provided the Aux and Tail tanks remain empty. | |
| 41-3 | EICAS Tail Tank and Total Fuel Quantity Readouts (604, 605) | C | 2 | 0 | | | (M) Both may be inoperative provided: <ul style="list-style-type: none"> a) Tail tank remains empty, b) Aux Fuel Tank is fueled as per AMM Chapter 12, and c) Crewmembers ensure that the calculated static aircraft CG with full mission fuel load is aft of the fwd aircraft take-off limit line (ref. AFM). | |
| 41-4 | Fuel Computer Channels (604, 605) | B | 2 | 1 | | | One may be inoperative provided: <ul style="list-style-type: none"> a) Both Transfer Ejectors are operative, b) Both Crossflow SOVs are operative, c) Both Fuel Flow Readouts are operative, d) Fuel Used on FMS is operative, and e) Opposite IRS is operative. | |

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| SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. | NUMBER INSTALLED | | 3. | 4. |
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| | | | | | | NUMBER REQUIRED FOR DISPATCH | |
| | | | | | | REMARKS OR EXCEPTIONS | |
| 28 – FUEL | | | | | | | |
| 42-1 | Rotorburst Fuel Line Gauge (604, 605) *** | D | 1 | 1 | 0 | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|-----------------------------------|--|---------------------|---|---|---|--------------------------|
| 29 – HYDRAULIC POWER | | | | | | |
| 11-1 | Hydraulic AC Motor Pumps (ACMP) (Systems 1 and 2) (604, 605) | | | | | |
| 1) | ACMP 1B | C | 1 | 0 | (M) May be inoperative provided: | |
| | | | | | a) All other hydraulic pumps are operative, | |
| | | | | | b) Affected pump is deactivated and selected OFF, | |
| | | | | | c) Nosewheel Steering is operative, | |
| | | | | | d) Both Thrust Reverser Systems are operative, and | |
| | | | | | e) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative). | |
| 2) | ACMP 2B | C | 1 | 0 | (M) May be inoperative provided: | |
| | | | | | a) All other hydraulic pumps are operative, | |
| | | | | | b) Affected pump is deactivated and selected OFF, | |
| | | | | | c) Ground Spoilers are operative, | |
| | | | | | d) Nosewheel Steering is operative, | |
| | | | | | e) Both Thrust Reverser Systems are operative, | |
| | | | | | f) Both Anti-Skid System Channels are operative, | |
| | | | | | g) Take-off or landing is not conducted from a contaminated runway, and | |
| | | | | | h) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative). | |

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| SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. | NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
|--------------------------------|---|----|----|------------------|------------------------------|--|
| | | | | 3. | NUMBER REQUIRED FOR DISPATCH | |
| 29 – HYDRAULIC POWER | | | | | | |
| 11-2 | Hydraulic Accumulator Pressure Gauges (Systems 1, 2 and 3) | C | 3 | 0 | | (M) All may be inoperative provided accumulator pre-charge pressure is checked using a suitable gauge before the first flight of each day. |
| 11-3 | Hydraulic Accumulators (Systems 1 and 2) | B | 2 | 0 | | |
| 11-4 | Hydraulic Heat Exchanger Cooling Fan (600, 601, 601-3A, 601-3R) | C | 1 | 0 | | (M)(O) May be inoperative provided maintenance and operations procedures are established to limit ground operation of hydraulic systems 1 and 2 to 30 minutes when OAT is above 113 degrees F. |
| 11-5 | Engine Driven Hydraulic Pumps | | | | | Deleted at Rev. 8 |
| 11-6 | Hydraulic "AUTO" Switches (Electric Pumps) (604, 605) | C | 3 | 0 | | All may be inoperative provided the affected pumps are manually selected ON before take-off and landing. |
| 11-7 | Return Manifold Filters – Differential Pressure Indicators | A | 3 | 0 | | (M) All may be inoperative provided: a) Filter element is verified free of any metal contaminant, and b) Repairs are made within one flight day. |
| 12-1 | Electric Pump (System 3A) (ACMP) | A | 1 | 0 | | May be inoperative provided: a) All other hydraulic pumps (engine driven and electrical) are operative. b) 3B pump is operated continuously throughout the flight, and c) Repairs are made within one flight day. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|-----------------------------------|---|----|---------------------|---|---------------------------------|--|--------------------------|
| 29 – HYDRAULIC POWER | | | | | | | |
| 31-1 | Hydraulic Pressure Indicators (Cockpit) (600, 601, 601-3A, 601-3R) | C | 3 | 2 | 2 | One may be inoperative provided: <ul style="list-style-type: none"> a) All four Electric Motor Driven Hydraulic Pumps are operative, b) Hydraulic Pump Low Pressure Caution Light for associated system is operative, c) Hydraulic HI TEMP Caution Light for associated system is operative, and d) Brake Pressure Indicator is operative. | |
| 31-2 | Hydraulic Reservoir Quantity Indicators (Systems 1, 2 and 3) (Cockpit) (600, 601, 601-3A, 601-3R) | C | 3 | 0 | 0 | (M) All may be inoperative provided: <ul style="list-style-type: none"> a) Quantity in associated reservoir is checked before each departure, b) Associated Hydraulic Pressure Indicator is operative, c) Associated Hydraulic Pump Low Pressure Caution Light is operative, and d) Associated Hydraulic HI TEMP Caution Light is operative. | |
| 31-3 | EICAS Hydraulic Pressure Readout Indicating Systems (604, 605) | C | 3 | 0 | 0 | (O) All may be inoperative provided the associated pressure switches are operative. | |
| 32-1 | EICAS Hydraulic Reservoir Quantity Readouts (Systems 1, 2 and 3) (604, 605) | C | 3 | 0 | 0 | (M) All may be inoperative provided the quantity in the associated reservoir(s) is checked on the reservoir sight glass prior to each flight. | |
| 34-1 | Hydraulic Pump Low Pressure Switches | C | 6 | 3 | 3 | Three may be inoperative provided: <ul style="list-style-type: none"> a) At least one Low Pressure Switch is operative for each Hydraulic System, and b) Associated Hydraulic Pressure and Quantity Indicating Systems are verified operative. | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|---|---------------------|---|---------------------------------|--|--------------------------|--|
| 29 – HYDRAULIC POWER | | | | | | | |
| 35-1 | Hydraulic HI TEMP Caution Lights (Systems 1, 2 and 3) (600, 601, 601-3A, 601-3R) | C | 3 | 2 | One may be inoperative provided: | | |
| | | | | | a) Associated Hydraulic Pressure Indicator is operative, | | |
| | | | | | b) Associated Hydraulic Quantity Indicator is operative, and | | |
| | | | | | c) Hydraulic Heat Exchanger Cooling Fan is operative (Systems 1 and 2 only). | | |
| 37-1 | Hydraulic Pump Low Pressure Caution Lights (light function only) (ELEC PUMP, L ENG PUMP, R ENG PUMP) (600, 601, 601-3A, 601-3R) | C | 6 | 3 | One per system may be inoperative provided: | | |
| | | | | | a) Associated Hydraulic Pressure Indicator is operative, | | |
| | | | | | b) Associated Hydraulic Reservoir Quantity Indicator is operative, and | | |
| | | | | | c) Associated Hydraulic HI TEMP Caution Light is operative. | | |

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|---|----|----|------------------|--|--|-----------------------|
| | | | | | NUMBER REQUIRED FOR DISPATCH | |
| | | | | | | REMARKS OR EXCEPTIONS |
| 30 – ICE AND RAIN PROTECTION | | | | | | |
| 12-1 Wing Anti-ice System | | | | | | |
| 1) Auto Control (600) | C | 1 | 0 | | (M) May be inoperative provided Wing Anti-ice System Manual Control is operative. | |
| | C | 1 | 0 | | May be inoperative provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions. | |
| 2) Manual Control (600) | C | 1 | 0 | | May be inoperative provided Wing Anti-ice System Auto Control is operative. | |
| | C | 1 | 0 | | May be inoperative provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions. | |
| 3) Normal Control | | | | | | |
| a) (601), (601-3A, 601-3R with SB 601-0575) | C | 1 | 0 | | (M) May be inoperative provided Wing Anti-ice System Standby Control is operative. | |
| (604 with SB 604-30-002 and airplane S/N 5583 and subsequent) | | | | | | |
| (605) | | | | | | |
| | C | 1 | 0 | | May be inoperative provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions. | |
| (Cont'd) | | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-------------------------------------|--|---------------------|---|---|---------------------------------|--|---|--|
| 30 – ICE AND RAIN PROTECTION | | | | | | | | |
| 12-1 | Wing Anti-ice System (Cont'd) | | | | | | | |
| | 3) Normal Control (Cont'd) | | | | | | | |
| | b) (601-3A, 601-3R without SB 601-0575) (604 without SB 604-30-002) | C | 1 | 0 | | | May be inoperative provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions. | |
| | 4) Standby Control (601, 601-3A, 601-3R, 604, 605) | C | 1 | 0 | | | May be inoperative provided Wing Anti-ice System Normal Control is operative. | |
| | | C | 1 | 0 | | | May be inoperative provided: a) Both Ice Detection systems are operative, and b) Airplane is not operated in known or forecast icing conditions. | |
| 12-2 | Wing Anti-ice System Modulating and SOVs. | C | 2 | 0 | | | One or both may be inoperative CLOSED provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions. | |
| 12-3 | Wing Anti-Ice Isolation Valve | C | 1 | 0 | | | May be inoperative OPEN. | |
| | | C | 1 | 0 | | | May be inoperative CLOSED provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions. | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-------------------------------------|--|---------------------|---|---|---|--|--------------------------|--|
| 30 – ICE AND RAIN PROTECTION | | | | | | | | |
| 20-1 | Engine Cowl Anti-Ice Pressure Regulating and SOvs. | C | 2 | 1 | (M) One may be inoperative provided: | | | |
| | | | | | a) Valve is secured CLOSED, | | | |
| | | | | | b) Both Ice Detection Systems are operative, | | | |
| | | | | | c) Airplane is not operated in known or forecast icing conditions, and | | | |
| | | | | | d) Associated ACU/Pack is selected ON above FL 400. | | | |
| 20-2 | Engine Cowl Anti-ice Pressure Relief Blow-off Valves | | | | | | | |
| | 1) (601) (601-3A, 601-3R) | C | 2 | 1 | One may be inoperative OPEN provided: | | | |
| | | | | | a) Associated Thrust Reverser is verified operative prior to each flight, | | | |
| | | | | | b) Associated Bleed Air 14 th Stage SOV is operative, and | | | |
| | | | | | c) Operations are conducted in accordance with AFM Supplement 14, (Operations with Airplane Systems Inoperative). | | | |
| | 2) (604, 605) | C | 2 | 1 | One may be inoperative OPEN provided: | | | |
| | | | | | a) Associated Thrust Reverser is verified operative prior to each flight, | | | |
| | | | | | b) Associated Bleed Air 14 th Stage SOV is operative, and | | | |
| | | | | | c) Operations are conducted in accordance with AFM Supplement 8, (Operations with Airplane Systems Inoperative). | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-------------------------------------|--------------------------|---------------------|---|---------------------------------|---|--------------------------|--|
| 30 – ICE AND RAIN PROTECTION | | | | | | | |
| 31-1 | Probe Heaters | | | | | | |
| | 1) Pitot Probes | B | 2 | 1 | (M) One may be inoperative provided: | | |
| | | | | | a) Airplane is not operated in visible moisture (including standing water and slush) in any form, | | |
| | | | | | b) Both Ice Detection Systems are operative, | | |
| | | | | | c) Airplane is not operated in known or forecast icing conditions, and | | |
| | | | | | d) Airplane is operated in day VMC only. | | |
| | 2) Static Probes | B | 2 | 1 | (M) One may be inoperative provided: | | |
| | | | | | a) Airplane is not operated in visible moisture (including standing water and slush) in any form, | | |
| | | | | | b) Both Ice Detection Systems are operative, | | |
| | | | | | c) Airplane is not operated in known or forecast icing conditions, and | | |
| | | | | | d) Airplane is operated in day VMC only | | |
| | 3) Angle of Attack Vanes | B | 2 | 1 | (M) One may be inoperative provided: | | |
| | | | | | a) Airplane is not operated in visible moisture (including standing water and slush) in any form, | | |
| | | | | | b) Both Ice Detection Systems are operative, | | |
| | | | | | c) Airplane is not operated in known or forecast icing conditions, and | | |
| | | | | | d) Aircraft is operated in day VMC only. | | |
| | 4) TAT Probe | B | 1 | 0 | (M) May be inoperative provided: | | |
| | | | | | a) Airplane is not operated in visible moisture (including standing water and slush) in any form, | | |
| | | | | | b) Both Ice Detection Systems are operative, | | |
| | | | | | c) Airplane is not operated in known or forecast icing conditions, and | | |
| | | | | | d) Aircraft is operated in day VMC only. | | |
| | (Cont'd) | | | | | | |

