



U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List (MMEL)

Revision: 19
Date: 09/30/2016

Bombardier

CL-600-2B19/-2C10/-2D15/-2D24/-2E25

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
BOMBARDIER CL-600-2B19/
-2C10/-2D15/-2D24/-2E25

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2	01/10/1994	HIGHLIGHTS OF REV., 21-1,21-2,21-3,21-4,21-5,22-1,22-2,23-1,23-2, 23-3,24-1,24-2,24-3,24-4,24-5,24-6,25-1,25-2, 25-3,25-4,26-1,26-2,26-3,27-1,27-2,28-1,28-2, 28-3,28-4,29-1,29-2,30-1,30-2,30-3,30-4,30-5, 30-6,30-7,30-8,31-1,31-2,32-1,33-1,33-2,33-3, 33-4,33-5,34-1,34-2,34-3,34-4,35-1,35-2,35-3, 36-1,36-2,49-1,52-1,52-2,73-1,74-1,76-1,77-1, 78-1,79-1,80-1	
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4	11/27/1996	HIGHLIGHTS OF REV., DEFINITIONS, 24-1,24-3,24-4,24-5,31-1,31-2	

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6	05/25/2000	HIGHLIGHTS OF REV., DEFINITIONS, 24-1,24-2,24-3,24-4,24-5,24-6,24-7,24-8,24-9, 24-10,30-1,30-2,30-3,30-4,30-5,30-6,30-7,30-8, 30-10,52-1,52-2,52-3	
7	04/30/2001	HIGHLIGHTS OF REV., DEFINITIONS, 21-1,21-2,21-3,21-4,21-5,21-6,21-7,21-8,21-9, 21-10,21-11,21-12,21-13,21-14,21-15,21-16, 21-17,21-18,21-19,21-20,21-21,21-22,21-23, 21-24,21-25,22-1,22-2,22-3,22-4,23-1,23-2,23-3, 23-4,23-5,23-6,23-7,23-8,24-1,24-2,24-3,24-4, 24-5,24-6,24-7,24-8,24-9,24-10,25-1,25-2,25-3, 25-4,25-5,25-6,25-7,25-8,25-9,25-10,25-11, 25-12,26-1,26-2,26-3,26-4,26-5,26-6,26-7,26-8, 26-9,26-10,27-1,27-2,27-3,27-4,27-5,27-6,28-1, 28-2,28-3,28-4,28-5,28-6,28-7,28-8,28-9,28-10, 28-11,28-12,28-13,28-14,28-15,28-16,28-17,29-1, 29-2,29-3,30-1,30-2,30-3,30-4,30-5,30-6,30-7, 30-8,30-9,30-10,30-11,30-12,31-1,31-2,31-3, 31-4,32-1,32-2,32-3,32-4,33-1,33-2,33-3,33-4, 33-5,33-6,33-7,33-8,34-1,34-2,34-3,34-4,34-5, 34-6,34-7,34-8,34-9,34-10,35-1,35-2,35-3,35-4, 36-1,36-2,36-3,36-4,38-1,38-2,49-1,49-2,49-3, 49-4,49-5,52-1,52-2,52-3,52-4,52-5,73-1,74-1, 74-2,76-1,77-1,78-1,79-1,80-1	
8	08/28/2001	HIGHLIGHTS OF REV., DEFINITIONS, 24-1,24-2,24-3,24-4,24-5,24-6,24-7,24-8,24-9, 30-1,30-2,30-3,30-4,30-5,30-6,30-7,30-8,30-9, 30-10,30-11,30-12,33-1,33-2,33-3,33-4,33-5, 33-6,33-7,33-8,33-9,36-1,36-2,36-3,36-4,49-1, 49-2,49-3,49-4,49-5	
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11	09/22/2003	HIGHLIGHTS OF REV., DEFINITIONS, 21-1,21-2,21-3,21-5,21-6,21-8,21-9,21-10,21-11, 21-13,21-14,21-15,21-16,21-17,21-18,21-19, 21-20,21-21,21-22,21-23,21-24,21-25,21-26, 21-27,21-28,21-29,21-30,21-31,21-32,21-33, 21-34,21-35,21-36,21-37,21-38,21-39,21-40, 21-41,21-42,21-43,21-44,21-45,21-46,22-2,22-3, 22-4,25-1,25-10,25-11,25-12,25-13,25-14,27-1, 27-2,27-3,27-4,27-5,27-6,27-7,27-8,27-9,27-10, 27-11,27-12,27-13,27-14,27-15,29-1,29-2,29-3, 31-1,31-2,31-3,31-4,31-5,32-1,32-2,32-3,32-4, 32-5,32-6,32-7,32-8,33-1,33-2,33-3,33-4,33-5, 33-6,33-7,33-8,33-9,33-10,36-1,36-2,36-3,36-4, 36-5,36-6,36-7,36-8,36-9,36-10,36-11,36-12, 36-13,36-14,36-15,36-16,49-1,49-2,49-3,49-4, 49-5,49-6,52-1,52-2,52-3,52-4,52-5,52-6,52-7, 52-8,74-2,78-1	