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| 30 – ICE AND RAIN PROTECTION | | | | | | | | |
| 31-1 | Probe Heaters (Cont'd) | | | | | | | |
| | 5) Standby Pitot Probe (604, 605) | C | 1 | 0 | | | (M) May be inoperative provided: a) Airplane is not operated in visible moisture including standing water and slush) in any form, b) Both Ice Detection Systems are operative, c) Airplane is not operated in known or forecast icing conditions, d) Aircraft is operated in day VMC only, and e) Both Pitot Probes Heaters are operative | |
| | 6) AUX Angle of Attack Vane Heater (604, 605) *** | C | 1 | 0 | | | (M) May be inoperative provided: a) Airplane is not operated in visible moisture, (including standing water and slush) in any form, b) Both Ice Detection Systems are operative, c) Airplane is not operated in known or forecast icing conditions, and d) Aircraft is operated in day VMC only. | |
| 31-2 | SCAT Vane Heater (600, 601) *** | C | 1 | 0 | | | (M) May be inoperative provided: a) SCAT Vane Heater is secured inoperative, and b) SCAT System is not used in known or forecast icing conditions. | |
| 41-1 | Left and Right Windshield and Left and Right Side Window Heating Systems | C | 4 | 3 | | | One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Pilot's (Left) Side Window heating is operative. | |

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|-------------------------------------|---|---------------------|---|---------------------------------|--|--------------------------|--|
| 30 – ICE AND RAIN PROTECTION | | | | | | | |
| 41-2 | Enhanced Vision System - Ice Protection System (605 aircraft with SB 605-31-002 and 605-34-010) *** | C | 2 | 0 | (M)One or both may be inoperative provided: | | |
| | | | | | a) EVS Ice Protection is deactivated, | | |
| | | | | | b) Operations are not conducted in known or forecast icing conditions, | | |
| | | | | | c) One ice detection system is operative, and | | |
| | | | | | d) If installed, the EVS is not used when the image is affected. | | |
| | | | | | NOTE: With IR Window heat inoperative, the image may degrade in high humidity conditions to the point of disappearance, as IR Window misting increases. The EVS must not be used if the image is affected. | | |
| | | D | 2 | 0 | (M)One or both may be inoperative provided: | | |
| | | | | | a) The IR Window and EVS fairing are removed as an assembly and replaced with an approved blanking plate, and | | |
| | | | | | b) If installed, the EVS system (STC) is considered inoperative. | | |
| | 1) IR Window - DE-MIST function | C | 1 | 0 | May be inoperative provided: | | |
| | | | | | a) EVS image (if installed) is not affected, and | | |
| | | | | | b) The EVS system de-ice and anti-ice functions operate normally. | | |
| | | | | | NOTE: The image may degrade in high humidity conditions to the point of disappearance, as IR Window misting increases. The EVS must not be used if the image is affected. | | |
| | | D | 1 | 0 | May be inoperative provided: | | |
| | | | | | a) If installed, the EVS system (STC) is considered inoperative, | | |
| | | | | | b) The EVS system de-ice and anti-ice functions operate normally, and | | |
| | | | | | c) Routine procedures do not require the use of EVS system. | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-------------------------------------|-----------------------|---------------------|---|---|---|--|--------------------------|--|
| 30 – ICE AND RAIN PROTECTION | | | | | | | | |
| 71-1 | Drain Mast Heater | C | 1 | 0 | (M) May be inoperative provided: | | | |
| | | | | | a) Associated sink is not used, and | | | |
| | | | | | b) Sink and/or coffee water supply is turned off. | | | |
| 80-1 | Ice Detection Systems | C | 2 | 1 | One may be inoperative provided: | | | |
| | | | | | a) Wing and Engine Cowl Anti-ice Systems are ON when SAT on the ground is 10 degrees Celsius or less and visible moisture in any form is present, and | | | |
| | | | | | b) Wing and Engine Cowl Anti-Ice Systems are ON when TAT in flight is 10 degrees Celsius or less and visible moisture in any form is present. | | | |
| | | A | 2 | 0 | Both may be inoperative provided: | | | |
| | | | | | a) Airplane is not operated in known or forecast icing conditions, and | | | |
| | | | | | b) Repairs are made within one flight day. | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|-----------------------------------|--|----|---------------------|----|---------------------------------|--|--|
| | | | 2. | 3. | 4. | | |
| 31 – INDICATING/RECORDING | | | | | | | |
| 14-1 | Master Warning Switch Lights (Glareshield) (light function only) (604) | C | 2 | 1 | | | |
| 14-2 | Master Caution Switch Lights (Glareshield) (light function only) (604) | C | 2 | 1 | | | |
| 14-3 | Master Warning/Caution Pushbutton Annunciators (Glareshield) (605) | | | | | | |
| | 1) Warning Lights (light function only) | C | 2 | 1 | | | |
| | 2) Caution Lights (light function only) | C | 2 | 1 | | | |
| 31-1 | Flight Data Recorder (FDR) System | | | | | | |
| | 1) Holder of an air carrier or commercial operator certificate | C | - | - | | | Any in excess of those required by FAR may be inoperative. |
| (Cont'd) | | | | | | | |

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| | DATE: 8/21/2007 | |

| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---------------------|---|---------------------------------|---|
| 31 – INDICATING/RECORDING | | | | |
| 31-1 Flight Data Recorder (FDR) System (Cont'd) | | | | |
| 1) Holder of an air carrier or commercial operator certificate (Cont'd) | | | | |
| A | - | 0 | | May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days. |
| A | - | - | | May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days. |
| A | - | - | | May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit. |
| (Cont'd) | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---------------------|---|---------------------------------|---|
| 31 – INDICATING/RECORDING | | | | |
| 31-1 Flight Data Recorder (FDR) System (Cont'd) | | | | |
| 2) Operators other than a holder of an air carrier or commercial operator certificate | | | | |
| | C | - | 1 | Any in excess of those required by FAR may be inoperative. |
| | A | - | 0 | May be inoperative provided repairs are made in accordance with applicable FARs. |
| 40-1 Cursor Control Panel (CCP) (605) | C | 2 | 1 | Right side may be inoperative |
| 1) Joystick | C | 2 | 1 | |
| | C | 2 | 0 | May be inoperative provided: <ul style="list-style-type: none"> a) Maintenance Diagnostic Computer is considered inoperative (45-45-1), and b) If installed, XM Graphical Weather function (34-41-3) is considered inoperative. |
| 2) JSTK Pushbuttons | C | 2 | 0 | |
| (Cont'd) | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|-----------------------------------|--|----|---------------------|----|---------------------------------|--|--|
| | | | 2. | 3. | 4. | | |
| 31 – INDICATING/RECORDING | | | | | | | |
| 40-1 | Cursor Control Panel (CCP) (605) (Cont'd) | | | | | | |
| | 3) MEM Pushbuttons | D | 6 | 0 | | | |
| | 4) CHART Pushbuttons | C | 2 | 0 | | | |
| | 5) ZOOM Pushbuttons | C | 2 | 1 | | | |
| | | C | 2 | 0 | | | May be inoperative provided: a) Maintenance Diagnostic Computer is considered inoperative (45-45-1), and b) If installed, XM Graphical Weather function (34-41-3) is considered inoperative. |
| | 6) Orient Pushbuttons (located under the CHART pushbutton) | C | 2 | 1 | | | |
| | | C | 2 | 0 | | | May be inoperative provided: a) Maintenance Diagnostic Computer is considered inoperative (45-45-1), and b) If installed, XM Graphical Weather function (34-41-2) is considered inoperative. |
| | 7) LWR FRMT Pushbuttons | C | 2 | 0 | | | |
| | 8) UPR MENU Pushbuttons | C | 2 | 1 | | | |
| | (Cont'd) | | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|--|---------------------|---|--|---|--------------------------|
| 31 – INDICATING/RECORDING | | | | | |
| 40-1 Cursor Control Panel (CCP) (605) (Cont'd) | | | | | |
| 9) LWR MENU Pushbuttons C | 2 | 0 | | | |
| 10) ESC Pushbuttons C | 2 | 0 | | | |
| 11) PUSH SELECT Pushbuttons (Menu) C | 2 | 1 | | May be inoperative provided the UPR MENU pushbutton associated with the one remaining is operative. | |
| 12) MENU ADV knob C | 2 | 1 | | May be inoperative provided the UPR MENU pushbutton associated with the one remaining is operative. | |
| 13) DATA knob (Menu) C | 2 | 1 | | May be inoperative provided the UPR MENU pushbutton associated with the one remaining is operative. | |
| 14) TFC Pushbuttons C | 2 | 0 | | | |
| 15) TR/WX Pushbuttons C | 2 | 0 | | | |
| 16) SUMRY Pushbuttons C | 2 | 0 | | | |
| 17) AC ELEC Pushbuttons C | 2 | 0 | | | |
| 18) HYD Pushbuttons C | 2 | 0 | | | |
| (Cont'd) | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|---|---------------------|---|---------------------------------|--|--------------------------|--|
| 31 – INDICATING/RECORDING | | | | | | | |
| 40-1 | Cursor Control Panel (CCP) (605) (Cont'd) | | | | | | |
| | 19) DC ELEC Pushbuttons | C | 2 | 0 | | | |
| | 20) FLT Pushbuttons | C | 2 | 0 | | | |
| | 21) CAS Pushbuttons | C | 2 | 1 | | | |
| | 22) RADIO Pushbuttons | C | 2 | 1 | | | |
| | 23) FREQ Pushbuttons | C | 2 | 1 | | | |
| | 24) 1/2 Pushbuttons | C | 2 | 1 | | | |
| | 25) DME-H Pushbuttons | C | 2 | 1 | | | |
| | 26) IDENT Pushbuttons | C | 2 | 1 | | | |
| | 27) ATC Pushbuttons | C | 2 | 1 | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|--|---------------------|---|---------------------------------|--|--------------------------|
| 31 – INDICATING/RECORDING | | | | | |
| 40-1 Cursor Control Panel (CCP) (605) (Cont'd) | | | | | |
| 28) PUSH SELECT Pushbuttons (Radio) | C | 2 | 1 | | |
| 29) RADIO ADV knob | C | 2 | 1 | | |
| 30) DATA knob (Radio) | C | 2 | 1 | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---------------------|--|---|---------------------------------|---|
| 31 – INDICATING/RECORDING | | | | | |
| 41-1 EICAS Control Panel (ECP) Discrete Buttons (604) | | | | | |
| 1) <u>Without</u> SB 604-34-033 | | | | | |
| a) CKLST B | 1 | | 0 | | |
| b) RCL B | 1 | | 0 | | |
| c) EMER B | 1 | | 0 | | |
| d) HYD B | 1 | | 0 | | |
| e) ELEC B | 1 | | 0 | | |
| f) UP B | 1 | | 0 | | |
| g) DN B | 1 | | 0 | | |
| h) SKP B | 1 | | 0 | | |
| i) F/CTL B | 1 | | 0 | | |
| j) Joystick B | 1 | | 0 | | May be inoperative provided UP and DN Discrete Buttons are operative. |
| 2) <u>With</u> SB 604-34-033 | | | | | |
| a) CKLST B | 1 | | 0 | | |
| b) RCL B | 1 | | 0 | | |
| c) EMER B | 1 | | 0 | | |
| d) HYD B | 1 | | 0 | | |
| e) ELEC B | 1 | | 0 | | |
| f) UP/PLAN B | 1 | | 0 | | |
| g) DN/SIDE B | 1 | | 0 | | |
| h) SKP/3D B | 1 | | 0 | | |
| i) F/CTL B | 1 | | 0 | | |
| j) Joystick B | 1 | | 0 | | May be inoperative provided UP/PLAN and DN/SIDE Discrete Buttons are operative. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|--|---------------------|---|---------------------------------|--|---|--|
| 31 – INDICATING/RECORDING | | | | | | | |
| 41-2 | Data Concentration Unit (DCU) (604) | C | - | 2 | | (O) Any in excess of two may be inoperative provided: | |
| | | | | | | a) Associated AUDIO WARNING DISABLE switch is selected, and | |
| | | | | | | b) Two separate audio warning channels are verified operative before each flight. | |
| | | | | | | NOTE 1: In the event of a DCU 1 failure, both pilots' Master Warning and Master Caution lights will not test during the lamp 1 test. | |
| | | | | | | NOTE 2: In the event of a DCU 2 failure, both pilots' Master Warning and Master Caution lights will not test during the lamp 2 test. | |
| | | | | | | NOTE 3: Aircraft without SB 604-31-003 installed: In the event of either a DCU 1 or 2 failure, a subsequent TRU 2 failure will generate one "HOT" icon ITT engine indication. This icon should be disregarded and the ITT monitored. | |
| 50-1 | Auto CB Fail Light (10-Channel Annunciator) (600, 601, 601-3A, 601-3R) | B | 1 | 0 | | May be inoperative provided | |
| | | | | | | a) Light is not illuminated, and | |
| | | | | | | b) BRT / DIM function on the 10-channel annunciator panel is verified operative prior to each flight. | |
| 50-2 | Voice Advisory System (600, 601, 601-3A, 601-3R) *** | C | - | 0 | | (M) (O) | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|--|---------------------|---|---|---|--|--------------------------|--|
| 31 – INDICATING/RECORDING | | | | | | | | |
| 50-3 | Angle of Attack Indication System (Speed Cue Indexer) (601, 601-3A, 601-3R, 604) *** | C | - | 0 | (M)(O) May be inoperative provided: | | | |
| | | | | | a) System is deactivated, and | | | |
| | | | | | b) Alternate procedures are established and used. | | | |
| 50-4 | Speed Command Attitude Thrust (SCAT) Systems (600, 601) *** | C | - | 0 | (O) May be inoperative provided operations procedures are established that do not require its use. | | | |
| 50-5 | Canadian Marconi Corp Omega Nav Status Display System WARNING Repeater lights (600) *** | C | 2 | 1 | (M) One may be inoperative provided: | | | |
| | | | | | a) Light is not illuminated, and | | | |
| | | | | | b) All individual warning lights are operative. | | | |
| 50-6 | Canadian Marconi ONA-T16 Status Display System *** | C | 1 | 0 | | | | |
| 60-1 | Clocks | C | - | 0 | May be inoperative provided a reliable and functioning time-piece is readily available to all flight compartment crewmembers. | | | |
| 1) | Universal Time Co-ordination Display (UTC) (605) | C | 1 | 0 | | | | |
| 2) | Flight Time (FT) (605) | C | 1 | 0 | | | | |
| (Cont'd) | | | | | | | | |

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|-----------------------------------|---|---|---|---------------------------------|--|
| 31 – INDICATING/RECORDING | | | | | |
| 60-1 | Clocks (Cont'd) | | | | |
| | 3) Chronometer (CHR) (605) | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used to determine elapsed time. |
| | 4) LCD Display Segments / Mode (Annunciations) (605) | C | - | - | Individual segments or annunciations may be inoperative provided flight crews can readily determine mode of operation. |
| 61-1 | Display Units (EICAS Display No.1 or EICAS Display No.2) (604) | B | 2 | 1 | |
| 61-2 | Adaptive Flight Displays (AFD) (605) | B | 4 | 3 | (O) Right Inboard Display may be inoperative provided: a) Two Control Display Units are operative, b) Unaffected displays reversion capabilities are verified operative before each flight, and c) Radio tuning reversion capabilities are verified operative before each flight. |
| 70-1 | FAA Flight Inspection Panel System (FAA equipped 601, 601-3A, 601-3R, 604) *** | D | - | 0 | May be inoperative provided procedures are not dependent on its use. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|--|---------------------|---|---|---------------------------------|--|--|--|
| 32 – LANDING GEAR | | | | | | | | |
| 30-1 | Landing Gear Selector Handle Anti-Retraction Mechanism | C | 1 | 0 | | | (M) May be inoperative in the LOCKED position (DOWN) provided the downlock release mechanism is operative. | |
| 30-2 | Landing Gear Retraction System (604, 605) | A | 1 | 0 | | | (M) May be inoperative provided: <ul style="list-style-type: none"> a) Operations are conducted in accordance with AFM Supplement 6 (Flight with Landing Gear Down), b) Operations are not conducted in known or forecast icing conditions, c) Ground lock pins are installed to ensure all three landing gears are locked down throughout flight, d) In-flight performance information given in the Flight Crew Operating Manual (FCOM), is used, e) Extended overwater operations are prohibited, f) Both pilot headsets are worn, g) Flight Compartment and Cabin Interphone Systems are operative, h) Both Flap Power Drive Units (27-50-1) are Operative, i) CAT II operations are prohibited, and j) Repairs are made within one flight day. | |
| 43-1 | Brake Accumulator Pressure Gauges | C | 2 | 0 | | | (M) Both may be inoperative provided the accumulator pre-charge pressure is checked using a suitable pressure gauge before the first flight of each day. | |
| 43-2 | Brake Pressure Indications (600, 601, 601-3A, 601-3R) | C | 2 | 0 | | | (M) Both may be inoperative provided: <ul style="list-style-type: none"> a) Brake accumulator(s) nitrogen pressure is checked prior to the first flight of each day, b) Capability of brake accumulators to retain adequate hydraulic fluid for brakes is verified prior to the first flight of each day, and c) Hydraulic Pressure Indication is operative. | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|-----------------------------------|---|---------------------|---------------------------------|---|--|
| 32 – LANDING GEAR | | | | | |
| 44-1 | Anti-Skid System Channels (604, 605) | B | 2 | 1 | (M) Either the inboard or the outboard channel may be inoperative provided: <ul style="list-style-type: none"> a) Anti-skid is selected ON for take-off and landing, b) Nosewheel Steering is operative, c) Ground Spoilers are operative, d) Both Thrust Reversers are operative, and e) Operations are conducted in accordance with AFM Supplement 8, (Operations with Airplane Systems Inoperative). |
| 45-1 | Parking Brake Light (600, 601, 601-3A, 601-3R) | C | 1 | 0 | (O) May be inoperative provided operations procedures are established to ensure anti-skid fail lights are illuminated when the Parking Brake is engaged. |
| 47-1 | EICAS Brake Pressure Indicating Systems (604, 605) | C | 2 | 0 | (M) Both may be inoperative provided: <ul style="list-style-type: none"> a) Brake accumulator(s) nitrogen pressure is checked before the first flight of the day, b) Capability of brake accumulators to retain adequate hydraulic fluid for brakes is verified before the first flight of the day, and c) Hydraulic Pressure Indication is operative. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|--|---|---------------------|---|---|--|--------------------------|--|
| 32 – LANDING GEAR | | | | | | | | |
| 50-1 | Nosewheel Steering System | C | 1 | 0 | (M) May be inoperative provided: | | | |
| | | | | | a) Nosewheel steering system is selected OFF, | | | |
| | | | | | b) Nose landing gear solenoid selector valve is not failed open, | | | |
| | | | | | c) Nosewheel is confirmed to be in a free-castoring mode, | | | |
| | | | | | d) Crosswind limit is 20 kts for take-off and landing, | | | |
| | | | | | e) Take-off or landing is not conducted on a contaminated runway, and | | | |
| | | | | | f) Operations are conducted in accordance with the applicable Aircraft Flight Manual Supplement: | | | |
| | | | | | I) (600, 601, 601-3A/601-3R) Supplement 14, (Operations with Airplane Systems Inoperative). | | | |
| | | | | | II) (604, 605) AFM Supplement 8 (Operations with Airplane Systems Inoperative). | | | |
| | | | | | NOTE 1: Care should be taken when operating in congested areas, or on contaminated surfaces when using asymmetric thrust. | | | |
| | | | | | NOTE 2: Excessive use of brakes may lead to fuse plug failure(s). | | | |
| 50-2 | Remote Nose Gear Door Release Mechanism *** (Cont'd) | D | 1 | 0 | (M) May be inoperative in the "DOOR CLOSED" position provided: | | | |
| | | | | | a) Mechanism is verified to be in the "DOOR CLOSED" position, and | | | |
| | | | | | b) Actuator arm is secured in the "DOOR CLOSED" position. | | | |
| | | D | 1 | 0 | (M) May be inoperative in the "DOOR CLOSED" position provided: | | | |
| | | | | | a) Mechanism is verified to be in the "DOOR CLOSED" position, and | | | |
| | | | | | b) Actuator arm is removed from the nose wheel well fitting. | | | |

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| 32 – LANDING GEAR | | | | | | | |
| 60-1 | Hard Landing Indication System (604, 605) *** | D | 1 | 0 | | (O) May be inoperative provided alternate procedures are established and used. | |

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|--|---------------------|---|---|---------------------------------|--|
| 33 – LIGHTS | | | | | |
| 12-1 Lighting Control Panels (Center Pedestal & L/R Facia Panels) (600, 601) | | | | | |
| 1) Floodlight System | | | | | |
| a) BRT/DIM Systems | C | 3 | 0 | | Any or all may be inoperative provided: a) BRT/DIM switch is selected to OFF position, and b) Brightening System is operative. |
| | C | 3 | 0 | | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. |
| b) Brightening Systems | C | 3 | 0 | | Any or all may be inoperative provided the associated BRT/DIM system is operative. |
| | C | 3 | 0 | | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. |
| 2) Instrument Brightening Systems | C | 3 | 0 | | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. |
| 3) Floor Light Systems | C | 2 | 0 | | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. |

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|--|----|----|------------------|----|--|----|---|
| 33 – LIGHTS | | | | | | | |
| 12-2 Lighting Control Panels (Center Pedestal & L/R Facia Panels) (601-3A, 601-3R) | | | | | | | |
| 1) Floodlight System | | | | | | | |
| a) BRT/DIM Systems | C | 3 | 0 | 0 | Any or all may be inoperative provided: | | <ul style="list-style-type: none"> a) BRT/DIM switch is selected to OFF position, and b) Brightening System is operative. |
| | C | 3 | 0 | 0 | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. | | |
| b) Brightening Systems | C | 3 | 0 | 0 | Any or all may be inoperative provided the associated BRT/DIM system is operative. | | |
| | C | 3 | 0 | 0 | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. | | |
| 2) Instrument Brightening Systems | C | 3 | 0 | 0 | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. | | |
| 3) Digits Brightening System | C | 1 | 0 | 0 | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. | | |
| 4) Floor Light Systems | C | 2 | 0 | 0 | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. | | |