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13	09/28/2004	HIGHLIGHTS OF REV., DEFINITIONS, 33-2,33-3,33-4,33-5,33-6,33-7,33-8,33-9,33-10, 33-11,33-12,33-13,33-14,33-15,33-16,34-3,34-4, 34-5,34-7,34-8,34-9,34-10	
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	23-11	19	09/30/2016
	23-12	19	09/30/2016
	23-13	19	09/30/2016
	23-14	19	09/30/2016
24 - Electrical Power			
	24-1	19	09/30/2016
	24-2	18	07/09/2012
	24-3	19	09/30/2016
	24-4	18	07/09/2012
	24-5	18	07/09/2012
	24-6	18	07/09/2012
	24-7	18	07/09/2012
	24-8	18	07/09/2012
	24-9	18	07/09/2012
	24-10	18	07/09/2012
25 - Equipment/Furnishings			
	25-1	19	09/30/2016
	25-2	19	09/30/2016
	25-3	18	07/09/2012
	25-4	18	07/09/2012
	25-5	18	07/09/2012
	25-6	18	07/09/2012
	25-7	19	09/30/2016
	25-8	19	09/30/2016
	25-9	18	07/09/2012
	25-10	18	07/09/2012
	25-11	19	09/30/2016
	25-12	19	09/30/2016
	25-13	18	07/09/2012
	25-14	18	07/09/2012
26 - Fire Protection			
	26-1	18	07/09/2012
	26-2	18	07/09/2012
	26-3	18	07/09/2012
	26-4	18	07/09/2012
	26-5	18	07/09/2012
	26-6	18	07/09/2012
	26-7	18	07/09/2012
	26-8	18	07/09/2012
27 – Flight Controls			
	27-1	18	07/09/2012
	27-2	18	07/09/2012
	27-3	18	07/09/2012
	27-4	19	09/30/2016
	27-5	19	09/30/2016

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27 – Flight Controls (cont'd)			
	27-6	18	07/09/2012
	27-7	18	07/09/2012
	27-8	18	07/09/2012
	27-9	18	07/09/2012
	27-10	19	09/30/2016
	27-11	18	07/09/2012
	27-12	18	07/09/2012
28 – Fuel	28-1	18	07/09/2012
	28-2	18	07/09/2012
	28-3	18	07/09/2012
	28-4	18	07/09/2012
	28-5	18	07/09/2012
	28-6	18	07/09/2012
	28-7	18	07/09/2012
	28-8	18	07/09/2012
	28-9	18	07/09/2012
	28-10	18	07/09/2012
	28-11	18	07/09/2012
	28-12	18	07/09/2012
	28-13	18	07/09/2012
	28-14	18	07/09/2012
	28-15	18	07/09/2012
	28-16	18	07/09/2012
29 – Hydraulic Power	29-1	19	09/30/2016
	29-2	19	09/30/2016
	29-3	18	07/09/2012
	29-4	19	09/30/2016
	29-5	18	07/09/2012
	29-6	18	07/09/2012
30 – Ice and Rain Protection	30-1	19	09/30/2016
	30-2	18	07/09/2012
	30-3	19	09/30/2016
	30-4	19	09/30/2016
	30-5	19	09/30/2016
	30-6	18	07/09/2012
	30-7	18	07/09/2012
	30-8	18	07/09/2012
	30-9	18	07/09/2012
	30-10	18	07/09/2012
	30-11	18	07/09/2012
	30-12	18	07/09/2012
31 – Indicating/Recording Systems	31-1	18	07/09/2012
	31-2	19	09/30/2016
	31-3	19	09/30/2016
	31-4	18	07/09/2012
32 – Landing Gear	32-1	18	07/09/2012
	32-2	18	07/09/2012
	32-3	18	07/09/2012
	32-4	18	07/09/2012
	32-5	18	07/09/2012