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| SYSTEM & SEQUENCE ITEM NUMBERS | 1. | 2. | NUMBER INSTALLED | | 4. REMARKS OR EXCEPTIONS |
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| | | | 3. | NUMBER REQUIRED FOR DISPATCH | |
| 33 – LIGHTS | | | | | |
| 12-3 PBA BRT/DIM System (10-Channel Annunciator Panel) (600, 601,601-3A, 601-3R) | C | 1 | 0 | 0 | May be inoperative provided the DIM mode is operative for night operations. |
| | C | 1 | 0 | 0 | May be inoperative provided the BRT mode is operative for day operations. |
| 12-4 Overhead Instrument Panel Brightening System | C | 1 | 0 | 0 | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. |
| 12-5 Lighting Control Panels (Center Pedestal) (604, 605) | | | | | |
| 1) Floodlight Brightening Systems (604, 605) | C | 3 | 0 | 0 | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. |
| 2) Integrated Brightening Systems (604, 605) | C | 3 | 0 | 0 | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. |
| 3) Display Brightening Systems | | | | | |
| a) (604) | C | 3 | 0 | 0 | May be inoperative provided Cockpit lighting is sufficient for crew members to perform their duties throughout flight. |
| b) PFD/MFD Brightening Systems (605) | C | 2 | 0 | 0 | May be inoperative provided Cockpit lighting is sufficient for crew members to perform their duties throughout flight. |
| (Cont'd) | | | | | |

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| 33 – LIGHTS | | | | | |
| 12-5 | Lighting Control Panels (Center Pedestal) (604, 605) | | | | |
| | 4) Floor Light Brightening Systems (604, 605) | C | 2 | 0 | May be inoperative provided Cockpit lighting is sufficient for crew members to perform their duties throughout flight. |
| | 5) Circuit Breaker Panel Brightening System (604) | C | 1 | 0 | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. |
| | 6) Circuit Breaker Lighting ON/OFF Switch (605) | C | 1 | 0 | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. |
| 12-6 | Indicator (PBA) Lighting BRT/DIM System (604, 605) | C | 1 | 0 | May be inoperative provided the DIM mode is operative for night operations. |
| | | C | 1 | 0 | May be inoperative provided the BRT mode is operative for day operations. |
| 13-1 | Cockpit/Flight Deck/ Flight Compartment and Instrument Panel Lighting Systems (Excluding EFIS) | C | - | - | Individual lights may be inoperative provided remaining lights are: <ul style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes', and c) Lighting configuration and intensity is acceptable to the flight crew. |
| (Cont'd) | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH |
|---------------------------------------|----|---------------------|---|---|
| | | | | 4. REMARKS OR EXCEPTIONS |
| 33 – LIGHTS | | | | |
| 14-1 Map Reading Lights | | | | |
| 1) 600, 601, 601-3A, 601-3R, 604 | D | 2 | 0 | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. |
| 2) 605 | D | 4 | 0 | May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight. |
| 20-1 Cabin Interior Lights | C | - | - | May be inoperative provided: <ul style="list-style-type: none"> a) Sufficient lighting is operative to permit the crew to perform their required duties, and b) Lighting configuration upon departure is acceptable to the flight crew. |
| 20-2 Miscellaneous Lights | | | | |
| 1) Boarding and Dome Lights (604) | D | - | 0 | |
| 2) Boarding and Cabin Lights (605) | D | - | 0 | |
| 20-3 Lavatory Vanity / Reading Lights | D | - | 0 | |

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|-----------------------------------|---|---------------------|---|---|---------------------------------|--|--------------------------|---|
| 33 – LIGHTS | | | | | | | | |
| 23-1 | Fasten Seat Belt and No Smoking Warning Signs | | | | | | | |
| | 1) Passenger Configuration | B | - | 0 | | | | (O) May be inoperative provided Passenger or Flight Attendant Seats from which a readily legible NO SMOKING / FASTEN SEAT BELT sign cannot be seen are considered inoperative. |
| | | B | - | 0 | | | | (O) May be inoperative provided Operations procedures are established for alerting the cabin attendants and notifying the passengers by use of the Passenger Address System when seat belts should be fastened and smoking is prohibited. |
| | 2) Cargo Only Configuration | C | - | 0 | | | | May be inoperative provided no persons are carried in the cabin. |
| 31-1 | Service Lights | D | - | 0 | | | | |
| 31-2 | Service Light Annunciation System (604) *** | D | 1 | 0 | | | | |
| 40-1 | Navigation Lights | | | | | | | |
| | 1) Wing Tip Position Light Bulbs | C | 4 | 2 | | | | Two may be inoperative provided at least one bulb is operative at each position. |
| | | C | 4 | 0 | | | | All may be inoperative provided aircraft is not operated at night. |
| (Cont'd) | | | | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|--|---------------------|---|---|---------------------------------|--|
| 33 – LIGHTS | | | | | |
| 40-1 Navigation Lights (Cont'd) | | | | | |
| 2) Upper Aft Position Light Bulb | C | 1 | 0 | | May be inoperative provided Lower Aft Position Light is operative. |
| | C | 1 | 0 | | May be inoperative provided both winglet lights, if installed, are operative. |
| | C | 1 | 0 | | May be inoperative provided aircraft is not operated at night. |
| 3) Lower Aft Position Light Bulbs (600, 601, 601-3A) | C | 2 | 1 | | |
| | C | 2 | 0 | | Both may be inoperative provided Upper Aft Position Light is operative. |
| | C | 2 | 0 | | Both may be inoperative provided both winglet lights, if installed, are operative. |
| | C | 2 | 0 | | Both may be inoperative provided aircraft is not operated at night. |
| 4) Lower Aft Position Light Bulbs (601-3R, 604, 605) | C | 1 | 0 | | May be inoperative provided Upper Aft Position Light is operative. |
| | C | 1 | 0 | | May be inoperative provided both winglet lights, if installed, are operative. |
| | C | 1 | 0 | | May be inoperative provided aircraft is not operated at night. |

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|-----------------------------------|---|----|---------------------|----|---------------------------------|--|--------------------------|
| | | | 2. | 3. | 4. | | |
| 33 – LIGHTS | | | | | | | |
| 40-2 | High Intensity or Strobe Light System | C | 1 | 0 | 0 | May be inoperative provided aircraft is not operated at night. | |
| | | C | 1 | 0 | 0 | May be inoperative provided an approved Anti-Collision Beacon Light System meeting all FAR requirements for anti-collisions lights is installed and operative. | |
| 40-3 | Anti-Collision Beacon Light System *** | C | 1 | 0 | 0 | May be inoperative provided aircraft is not operated at night. | |
| | | C | 1 | 0 | 0 | May be inoperative provided a Strobe Light System meeting all FAR requirements for anti-collision lights is installed and operative. | |
| 40-4 | Landing Lights | | | | | | |
| | 1) Wing Leading Edge (600, 601) | C | 2 | 1 | 1 | One may be inoperative provided both Taxi / Recognition Lights are operative. | |
| | | C | 2 | 0 | 0 | Both may be inoperative provided aircraft is not operated at night. | |
| | 2) Wing Leading Edge and Nose (600, 601 with STC SA4778SW) | C | 4 | 3 | 3 | | |
| | | C | 4 | 1 | 1 | Three may be inoperative provided both Taxi / Recognition Lights are operative. | |
| | | C | 4 | 0 | 0 | All may be inoperative provided aircraft is not operated at night. | |
| (Cont'd) | | | | | | | |

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|--|----|------------------|------------------------------|--|
| | | 3. | NUMBER REQUIRED FOR DISPATCH | |
| 33 – LIGHTS | | | | |
| 40-4 Landing Lights (Cont'd) | | | | |
| 3) Wing Leading Edge and Nose (601-3A, 601-3R, 604, 605) | C | 4 | 3 | |
| | C | 4 | 1 | Three may be inoperative provided both Taxi / Recognition Lights are operative. |
| | C | 4 | 0 | All may be inoperative provided aircraft is not operated at night. |
| 40-5 Pulse Light (Landing Light System) | | | | |
| (600, 601, 601-3A, 601-3R, 604)*** (605) | C | 1 | 0 | (M) May be inoperative provided Pulse Light circuit breaker is pulled and collared. |
| 40-7 Logo Light System *** | C | - | 0 | |
| 40-8 Taxi / Recognition Lights (In Leading Edge) | C | 2 | 0 | Both may be inoperative provided affected lights are not required to support inoperative Landing Lights. |
| 40-9 Winglet Lights *** | C | 2 | 0 | |

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|-----------------------------------|--|---------------------|---|---------------------------------|---|--|--|
| 33 – LIGHTS | | | | | | | |
| 43-1 | Wing Inspection Lights | C | 2 | 1 | 1 | One may be inoperative provided one Ice Detection System is operative. | |
| | | C | 2 | 1 | 1 | One may be inoperative provided flight is not conducted in known or forecast icing conditions at night. | |
| | | C | 2 | 0 | 0 | Both may be inoperative provided: <ul style="list-style-type: none"> a) A portable lamp / light of adequate capacity for wing and / or control surface inspection is available for night operations in icing conditions, and b) One Ice Detection System is operative, | |
| | | C | 2 | 0 | 0 | Both may be inoperative provided flight is not conducted in known or forecast icing conditions at night. | |
| 50-1 | Exterior Emergency Lights | C | 4 | 0 | 0 | Any or all may be inoperative provided aircraft is not operated at night. | |
| 50-2 | Floor Proximity Emergency Escape Path Marking System | C | - | - | - | Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: <ul style="list-style-type: none"> a) FAA Engineering Approval Letter, b) FAA approved report of the Type Design Holder, c) Limitations and conditions section of the applicable Supplemental Type Certificate (STC), and d) An FAA approved report incorporated in the Master Drawing List for the Applicable STC. | |

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| | | | | | | |
| 34 – NAVIGATION | | | | | | |
| 10-1 Metric Altimeter (600, 601, 601-3A 601-3A, 604) *** | D | 1 | 0 | | | |
| 12-1 Standby Altimeter (600, 601, 601-3A, 601-3A, 604) | C | 1 | 0 | | | May be inoperative provided pilot's altimeter is pneumatic or servo/pneumatic indicator. |
| 12-2 Integrated Standby Instrument System (ISIS) | | | | | | |
| 1) (600, 601, 601-3A, 601-3R, 604) *** | | | | | | |
| a) Nav Function | C | 1 | 0 | | | |
| b) Attitude Function | B | 1 | 0 | | | May be inoperative provided: a) Operations are conducted in day VMC, and b) Source selector is selected to NORMAL with each side fed from its on-side AHRS/IRS. |
| 2) (605) | | | | | | |
| a) ILS Function | C | 1 | 0 | | | |
| b) Attitude Function | B | 1 | 0 | | | (M) May be inoperative provided: a) Operations are conducted in day VMC, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Instrument attitude display is covered. |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|--|---------------------|---|---|---------------------------------|--|---|--|
| 34 – NAVIGATION | | | | | | | | |
| 13-1 | True Airspeed (TAS), Static Air Temperature (SAT), Total Air Temperature (TAT), Indicating Systems (600, 601, 601-3A, 601-3R) | | | | | | | |
| | 1) TAS Indication | C | 1 | 0 | | | May be inoperative provided other required systems (FMS, OMEGA, etc) do not depend on TAS data. | |
| | 2) SAT Indication | C | 1 | 0 | | | May be inoperative provided: a) TAT is operative, b) Other required systems (FMS, OMEGA, etc) do not depend on SAT data, and c) TAT/SAT conversion method is provided. | |
| | 3) TAT Indication | C | 1 | 0 | | | May be inoperative provided SAT is operative. | |
| 13-2 | Vertical Speed Indicators (VSIs) (600, 601, 601-3A, 601-3R) | B | 2 | 1 | | | One may be inoperative provided: a) Airplane is operated in day VMC only, and b) Pilot flying airplane has an operative VSI at his station. | |
| 17-1 | Altitude Alerting System | A | - | 0 | | | (O) May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days. | |
| | | C | - | 0 | | | May be inoperative provided it is not required by FAR. | |

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|-----------------------------------|---|---------------------|---|---------------------------------|--|--------------------------|---|
| 34 – NAVIGATION | | | | | | | |
| 20-1 | Attitude Reference System Sensors (Excludes Standby Attitude Indicator) (600, 601) *** | C | - | 2 | | | Any in excess of two may be inoperative provided: a) An independent attitude indicating system is operative and available at each pilot's panel, and b) Affected switches are not operated in flight. |
| 21-1 | Instrument Comparator Monitor (600, 601) | C | 1 | 0 | | | (O) May be inoperative provided: a) Operations procedures are established that do not require use of affected system, and b) Approach minimums are not dependent on its use. |
| 21-2 | Non-EFIS ADI Annunciators / Displays (600, 601) | | | | | | |
| | 1) ADI-Glideslope Pointers | B | 2 | 0 | | | Both may be inoperative provided they are operative on the adjacent HSI. |
| | | B | 2 | 0 | | | Both may be inoperative provided operations procedures are not dependent on their use. |
| | 2) ADI-Localizer Pointers | B | 2 | 0 | | | Both may be inoperative provided expanded localizers are operative on the adjacent HSI. |
| | | B | 2 | 0 | | | Both may be inoperative provided operations procedures are not dependent on their use. |
| | 3) ADI-Pitch and Roll Command Bars | B | 2 | 0 | | | Both may be inoperative provided approach minimums are not dependent on their use. |
| (Cont'd) | | | | | | | |

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| 34 – NAVIGATION | | | | | | | | |
| 21-2 | Non-EFIS ADI Annunciators / Displays (600, 601) (Cont'd) | | | | | | | |
| | 4) ADI- Radio Altimeter Display | C | - | - | | | | All may be inoperative provided weather minimums or operating procedures are not dependent on its use. NOTE: Category II operation prohibited in this configuration. |
| | 5) ADI- Rate of Turn Indicators | C | 2 | 0 | | | | Both may be inoperative provided the associated inclinometers are operative. |
| 21-3 | Non-EFIS HSI Annunciators / Displays (600, 601) | | | | | | | |
| | 1) HSI Bearing Pointers | C | 2 | 0 | | | | Both may be inoperative provided equivalent display is available on the RMIs. |
| | | C | 2 | 0 | | | | Both may be inoperative provided operations procedures are not dependent on their use. |
| | 2) HSI Distance Measuring Equipment (DME) Displays | C | 2 | 0 | | | | As required by FAR. |
| | 3) HSI Glideslope Pointers | B | 2 | 0 | | | | Both may be inoperative provided they are operative on the adjacent ADIs. |
| | | B | 2 | 0 | | | | Both may be inoperative provided operations procedures are not dependent on their use. |
| | (Cont'd) | | | | | | | |

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| | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | | 4. REMARKS OR EXCEPTIONS | | |
| 34 – NAVIGATION | | | | |
| 21-3 | Non-EFIS HSI Annunciators / Displays (600, 601) (Cont'd) | | | |
| | 4) Heading Displays | B | 2 | 1 |
| | | | | One may be inoperative provided: a) Standby Compass is operative, and b) Adjacent RMI is operative. |
| | 5) Localizer Pointers | B | 2 | 0 |
| | | | | Both may be inoperative provided Localizer Pointers are operative on the adjacent ADI. |
| | | B | 2 | 0 |
| | | | | Both may be inoperative provided procedures are not dependent on their use. |
| 22-1 | Electronic Flight Instrument System (EFIS) (**600, 601 **) (601-3A, 601-3R) | | | |
| | 1) Symbol Generators | C | 3 | 2 |
| | | | | (O) One may be inoperative provided: a) EFIS displays at pilot's and copilot's stations are independent, and b) Operations procedures are established to provide for loss of the associated Multi-Function Display (MFD) system. |
| | 2) Multi-Function Display (MFD) unit | C | 1 | 0 |
| | | | | (O) May be inoperative provided: a) Operations procedures are established that do not require use of affected MFD, and b) Weather Radar information is available at each pilot's station, or the Weather Radar System is considered inoperative. |

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|-----------------------------------|--|---------------------|---|---------------------------------|--|---|--|
| 34 – NAVIGATION | | | | | | | |
| 22-2 | Turn and Slip Indicators (600, 601) | C | 2 | 0 | | Both may be inoperative provided the associated Rate of Turn Indications are operative. | |
| 23-1 | Vertical Navigation System (VNAV) (600,601) | C | 1 | 0 | | Except for RVSM Operations, may be inoperative. | |
| 23-2 | Inertial Reference Systems (IRSs) | | | | | | |
| | 1) (600, 601) *** | C | - | 0 | | Except when enroute operations require its use, may be inoperative provided: <ul style="list-style-type: none"> a) An independent attitude indication system is operative on each pilot's panel, and b) An independent directional compass indicating system is operative on each pilot's panel. | |
| | 2) (601-3A, 601-3R, 604 without Autothrottle System) | C | - | 2 | | Any in excess of two may be inoperative provided: <ul style="list-style-type: none"> a) An independent attitude indication system is operative on each pilot's panel, and b) An independent directional compass indicating system is operative on each pilot's panel. | |
| | 3) (605 and 604 with Autothrottle System) | C | - | 2 | | Any in excess of two may be inoperative provided: <ul style="list-style-type: none"> a) An independent attitude indication system is operative on each pilot's panel, b) An independent directional compass indicating system is operative on each pilot's panel, and c) Autothrottle system is considered inoperative when the Left Inertial Reference System is inoperative. | |

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| 34 – NAVIGATION | | | | | | | | |
| 23-3 | Inertial Display System (601-3A, 601-3R) | | | | | | | |
| 1) | Inertial System Display Unit (ISDU) *** | C | - | 0 | | | May be inoperative provided at least one Flight Management System (FMS) is operative, subject to operational requirements. | |
| 2) | Lasertrak - Navigation Display Unit (NDU) *** | C | - | 0 | | | May be inoperative provided at least one Flight Management System (FMS) is operative, subject to operational requirements. | |
| 23-4 | Emergency Battery Packs for Backup COMM / NAV *** | C | - | 0 | | | | |
| 23-5 | IRS Back-up Batteries | | | | | | | |
| 1) | 600, 601 *** | C | - | 0 | | | | |
| 2) | 601-3A, 601-3R | C | - | 1 | | | Any in excess of one may be inoperative provided aircraft is not operated more than 60 minutes from a suitable airport. | |
| 25-1 | Directional Compass Systems (Excludes Non-Stabilized Magnetic Standby) | C | - | 2 | | | Any in excess of two may be inoperative provided: a) An independent directional compass indicating system is operative and available at each pilot's panel, and b) Affected switches are not operated in flight. | |

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| 34 – NAVIGATION | | | | | | | |
| 27-1 | Non-Stabilized Magnetic Compass (Standby) | B | 1 | 0 | | | (O) May be inoperative provided any combination of three Gyros or INS (IRU) stabilized compass system are operative. |
| | | B | 1 | 0 | | | (O) May be inoperative provided a) Any combination of two Gyro or INS (IRU) Stabilized Compass systems are operative, and b) Aircraft is operated with Dual Independent Navigation Capability, and under Positive Radar Control by ATC on the enroute portion of the flight. |
| | | B | 1 | 0 | | | (O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques. |
| 28-1 | Standby Attitude Indicator (third Attitude Indicator) | | | | | | |
| | 1) 600, 601, 601-3A, 601-3R, 604 | C | - | 0 | | | May be inoperative provided not required by FAR. |
| | | B | - | 0 | | | May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions. |

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| | | | 2. | 3. | 4. | | |
| 34 – NAVIGATION | | | | | | | |
| 32-1 | Head-up Guidance Systems *** | D | 1 | 0 | | | (M) May be inoperative provided procedures are not dependent on its use. |
| 40-1 | Windshear Alert System *** | C | - | 0 | | | (O) May be inoperative provided alternate procedures are established and used. |
| 40-2 | Stormscope System *** | C | 1 | - | | | As required by FARs. |
| 40-3 | Lightning Sensor System *** | C | - | 0 | | | |
| 41-1 | Weather Radar System | C | 1 | - | | | As required by FAR. |
| 41-2 | XM Graphical Weather System (605) *** | D | 1 | 0 | | | |
| 42-1 | Radio Altimeter Systems | C | - | 0 | | | May be inoperative provided: a) Radio altitude data is either available to, or not required by other required systems, and b) Approach minimums do not require its use. NOTE 1: Radio altitude data is required for Autopilot, Flight Director System, TCAS, GPWS (TAWS) and Autothrottle System (ATS). NOTE 2: (605)(604 with ATS) ATS retard mode is not available when pilot's radio altimeter is inoperative. |

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|--|---------------------|---|---|--|--------------------------|
| 34 – NAVIGATION | | | | | |
| 42-2 Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (If Class A GPWS/TAWS Equipment Required) | | | | | |
| 1) GPWS/TAWS | A | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days. | |
| a) Modes 1-4 | A | 4 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days. | |
| b) Test mode | A | 1 | 0 | May be inoperative provided: a) GPWS/TAWS is considered inoperative, and b) Repairs are made within two flight days. | |
| c) Glideslope Deviation (Mode 5) | C | - | 1 | | |
| | B | - | 0 | | |
| d) Advisory Callouts | B | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | C | - | 0 | (O) May be inoperative provided: a) Advisory callout is not required by FAR, and b) Alternate procedures are established and used. | |
| (Cont'd) | | | | | |

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|-----------------------------------|--|---|---------------------|---|---------------------------------|---|--------------------------|--|
| 34 – NAVIGATION | | | | | | | | |
| 42-2 | Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (Cont'd) | | | | | | | |
| | (If Class A GPWS/TAWS Equipment Required) (Cont'd) | | | | | | | |
| | 1) GPWS/TAWS (Cont'd) | | | | | | | |
| | e) Windshear Mode (Reactive) *** | B | 1 | 0 | (O) | May be inoperative provided alternate procedures are established and used. | | |
| | | | | | NOTE: | Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. | | |
| | | C | 1 | 0 | (O) | May be inoperative provided: | | |
| | | | | | a) | Alternate procedures are established and used, and | | |
| | | | | | b) | Windshear Detection and Avoidance (predictive) operates normally. | | |
| | 2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions *** | B | 1 | 0 | (O) | May be inoperative provided alternate procedures are established and used. | | |
| | 3) Terrain Displays | C | - | 1 | | | | |
| | (Cont'd) | B | - | 0 | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|--|---------------------|---------------------------------|---|--|
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| 34 – NAVIGATION | | | | |
| 42-2 Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (Cont'd) (If Class A GPWS/TAWS Equipment Required) (Cont'd) | | | | |
| 4) Runway Awareness and Advisory System (RAAS) *** (If Class B GPWS/TAWS Equipment Required) | C 1 | | 0 | |
| 1) GPWS/TAWS A | 1 | 0 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days. |
| a) Modes 1 & 3 A | 2 | 0 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days. |
| b) Test mode A | 1 | 0 | 0 | May be inoperative provided: a) GPWS/TAWS is considered inoperative, and b) Repairs are made within two flight days. |
| c) Mode 2, 4 & 5 *** | C 3 | | 0 | |
| (Cont'd) | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|--|---------------------|---|---|---------------------------------|---|
| 34 – NAVIGATION | | | | | |
| 42-2 Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (Cont'd) | | | | | |
| (If Class B GPWS/TAWS Equipment Required) (Cont'd) | | | | | |
| 1) GPWS/TAWS (Cont'd) | | | | | |
| d) Advisory Callouts | B | - | 0 | | (O) May be inoperative provided alternate procedures are established and used. |
| | C | - | 0 | | (O) May be inoperative provided: a) Advisory callout is not required by FAR, and b) Alternate procedures are established and used |
| e) Windshear Mode (Reactive) *** | C | 1 | 0 | | (O) May be inoperative provided alternate procedures are established and used. |
| 2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions *** | B | 1 | 0 | | |
| 3) Terrain Displays | C | - | 0 | | |
| (Cont'd) | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|--|---------------------|---------------------------------|---|---|
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| 34 – NAVIGATION | | | | |
| 42-2 Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (Cont'd) (If Class B GPWS/TAWS Equipment Required) (Cont'd) | | | | |
| 4) Runway Awareness and Advisory System (RAAS) *** | C 1 | | 0 | |
| If Class C TAWS/GPWS Equipment | | | | |
| 1) TAWS/GPWS *** | C 1 | | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| | | | | NOTE: Any mode that operates normally may be used. |
| 43-1 Traffic Collision Avoidance System (TCAS) (605) (600, 601, 604)*** | | | | |
| TCAS I | B - | | 0 | (M) May be inoperative provided: a) The system is deactivated and secured, and b) Enroute or approach procedures do not require its use. |
| | C - | | 0 | (M) May be inoperative provided: a) It is not required by the FAR, b) The system is deactivated and secured, and c) Enroute or approach procedures do not require its use. |
| (Cont'd) | | | | |