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32 – Landing Gear (cont'd)			
	32-6	18	07/09/2012
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33 – Lights	33-1	18	07/09/2012
	33-2	18	07/09/2012
	33-3	18	07/09/2012
	33-4	18	07/09/2012
	33-5	18	07/09/2012
	33-6	18	07/09/2012
	33-7	18	07/09/2012
	33-8	18	07/09/2012
	33-9	18	07/09/2012
	33-10	18	07/09/2012
	33-11	18	07/09/2012
	33-12	18	07/09/2012
	33-13	18	07/09/2012
	33-14	18	07/09/2012
	33-15	18	07/09/2012
	33-16	18	07/09/2012
	33-17	18	07/09/2012
	33-18	18	07/09/2012
34 – Navigation	34-1	18	07/09/2012
	34-2	18	07/09/2012
	34-3	18	07/09/2012
	34-4	18	07/09/2012
	34-5	18	07/09/2012
	34-6	19	09/30/2016
	34-7	18	07/09/2012
	34-8	18	07/09/2012
	34-9	19	09/30/2016
	34-10	19	09/30/2016
35 - Oxygen	35-1	18	07/09/2012
	35-2	18	07/09/2012
	35-3	19	09/30/2016
	35-4	18	07/09/2012
36 – Pneumatic	36-1	19	09/30/2016
	36-2	19	09/30/2016
	36-3	19	09/30/2016
	36-4	19	09/30/2016
	36-5	19	09/30/2016
	36-6	19	09/30/2016
	36-7	19	09/30/2016
	36-8	18	07/09/2012
	36-9	18	07/09/2012
	36-10	19	09/30/2016
	36-11	19	09/30/2016
	36-12	19	09/30/2016
	36-13	19	09/30/2016
	36-14	19	09/30/2016
	36-15	19	09/30/2016

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	36-16	19	09/30/2016
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	36-18	19	09/30/2016
38 – Water/Waste	38-1	18	07/09/2012
	38-2	19	09/30/2016
45 – Central Maintenance Computer	45-1	18	07/09/2012
	45-2	18	07/09/2012
46 – Information Systems	46-1	18	07/09/2012
	46-2	18	07/09/2012
49 – Airborne Auxiliary Power	49-1	18	07/09/2012
	49-2	18	07/09/2012
	49-3	18	07/09/2012
	49-4	18	07/09/2012
	49-5	18	07/09/2012
	49-6	18	07/09/2012
52 – Doors	52-1	19	09/30/2016
	52-2	19	09/30/2016
	52-3	19	09/30/2016
	52-4	19	09/30/2016
	52-5	19	09/30/2016
	52-6	19	09/30/2016
	52-7	19	09/30/2016
	52-8	19	09/30/2016
	52-9	19	09/30/2016
	52-10	19	09/30/2016
	52-11	19	09/30/2016
	52-12	19	09/30/2016
73 – Engine Fuel & Control	73-1	18	07/09/2012
	73-2	19	09/30/2016
74 – Ignition	74-1	18	07/09/2012
	74-2	18	07/09/2012
76 – Engine Controls	76-1	18	07/09/2012
	76-2	18	07/09/2012
77 – Engine Indicating	77-1	18	07/09/2012
	77-2	18	07/09/2012
78 – Engine Exhaust	78-1	18	07/09/2012
	78-2	18	07/09/2012
79 – Engine Oil	79-1	18	07/09/2012
	79-2	18	07/09/2012
80 – Starting	80-1	18	07/09/2012
	80-2	18	07/09/2012

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HIGHLIGHTS OF CHANGE		

The purpose of this revision is to introduce technical and editorial changes. Also latest Policy Letters have been implemented.

SUMMARY OF TECHNICAL AND EDITORIAL CHANGES

Item No.	Type of change	Highlights of changes
21-51-01	Editorial	- AFM supplement title standardized with AFM.
21-51-01	Technical	- Altitude operations up to FL310 for 2D24/ 2D15 models.
21-51-02	Editorial	- AFM supplement title standardized with AFM.
21-51-02	Technical	- Altitude operations up to FL310 for 2D24/ 2D15 models.
21-52-01	Editorial	- AFM supplement title standardized with AFM.
21-52-01	Technical	- Altitude operations up to FL310 for 2D24/ 2D15 models.
22-10-02	Editorial	- AFM supplement title standardized with AFM.
22-11-03	Editorial	- AFM supplement title standardized with AFM.
22-22-01	Technical	- Proviso split for the 2C10/2D24/ 2D15 models, with and without Modsum 670T122231 or SB 670BA-22-007 and 2E25 model remains the same.
22-30-01	Editorial	- 2B16 model STC number changed for the 2B19 model STC number.
23-40-01	Technical	- Modify according to PL-009 Rev.11 12/17/2012.
23-51-01	Technical	- Modify according to PL-058 Rev.4 03/24/2012.
23-51-04	Technical	- Modify according to PL-058 Rev.4 03/24/2012.
23-51-05	Technical	- Modify according to PL-058 Rev.4 03/24/2012.
23-71-01	Technical	- Modify according to PL-029 Rev.5 08/10/2010.
24-11-01	Editorial	- AFM supplement title standardized with AFM.
25-00-01	Technical	- Modify according to PL-089 Rev.2 01/31/2009.
25-12-01	Technical	- Modify according to PL-056 Rev.5 01/01/2012.
25-23-01	Technical	- Modify according to PL-104 Rev.6 12/17/2012.
25-32-01	Technical	- Modify according to PL-104 Rev.6 12/17/2012.
25-61-01	Technical	- Modify according to PL-047 Rev.2 10/17/2011.
25-61-02	Technical	- Modify according to PL-073 Rev.5 06/15/2011.
27-51-02	Editorial	- AFM supplement title standardized with AFM.
27-65-01	Editorial	- AFM supplement title standardized with AFM.
29-11-01	Editorial	- AFM supplement title standardized with AFM.
29-11-02	Editorial	- AFM supplement title standardized with AFM.
29-12-01	Editorial	- AFM supplement title standardized with AFM.
30-12-01	Editorial	- AFM supplement title standardized with AFM.
30-12-04	Editorial	- AFM supplement title standardized with AFM.
30-12-05	Editorial	- AFM supplement title standardized with AFM.

HIGHLIGHTS OF CHANGE

SUMMARY OF TECHNICAL AND EDITORIAL CHANGES
(cont'd)

Item No.	Type of change	Highlights of changes
30-12-08	Editorial	– CAT D/4/0 deleted since FAR 121.321 took effect.
30-22-02	Editorial	– AFM supplement title standardized with AFM.
31-31-01	Technical	– Modify according to PL-087 Rev.10 08/10/2010.
32-50-01	Technical	– Modify according to PL-114 Rev.1 10/09/2012.
34-43-01	Technical	– Modify according to PL-032 Rev.7 07/07/2006.
34-52-02	New	– ADS-B out added.
34-61-01	Technical	– (M) added to proviso to address the deactivation for single and dual FMS.
35-31-02	Technical	– Modify according to PL-043 Rev.2 12/18/2011.
36-11-02	Editorial	– AFM supplement title standardized with AFM.
36-11-02	Technical	– Altitude operations up to FL310 for 2D24/ 2D15 models.
36-11-03	Editorial	– AFM supplement title standardized with AFM.
36-11-03	Technical	– Altitude operations up to FL310 for 2D24/ 2D15 models.
36-12-02	Editorial	– AFM supplement title standardized with AFM.
36-12-02	Technical	– Altitude operations up to FL310 for 2D24/ 2D15 models.
36-21-06	Editorial	– AFM supplement title standardized with AFM.
36-21-06	Technical	– Altitude operations up to FL310 for 2D24/ 2D15 models.
38-30-01	Technical	– Modify according to PL-083 Rev.8 05/11/2015.
52-11-01	Technical	– Technical change. Clarify proviso for Power Assist and Counterbalance Sub-systems.
52-51-02	New	– C&D Zodiac Enhanced Flight Deck Security Door Automatic Locking/Access/Control Systems (FAR 25.795 Compliant) (2B19 model) (ST01408LA) added
52-51-03	New	– C&D Zodiac Enhanced Flight Deck Security Door Automatic Locking/Access/Control Systems (FAR 25.795 Compliant) (2C10, 2D15, 2D24, 2E25 models) (ST01415LA) added
52-31-01	Technical	– (M) added to deactivate the door balance springs and proviso clarified.
73-31-03	Technical	– Technical change and introduction of all models