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|---|----|---------------------|---|---|--|
| 34 – NAVIGATION | | | | | |
| 43-1 Traffic Collision Avoidance System (TCAS) (605) (600, 601, 604)*** (Cont'd) | | | | | |
| TCAS II | B | - | 0 | (M) May be inoperative provided: | a) The system is deactivated and secured, and b) Enroute or approach procedures do not require its use. |
| | C | - | 0 | (M) May be inoperative provided: | a) It is not required by the FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. |
| 1) Combined Traffic Advisory (TA) and Resolution Advisory (RA) Dual Display Systems | C | 2 | 1 | May be inoperative on the non-flying pilot side provided: | a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side. |
| 2) Resolution Advisory (RA) Display System(s) | C | 2 | 1 | May be inoperative on the non-flying pilot side. | |
| | C | - | 0 | (O) May be inoperative provided: | a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use. |
| (Cont'd) | | | | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|-----------------------------------|---|---|---|---------------------------------|--|
| 34 – NAVIGATION | | | | | |
| 43-1 | Traffic Collision Avoidance System (TCAS) (605) (600, 601, 604) *** (Cont'd) TCAS II (Cont'd) | | | | |
| | 3) Traffic Alert (TA) Display System(s) | C | - | 0 | (O) May be inoperative provided: a) Resolution Advisory (RA) visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. |
| | 4) Audio Functions | B | 1 | 0 | May be inoperative provided enroute or approach procedures do not require TCAS use. |
| | 5) Airspace Selection Function *** | C | - | 0 | |
| 43-2 | Traffic Alert and Collision Avoidance System (TCAS I) | | | | Deleted at Rev. 8 (incorporated into item 34-43-1) |
| 50-1 | Long Range Navigation Systems (OMEGA, LORAN, GPS, VLF, etc) (600, 601, 601-3A, 601-3R, 604) *** | C | - | - | May be inoperative provided routing procedures do not require its use. |
| 51-1 | VHF Navigation Systems (VOR / ILS) | C | - | - | As required by FARs. NOTE: May be required for FMS. |

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| 34 – NAVIGATION | | | | | | |
| 51-2 | Marker Beacon Systems | C | - | - | - | May be inoperative provided approach minimums do not require use of affected system. |
| 51-3 | NAV / COM / ADF / ATC System (600, 601 ***) (601-3A, 601-3R) | | | | | |
| | 1) Preselect Tuning | C | - | 0 | 0 | May be inoperative provided direct tuning mode is operative. |
| | 2) Memory Channels | C | - | 0 | 0 | May be inoperative provided direct tuning mode is operative. |
| 51-4 | Radio Magnetic Indicators (RMI) | | | | | |
| | 1) (600, 601) | C | 2 | 0 | 0 | Both may be inoperative provided both HSIs are operative. |
| | 2) (601-3A, 601-3R)*** | C | - | 0 | 0 | May be inoperative provided both EHSIs are operative. |
| 51-5 | Airborne Flight Information System (AFIS) (600, 601, 601-3A, 601-3R, 604) *** | C | - | 0 | 0 | (O) May inoperative provided operations procedures do not require its use. |
| 52-1 | Automatic Direction Finding (ADF) Systems | C | - | - | - | As required by FARs. |

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|--------------------------------|---|----|---------------------|---|---------------------------------|---|
| 34 – NAVIGATION | | | | | | |
| 53-1 | Distance Measuring Equipment (DME) Systems | D | - | - | | Any in excess of those required by FAR may be inoperative. |
| | 1) DME Repeater Indicators *** | C | - | 0 | | |
| 54-1 | Air Traffic Control (ATC) Transponders and Automatic Altitude Reporting Systems | C | - | 0 | | May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. |
| | | D | - | 1 | | Any in excess of those required by FAR may be inoperative. NOTE: Transponder and Flight Director / Autopilot must use same ADC data for RVSM Operations. |
| 54-2 | Remote Transponder Ident Buttons *** | C | - | 0 | | (M) All may be inoperative provided: a) IDENT button had not faulted to the ON condition, and b) IDENT button on Transponder Control Unit / RTU is operative. |
| 60-1 | Datanav System *** | C | 1 | 0 | | (O) May be inoperative provided: a) Operations procedures are established that do not require use of affected system, and b) Approved checklists are carried in cockpit. |

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| 34 – NAVIGATION | | | | | | | |
| 60-2 | Global Positioning System (GPS) (605) | C | 2 | 0 | | (O) Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used. | |
| | | D | 2 | 1 | | Except where enroute operations or approach procedures require dual GPS. | |
| 61-1 | Flight Management Systems (FMS) | | | | | | |
| | 1) (600, 601) *** (601-3A, 601-3R) (604 without SB 604-34-031) | C | - | 0 | | (O) Except when enroute operations require its use, may be inoperative provided alternate means for initializing the IRS is available for IRS equipped aircraft. | |
| | NOTE: Autothrottle system (22-30-1) is considered inoperative when the FMS No. 1 is inoperative (604 with autothrottles). | | | | | | |
| | 2) (604) For A/C 5500 and up or with SB 604-34-031 installed) | C | - | 0 | | (O) Except when enroute operations require its use, may be inoperative provided alternate means for initializing the IRS is available for IRS equipped aircraft. | |
| | NOTE: Autothrottle system (22-30-1) is considered inoperative when the FMS No. 1 is inoperative (604 with autothrottles) . | | | | | | |
| (Cont'd) | | | | | | | |

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| 34 – NAVIGATION | | | | |
| 61-1 Flight Management Systems (FMS) (Cont'd) | | | | |
| 3) (605) (Cont'd) | | | | |
| d) Flight Management Computer (FMC) No. 3 *** | D 1 | 0 | | |
| e) Control Display Unit (CDU) No. 3 *** | D 1 | 0 | | |
| 4) Navigation Databases | C - | - | | (O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified. |
| 61-2 Flight Management System (FMS) Performance Data Base (604, 605) | D - | 0 | | May be inoperative (not installed) provided performance predictions, ETE / ETA and fuel remaining are considered inoperative. |

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|--|----|---------------------------------|--------------------------|
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | | 4. REMARKS OR EXCEPTIONS |
| 34 – NAVIGATION | | | |
| 61-3 Data Base Unit (DBU) (600, 601, 601-3A, 601-3A, 601-3R)*** (604, 605) | C | 1 | 0 |

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|--------------------------------|---|----|----|------------------|--|--|----|
| | | | | | | NUMBER REQUIRED FOR DISPATCH | |
| | | | | | | REMARKS OR EXCEPTIONS | |
| 35 – OXYGEN | | | | | | | |
| 10-1 | Crew Oxygen Pressure Gauge (600, 601, 601-3A, 601-3R) | B | 1 | 0 | | (M) May be inoperative provided both the fill point gauge and the bottles mounted gauge are checked prior to each flight. | |
| 12-1 | Crew Oxygen Pressure (604, 605) | | | | | | |
| | 1) EICAS Readout | B | 1 | 0 | | (M) May be inoperative provided the Ground Service Panel pressure gauge or the bottle pressure gauge is operative and checked before each takeoff. | |
| | 2) Ground Service Panel Pressure Gauge | C | 1 | 0 | | May be inoperative provided the EICAS Readout or the bottle pressure gauge is operative and checked before each takeoff. | |
| | 3) Bottle Pressure Gauge | C | - | 0 | | | |
| 20-1 | Passenger Oxygen System | B | 1 | 0 | | (O) May be inoperative provided: <ul style="list-style-type: none"> a) All components of the cabin pressurization, warning and indicating systems are operative, b) Operations are conducted so that Minimum En route Altitude (MEA) is at or below 13,000 ft MSL, c) Operations are conducted at or below FL 250, d) Portable oxygen units are provided for all crew members and 10% of the passengers for 30 minutes (supplemental oxygen), e) Procedures are established to ensure that passengers are appropriately briefed to accommodate revised equipment, and f) Both Air Conditioning Packs are verified operative, | |
| (Cont'd) | | | | | | | |

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| 35 – OXYGEN | | | | | | | | |
| 20-1 | Passenger Oxygen System (Cont'd) | | | | | | | |
| | 1) Cabin Passenger Oxygen Drop Out Panels | B | - | 0 | (M) | May be inoperative provided Passenger Oxygen System is considered inoperative. | | |
| | | B | - | 0 | (M) | May be inoperative provided associated Passenger Seats are considered inoperative. | | |
| | 2) Toilet Compartment Passenger Oxygen Drop Out Panel | B | - | 0 | (O) | May be inoperative provided operations procedures are established to block affected lavatory when airplane is above FL250. | | |
| | 3) Pressure Gauge | B | 1 | 0 | | May be inoperative provided both the fill point gauge and the bottle mounted gauge are checked before each takeoff. | | |
| | 4) Automatic Presentation System | B | 1 | 0 | (M) | May be inoperative provided: a) Manual deployment is verified operative, and b) Operations are conducted at or below FL300. | | |
| 30-1 | Portable Oxygen Units – Bottles with Demand Flow Masks (including medical portable oxygen) | B | - | - | | As required by FAR. | | |
| 30-2 | Medical Oxygen (Portable) *** | D | - | 0 | | As required by FAR. | | |

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| 35 – <u>OXYGEN</u> | | | | | | |
| 30-3 Protective Breathing Equipment (PBE) | D | - | - | - | - | Any in excess of those required by FAR may be inoperative. |