Please retain these sheets until the next revision has been issued.

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DEFINITIONS		

Insert definitions from Policy Letter PL-25.

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PREAMBLE		

Insert Preamble from Policy Letter PL-34 for Part 121, 125, 129 & 135 certificated holders, or PL-36 for Part 91 operators.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
22-01 Recirculation Fans					
1) 600-2C10	C	2	0	(M) May be inoperative provided affected fan(s) is deactivated.	
2) 600-2D15, 600-2D24	C	2	0	(M) May be inoperative provided: a) Affected fan(s) is deactivated, b) Inlet Cargo Air SOV is operative or secured CLOSED, c) AIR CONDITIONING Cargo switch is selected to OFF, and d) Live animals are not carried in cargo compartment.	
3) 600-2E25	C	2	0	(M)(O) May be inoperative provided: a) Affected fan(s) is deactivated, and b) Both Air Conditioning Packs are operative.	
23-01 FWD Exhaust Fan					
1) Galley (600-2B19)	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, and b) AFT Exhaust Fan is considered inoperative.	
2) Galley (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M) May be inoperative provided fan is deactivated.	
3) Galley/Lavatory *** (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M) May be inoperative provided fan is deactivated.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
			2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS AND EXCEPTIONS	
21 AIR CONDITIONING					
23-02 AFT Exhaust Fan (Lavatory) 1) 600-2B19	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, and b) FWD Exhaust Fan is considered inoperative.	
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0	(M) May be inoperative provided fan is deactivated.	
24-01 ARINC Supply Fans (Avionics Cooling) (600-2B19)	C	2	1	(M) One may be inoperative provided: a) Exhaust Fan (Avionics Cooling) is verified operative, and b) One Air Conditioning Pack is verified operative. NOTE: Utilization of equipment in the avionics bay without air conditioning and fans should be avoided during ground operation.	
24-02 Display Cooling Fans 1) 600-2B19	C	3	2	(M) One may be inoperative provided remaining Display Cooling Fans are verified operative.	
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	2	1	(M)(O) One may be inoperative provided display check valve is verified operative.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
21 AIR CONDITIONING				
24-03 Exhaust Fan (Avionics Cooling)				
1) 600-2B19	C	1	0	(M) May be inoperative provided: a) Both ARINC Supply Fans are verified operative, b) Two Display Cooling Fans are verified operative, and c) Both Air Conditioning Packs are verified operative. NOTE: Utilization of equipment in the avionics bay without air conditioning and fans should be avoided during ground operation.
2) 600-2C10 with ModSum 670T10548 (Dual Fan), 600-2D15, 600-2D24, 600-2E25	C	2	1	(M) May be inoperative provided one Air Conditioning Pack is operative.
24-04 Display Units Cooling Air SOV (600-2B19)	C	1	0	(M) May be inoperative provided SOV is deactivated and secured OPEN.
24-05 Inboard Exhaust SOV (600-2B19)	C	1	0	(M) May be inoperative provided SOV is deactivated and secured OPEN.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
			2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS AND EXCEPTIONS	
21 AIR CONDITIONING					
24- Overboard Exhaust SOV (Avionics Cooling) (600-2B19) 1) Without SB 601R-52-001 (Enlarged vent flap) 2) With SB 601R-52-001 (Enlarged vent flap) 3) With SB 601R-52-001 (Enlarged vent flap)	C	1	0	(M)(O) May be inoperative OPEN provided: a) SOV is secured OPEN, b) Operations are conducted unpressurized at or below 10,000 feet MSL, and c) Extended overwater operations are prohibited.	
24- Ground Valve (Avionics Cooling) (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M) May be inoperative CLOSED.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2.	3.	4.	
	NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
21 AIR CONDITIONING				
31-01 Automatic Cabin Pressurization Controllers				
1) 600-2B19	C	2	1	One may be inoperative provided Cabin Pressure Acquisition Module (CPAM) of Cabin Pressure Monitoring Sub-system is operative.
	C	2	0	(O) May be inoperative provided:
				a) Cabin Pressure Acquisition Module (CPAM) of Cabin Pressure Monitoring Sub-system is operative,
				b) Operations are conducted unpressurized at or below 10,000 feet MSL, and
				c) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching.
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	2	1	(O) One may be inoperative provided:
				a) Manual control system is verified operative, and
				b) Cabin Pressure Controller Panel (CPCP) Pressure Monitoring Function of Cabin Pressure Monitoring Sub-system is operative.
	C	2	0	(O) Both may be inoperative provided:
				a) Cabin Pressure Controller Panel (CPCP) Pressure Monitoring Function of Cabin Pressure Monitoring Sub-system is operative,
				b) Operations are conducted unpressurized at or below 10,000 feet MSL,
				c) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and
				d) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching.
NOTE: Operators MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.				