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| 36 – PNEUMATIC | | | | | | | |
| 10-1 | Engine Bleed Air SOVs (14 th Stage) (601, 601-3A, 601-3R, 604, 605) | C | 2 | 1 | (M) | One may be inoperative provided: a) Affected valve is secured CLOSED, b) Both Ice Detection Systems are operative, c) Associated Thrust Reverser (78-30-1) is deactivated, stowed and locked in forward thrust position, d) Airplane is not operated in known or forecast icing conditions, e) Aircraft is operated at or below FL 400, and f) Wing Anti-ice Isolation Valve is operative. | |
| 20-1 | Bleed Air Pressure Indicators (LH & RH) | | | | | | |
| | 1) 8 th Stage (600) | C | 2 | 1 | (O) | | |
| | 2) 10 th Stage (601, 601-3A, 601-3R) | C | 2 | 1 | (O) | | |
| 20-2 | EICAS Bleed Air Pressure Readout (604, 605) | C | 2 | 1 | (O) | | |
| 23-1 | Bleed Air Overheat Sensing Loops A and B | | | | | | |
| | 1) 600, 601, 601-3A, 601-3R | C | 2 | 1 | | Either loop A or B may be inoperative provided: a) Remaining loop is operative, and b) DUCT MON switch is selected to operative loop position. | |
| | 2) 604, 605 | C | 2 | 1 | (O) | Either loop A or B may be inoperative provided neither loop is failed OPEN. | |

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| 38 – WATER/WASTE | | | | | | | |
| 10-1 | Potable Water System | C | - | - | (M) Individual components may be inoperative provided: | | |
| | | | | | a) Associated components are deactivated or isolated, and | | |
| | | | | | b) Associated system components are verified not to have leaks. | | |
| | | | | | NOTE: Any portion of system which operates normally may be used. | | |
| | | C | - | - | (M) May be inoperative provided: | | |
| | | | | | a) System is drained, and | | |
| | | | | | b) Procedures are established to ensure that system is not serviced. | | |
| 10-2 | Lavatory Waste Systems (Including Wheelchair Accessible Lavatories) | C | - | - | (M) Individual components may be inoperative provided: | | |
| | | | | | a) Associated components are deactivated or isolated, and | | |
| | | | | | b) Associated system components are verified not to have leaks. | | |
| | | | | | NOTE: Any portion of system which operates normally may be used. | | |
| | | C | - | - | (M) Associated lavatory system(s) may be inoperative provided: | | |
| | | | | | a) Associated components are deactivated or isolated to prevent leaks, | | |
| | | | | | b) The pilot-in-command will determine if flight duration is acceptable with a FWD Deck lavatory unusable, and | | |
| | | | | | c) Associated lavatory door is secured closed and placarded, "INOPERATIVE – DO NOT ENTER". | | |
| | | | | | NOTE: These provisos are not intended to prohibit inspection by crewmembers. | | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
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| 38 – WATER/WASTE | | | | | | | |
| 10-3 | Lavatory External Service Cap | C | 1 | 0 | | | (M) May be inoperative or missing provided: a) The waste valve is verified closed prior to each flight, and b) No leakage can be detected after each servicing. |

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| 45 – <u>CENTRAL MAINTENANCE COMPUTER</u> | | | | | |
| 45-1 Maintenance Diagnostic Computer (MDC) (604, 605) | C | 1 | 0 | | (O) May be inoperative provided: a) Electronic Checklists (23-71-2) if installed is considered inoperative, and b) Alternate procedures are established and used. |

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| SYSTEM & SEQUENCE ITEM NUMBERS | | 1. | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
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| 49 – AIRBORNE AUXILIARY POWER | | | | | | | |
| 00-1 | APU Bleed Air SOV (Load Control Valve) | C | 1 | 0 | | | (M) May be inoperative CLOSED. |
| 00-2 | Auxiliary Power Unit (APU) | | | | | | |
| | 1) Aircraft with Generator P/Ns 720845, 720845A, 720845B | C | 1 | 0 | | | (M) May be inoperative provided any main generator with these P/Ns has more than 150 operating hours. |
| | 2) Aircraft with other Generator P/Ns | C | 1 | 0 | | | |
| 40-1 | APU Start Battery (**600, 601 **) (601-3A) | C | 1 | 0 | | | |
| 50-1 | APU Load Control Valve (APU LCV) Fail Switchlight (light function only) (604, 605) | C | 1 | 0 | | | |
| 61-1 | Electronic Control Unit (ECU) | C | 1 | 0 | | | (M) May be inoperative provided the APU is considered inoperative. |
| 70-1 | APU Hour Meter (600, 601, 601-3A, 601-3R, 604, 605) | C | 1 | 0 | | | May be inoperative provided alternate means of recording is established. |
| | 1) (604, 605) *** | D | - | 1 | | | |

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| | | | 1. | 2. | 1. | 2. | |
| 52 – DOORS | | | | | | | |
| 00-1 | Exterior Door Key Locks | | | | | | |
| | 1) Passenger Door Key Lock | D | 1 | 0 | | | May be inoperative or missing provided door opens and closes normally. |
| | 2) Cargo/Baggage Door Key Lock | D | 1 | 0 | | | May be inoperative or missing provided door opens and closes normally. |
| | 3) Aft-Equipment Compartment Door Key Lock | D | 1 | 0 | | | May be inoperative or missing provided door opens and closes normally. |
| | 4) External Service Doors Key Locks *** | D | - | 0 | | | May be inoperative or missing provided door opens and closes normally. |
| 11-1 | Passenger Door Manual Retract Handle | C | 1 | 0 | | | May be inoperative provided door is verified manually operative (OPEN and CLOSED) without any interference. |
| 11-2 | Storage Compartment Door (Main Entry Door) | C | 1 | 0 | | | (M) May be inoperative provided: a) Storage content is relocated, and b) Door is secured closed. |
| 12-1 | Main Cabin Door Power Assist System (**600, 601 **) (601-3A, 601-3R, 604, 605) | C | 1 | 0 | | | (M) May be inoperative provided door is verified manually operative OPEN and CLOSED without any interference. |

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| 52 – DOORS | | | | | | | |
| 30-1 | Baggage Door Counterbalance Systems (balance springs) | C | 2 | 0 | | (M) Both may be inoperative provided baggage door is verified closed, latched, locked and not used. NOTE: Baggage compartment is accessible through the door located in the aft cabin. | |
| 70-1 | Main Cabin Door Indication System (600, 601, 601-3A, 601-3R) | C | 1 | 0 | | May be inoperative provided: a) All four latches are engaged as indicated by witness marks, b) Inner Handle is properly stowed, c) External handle is properly stowed, and verified by dispatch crew, d) CL-600 airstair is properly stowed, and e) Actuator arming latch is disengaged. | |
| 70-2 | Passenger Door Indication System (604, 605) | A | 1 | 0 | | (M) May inoperative provided: a) Door is CLOSED, LATCHED and LOCKED before each flight, b) Green marks on the two middle roll latches are aligned, c) Green marks on the two upper roll latches are aligned, d) Flag indicator indicates "LOCKED", e) Inner knob is verified stowed, f) External handle is verified stowed, g) External pressure vent flap is verified fully closed, and h) Repairs are made within three flight days. | |
| 70-3 | BAG DR UNSAFE Caution Light (600, 601, 601-3A, 601-3R) | C | 1 | 0 | | May be inoperative provided it is verified before departure that the door is CLOSED and LATCHED. | |

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| | | | 1. | 2. | 3. | 4. | |
| 52 – DOORS | | | | | | | |
| 70-4 | Baggage Door Indication System (604, 605) | C | 1 | 0 | (M) May inoperative provided: | | |
| | | | | | a) Associated Door is CLOSED, LATCHED and LOCKED before each departure, and | | |
| | | | | | b) External handle is verified STOWED before each flight. | | |
| 70-5 | Refueling Panel Door Open Caution Lights *** | C | - | 0 | (M) All may be inoperative provided the door is verified CLOSED and latched before each flight. | | |
| 70-6 | Hydraulic # 3 Access Door Open Caution Light *** | C | 1 | 0 | (M) May be inoperative provided the door is verified closed and latched prior to each flight. | | |
| 70-7 | Lavatory Servicing Outlet Door Open Caution Light *** | C | 1 | 0 | (M) May be inoperative provided the door is verified closed and latched prior to each flight. | | |
| 70-8 | Aft Equipment Bay Door Open Caution Light *** | C | 1 | 0 | (M) May be inoperative provided the door is verified closed and latched prior to each flight. | | |
| 70-9 | Nose Door (Oxygen Service) Open Caution Light *** | C | 1 | 0 | (M) May be inoperative provided the door is verified closed and latched prior to each flight. | | |
| 70-10 | Water Fill Control Access Door Open Caution Light ** | C | 1 | 0 | May be inoperative provided access door is confirmed closed and latched prior to each flight. | | |
| 70-11 | DC Ground Access Door Open Caution Light *** | C | 1 | 0 | May be inoperative provided door is confirmed closed and latched prior to each flight. | | |

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| 52 – DOORS | | | | | | | |
| 70-12 | AC Ground Access Door Open Caution Light *** | C | 1 | 0 | | May be inoperative provided access door is confirmed closed and latched prior to each flight. | |
| 70-13 | APU Control and Ground Start Access Door Open Caution Light *** | C | 1 | 0 | | May be inoperative provided access door is confirmed closed and latched prior to each flight. | |
| 70-14 | External Service-Door Indication System (604,605) | D | 1 | 0 | | Each may be inoperative provided all External Service Doors are verified closed and latched prior to each flight. | |
| | 1) Toilet Service Compartment Access Door | | | | | | |
| | 2) Water Fill Control Panel Access Door | | | | | | |
| | 3) DC Ground Access Door | | | | | | |
| | 4) AC Ground Access Door | | | | | | |
| | 5) APU Control and Ground Start Access Door | | | | | | |
| | 6) Oxygen Refill Access Door | | | | | | |
| | 7) Fuel Port Access Door | | | | | | |
| | 8) Aft Equipment Bay Access Door *** | | | | | | |

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| 56 – <u>WINDOWS</u> | | | | | |
| 10-1 Windshield Face Ply (Sierracin Windshield only) | A | 2 | 1 | 1 | (M)(O) The faceply of one windshield may be cracked provided: <ul style="list-style-type: none"> a) Vision is not impaired through remaining windows, b) Tape and face-ply is checked for integrity prior to each flight, c) Visibility through the affected windshield is acceptable to the flight crew, d) Affected windshield heater is considered inoperative, e) Pilot's (Left) side window heater and at least one additional windshield or side window heater are operative, f) Flight into known or forecast icing conditions, precipitation, thunderstorms or other conditions which could cause fogging or misting is prohibited, g) Airspeed is limited to 280 KIAS or less below 10, 000 feet MSL and h) Repairs are made within 6 flights. |

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| 71 – <u>POWERPLANT</u> | | | | | |
| 70-1 Ecology Tank Ejector Pumps (600, 601, 601-3A) | C | 2 | 1 | (M) One may be inoperative provided maintenance procedures are established to drain tank: a) Before the first flight of each day, b) After three normal shutdowns, and c) After two false (wet) starts. | |

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| 73 – ENGINE FUEL & CONTROL | | | | | | | |
| 30-1 | Fuel Temperature Indicating Systems | C | 2 | 1 | 1 | 1 | One may be inoperative provided icing inhibitor is added to the fuel. |
| 31-1 | Fuel Flow Indications (600, 601, 601-3A, 601-3R) | B | 4 | 2 | 2 | 2 | (M) Either the vertical scale or the digital indication but not both may be inoperative on each side provided: <ul style="list-style-type: none"> a) Fuel Quantity Indicating System is operative, b) N1, N2 and ITT indications for the associated engine are operative, and c) The affected digital indicator is covered. NOTE: Inoperative Fuel Flow Indicating System may cause Fuel Used Indicating System to be inoperative. |
| | 1) Left Vertical Scale Lamps | C | 28 | 14 | 14 | 14 | (O) May be inoperative provided no two adjacent lamps on the affected scale are inoperative. |
| | 2) Right Vertical Scale Lamps | C | 28 | 14 | 14 | 14 | (O) May be inoperative provided no two adjacent lamps on the affected scale are inoperative. |
| 31-2 | EICAS Fuel Flow "FF" Readouts (604, 605) | C | 2 | 1 | 1 | 1 | One may be inoperative provided: <ul style="list-style-type: none"> a) Fuel Quantity Indication System is operative, b) FMS Fuel Used Indication is considered inoperative and not used, and c) FMS Fuel Remaining Indication is considered inoperative and not used. |

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| 73 – ENGINE FUEL & CONTROL | | | | | | | |
| 31-3 | Fuel Used Indicating System *** | C | 1 | 0 | | May be inoperative provided procedures do not require its use. | |
| 31-4 | Fuel Low Pressure Indication | | | | | | |
| 1) | 600, 601, 601-3A, 601-3R | C | 2 | 1 | | One Fuel LOW PRESS light may be inoperative provided both fuel boost pumps are operative. | |
| 2) | 604, 605 | C | 2 | 1 | | One "L/R FUEL LO PRESS" EICAS caution message may be inoperative provided both fuel boost pumps are operative. | |
| | | | | | | NOTE: The Fuel Feed Check Valve Test (First flight of the day) is waived for the inoperative fuel low pressure indication. | |

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| 74 – IGNITION | | | | | | | |
| 10-1 | Ignition Exciters (Lycoming Engines Only) (600) | C | 4 | 2 | One exciter per engine may be inoperative provided take-off is not conducted in heavy precipitation, or on a runway surface covered with standing water, slush or snow. | | |
| 10-2 | Igniter Plugs (Lycoming Engines Only) (600) | C | 4 | 2 | One Igniter Plug per engine may be inoperative provided take-off is not conducted in heavy precipitation, or on a runway surface covered with standing water, slush or snow. | | |
| 11-1 | Ignition Systems (601, 601-3A, 601-3R, 604, 605) | | | | | | |
| | 1) A Systems | B | 2 | 1 | One may be inoperative provided: a) Both B Systems are operative, and b) Take-off in heavy precipitation, or on a runway surface covered with standing water, slush or snow is prohibited. | | |
| | 2) B Systems | B | 2 | 0 | Both may be inoperative provided: a) Both A Systems are operative, and b) Take-off in heavy precipitation, or on a runway surface covered with standing water, slush or snow is prohibited. | | |
| 11-2 | Relight Ignition System Switch (600, 601) | C | 1 | 0 | May be inoperative provided Continuous Ignition Systems A and B modes for both engines are confirmed operative prior to each flight. | | |
| | | C | 1 | 0 | May be inoperative provided In Flight Start Ignition is confirmed operative on both engines and is used in lieu of relight switch. | | |

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| | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS | |
| 74 – IGNITION | | | | |
| 30-1 IGNITION A/B "ARM/ON" Switch Lights (light function only) (604, 605) | C 2 | 0 | | |
| 30-2 IGNITION CONT "ON" Switch Light (light function only) (604, 605) | C 1 | 0 | | |

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| 76 – ENGINE CONTROLS | | | | | | | |
| 00-1 | Engine Speed Control Systems | | | | | | |
| | 1) (601, 601-3A, 601-3R, 604 <u>without</u> Autothrottle System) | C | 2 | 0 | | (O) One or both may be inoperative provided: | <ul style="list-style-type: none"> a) Both ENG SPEED CONTROL switches are selected OFF, b) APR is selected OFF, and c) Operations are conducted in accordance with AFM APR inoperative performance data, |
| | 2) (601, 601-3A, 601-3R, 604 <u>with</u> Autothrottle System) (605) | C | 2 | 0 | | (O) One or both may be inoperative provided: | <ul style="list-style-type: none"> a) Both ENG SPEED CONTROL switches are selected OFF, b) APR is selected OFF, c) Operations are conducted in accordance with AFM APR inoperative performance data, and d) The Autothrottle System is considered inoperative. |
| 10-1 | Automatic Power Reserve (APR) System (601, 601-3A, 601-3R, 604, 605) | C | 1 | 0 | | May be inoperative in accordance with the performance requirements defined in the AFM applicable to take-off with the APR selected OFF. | |
| 11-1 | Engine Speed Synchronizer System (600) | C | 1 | 0 | | (O) May be inoperative provided the ENG SYNC CONTROL switch is selected OFF. | |
| 20-1 | Engine Overspeed Pickups (Primary Overspeed Protection System) (600) | C | 4 | 2 | | (O) One per engine may be inoperative provided the associated engine is shut down using the engine overspeed procedure once each flight day. | NOTE: Reference AFM Abnormal Procedures - Power Plant Malfunction for Speed Control System malfunction. |

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| 76 – <u>ENGINE CONTROLS</u> | | | | |
| 20-2 Engine Overspeed Pickups (Secondary Overspeed Protection System) (Post Service Bulletin ALF502L-76-0166) (600 ***) | C | 2 | 0 | (O) One per engine may be inoperative provided the associated engine is shut down using the engine overspeed procedure once each flight day. |

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| 77 – ENGINE INDICATING | | | | | | | |
| 10-1 | N1 Vertical Scale Indicators (600, 601, 601-3A, 601-3R) | | | | | | |
| | 1) Left | C | 28 | 14 | (O) One or more lamps may be inoperative provided: | | |
| | | | | | a) No two adjacent lamps are inoperative, | | |
| | | | | | b) The lowest lamp in the red zone and the highest lamp in the green zone are operative, and | | |
| | | | | | c) A test is conducted before each flight to determine the inoperative lamps. | | |
| | 2) Right | C | 28 | 14 | (O) One or more lamps may be inoperative provided: | | |
| | | | | | a) No two adjacent lamps are inoperative, | | |
| | | | | | b) The lowest lamp in the red zone and the highest lamp in the green zone are operative, and | | |
| | | | | | c) A test is conducted before each flight to determine the inoperative lamps. | | |

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| 77 – ENGINE INDICATING | | | | | | | |
| 10-2 | N2 Vertical Scale Indicators (600, 601, 601-3A, 601-3R) | | | | | | |
| | 1) (600) | | | | | | |
| | a) Left | C | 28 | 14 | (O) One or more lamps may be inoperative provided: | | |
| | | | | | a) No two adjacent lamps are inoperative, | | |
| | | | | | b) The two amber lamps adjacent to the green zone (upper and lower sides) and the lowest lamp in the red zone are operative, | | |
| | | | | | c) The top and bottom green lamps (adjacent to the upper and lower amber zones) are operative, | | |
| | | | | | d) A test is conducted before each flight to determine the inoperative lamps, and | | |
| | | | | | e) Engine parameters are monitored during flight. | | |
| | b) Right | C | 28 | 14 | (O) One or more lamps may be inoperative provided: | | |
| | | | | | a) No two adjacent lamps are inoperative, | | |
| | | | | | b) The two amber lamps adjacent to the green zone (upper and lower sides) and the lowest lamp in the red zone are operative, | | |
| | | | | | c) The top and bottom green lamps (adjacent to the upper and lower amber zones) are operative, | | |
| | | | | | d) A test is conducted before each flight to determine the inoperative lamps, and | | |
| | | | | | e) Engine parameters are monitored during flight. | | |
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| 77 – ENGINE INDICATING | | | | | | | |
| 10-2 | N2 Vertical Scale Indicators (600, 601, 601-3A, 601-3R) (Cont'd) | | | | | | |
| | 2) (601, 601-3A, 601-3R) | | | | | | |
| | a) Left | C | 28 | 14 | (O) One or more lamps may be inoperative provided: | | |
| | | | | | a) No two adjacent lamps are inoperative, | | |
| | | | | | b) The highest lamp in the green zone, the yellow lamp and the lowest lamp in the red zone are operative, | | |
| | | | | | c) A test is conducted before each flight to determine the inoperative lamps, and | | |
| | | | | | d) Engine parameters are monitored during flight. | | |
| | b) Right | C | 28 | 14 | (O) One or more lamps may be inoperative provided: | | |
| | | | | | a) No two adjacent lamps are inoperative, | | |
| | | | | | b) The highest lamp in the green zone, the yellow lamp and the lowest lamp in the red zone are operative, | | |
| | | | | | c) A test is conducted before each flight to determine the inoperative lamps, and | | |
| | | | | | d) Engine parameters are monitored during flight. | | |

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| 77 – ENGINE INDICATING | | | | | | | |
| 20-1 | ITT Indicators (600, 601, 601-3A, 601-3R) | B | 4 | 2 | | Either the digital or the vertical scale indicators, but not both, may be inoperative for each engine. NOTE: If starting with DC Electrical Power Only: <ol style="list-style-type: none"> 1. When the Right Engine Digital ITT Indication is inoperative, a Left Engine start must be accomplished first. 2. When the Left Engine Vertical Scale ITT Indication is inoperative, a Right Engine start must be accomplished first. | |
| | 1) Vertical scale lamps | | | | | | |
| | a) Left | B | 28 | 14 | (O) | One or more lamps may be inoperative provided: <ol style="list-style-type: none"> a) No two adjacent lamps may be inoperative, b) The lowest lamp in the red zone and the highest lamp in the yellow zone are operative, and c) A test is conducted before each flight to determine the inoperative lamps. | |
| | b) Right | B | 28 | 14 | (O) | One or more lamps may be inoperative provided: <ol style="list-style-type: none"> a) No two adjacent lamps may be inoperative, b) The lowest lamp in the red zone and the highest lamp in the yellow zone are operative, and c) A test is conducted before each flight to determine the inoperative lamps. | |

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| 77 – ENGINE INDICATING | | | | | | | |
| 20-2 | DGT OFF switch (600, 601, 601-3A, 601-3R) | C | 1 | 0 | | (M) May be inoperative in the ON position provided any inoperative digital indicator is covered. | |
| 30-1 | Engine Vibration Monitor | B | 2 | 1 | | One may be inoperative provided: <ul style="list-style-type: none"> a) Airplane is not operated in known or forecast icing conditions, and b) One Ice Detection System is operative. | |

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| 1. SYSTEM & SEQUENCE ITEM NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS | |
|-----------------------------------|-------------------------|---------------------|---|---------------------------------|--|--------------------------|---|
| 78 – ENGINE EXHAUST | | | | | | | |
| 30-1 | Thrust Reverser Systems | C | 2 | 1 | | | (M) One may be inoperative provided: <ul style="list-style-type: none"> a) Affected thrust reverser does not have structural damages other than cracks in the cascades. b) Affected Thrust Reverser is secured and deactivated using approved maintenance manual procedures and, c) Nosewheel Steering System is operative, d) For Take-off on wet or contaminated runways and landing on contaminated runways, operations are conducted in accordance with: <p style="margin-left: 40px;">(604, 605) AFM Supplement 2 (Operations on Wet and Contaminated Runways.)</p> <p style="margin-left: 40px;">(600, 601, 601-3A, 601-3R) AFM Supplement 2 (Operations on Contaminated Runways.)</p> <p>NOTE: Cracks in the cascades must be repaired or the cascades replaced before the affected thrust reverser is activated.</p> |

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| 79 – ENGINE OIL | | | | | | | | |
| 12-1 | Oil Replenishment System (601, 601-3A, 601-3R, 604, 605) | C | 1 | 0 | | | (M) One may be inoperative provided alternate methods for checking engine oil levels and servicing engine oil are established. | |
| 30-1 | Oil Low Pressure Indicator Lights (600, 601, 601-3A, 601-3R) | C | 2 | 1 | | | (M) One may be inoperative provided maintenance procedures are established to ensure that indicator light is either extinguished or blanked. | |
| 30-2 | Oil Pressure Readouts (604, 605) | B | 2 | 1 | | | (M) One may be inoperative provided: a) Associated EICAS “ENG OIL PRESS” warning message is confirmed operative, b) Oil quantity is checked prior to departure, and c) Engine is operated at idle for two minutes prior to departure. | |
| 30-3 | Oil Low Pressure Switch (604, 605) | B | 2 | 1 | | | One may be inoperative provided both Oil Pressure Readouts are operative. | |