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	C	1	0	2. NUMBER INSTALLED
				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
31-02 EMER DEPRESS				
Switch Guard				
1) 600-2B19	C	1	0	May be inoperative or missing provided: a) Both Air Conditioning Packs are operative, and b) Operations are conducted at or below FL 250.
	C	1	0	(O) May be inoperative or missing provided operations are conducted unpressurized at or below 10,000 feet MSL.
2) 600-2C10,				
600-2D15,	C	1	0	May be inoperative or missing provided: a) Both Air Conditioning Packs are operative, and b) Operations are conducted at or below 15,000 ft MSL.
600-2D24				
	C	1	0	(O) May be inoperative or missing provided: a) Operations are conducted unpressurized at or below 10,000 feet MSL, and b) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
3) 600-2E25	C	1	0	NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
				2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
					4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING					
31-03 Cabin Pressure Control Manual Mode (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	May be inoperative provided Outflow Valve is considered inoperative.	
1) MAN ALT Switch	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Pressure control is not selected to MAN, b) EMER DEPRESS switch is selected ON, c) Operations are conducted unpressurized at or below 10,000 feet MSL, d) Extended overwater operations are prohibited, and e) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING							
32-01 Outflow Valves 1) 600-2B19	C	2	0	(M)(O) Both may be inoperative provided: a) Affected valve(s) is secured OPEN, b) Overboard Exhaust SOV (Avionics Cooling) is secured OPEN, c) Operations are conducted unpressurized at or below 10,000 feet MSL, d) Extended overwater operations are prohibited, and e) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching.			
2) 600-2C10	B	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured OPEN, b) Operations are conducted unpressurized at or below 10,000 ft MSL, and c) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.			
3) 600-2D15, 600-2D24, 600-2E25	B	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured OPEN, b) Floatation Valve is checked for integrity, c) Operations are conducted unpressurized at or below 10,000 ft MSL, and d) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.			

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	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
32-02 Floatation Valve (600-2C10 with ModSum MM670T11933)	B	1	0	(M) May be inoperative provided valve is removed.
33-01 Cabin Pressure Monitoring Sub-system				
1) Cabin Pressure Acquisition Module (CPAM) (600-2B19)	C	1	0	(M) May be inoperative provided: a) Both Automatic Cabin Pressurization Controllers are operative, and b) Operations are conducted at or below FL 300.
2) Cabin Pressure Control Panel (CPCP) Pressure Monitoring Function (600-2C10, 600-2D15, 600-2D24, 600-2E25)	A	1	0	(O) May be inoperative provided: a) Both automatic Cabin Pressure Controllers are operative, b) Emergency depress system is verified operative, c) Operations are conducted at or below FL 300, and d) Repairs are made within one flight day.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
				2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS	
21 AIR CONDITIONING					
40-01	Galley Heating System (600-2B19 with SB 601R-25-012 or SB 601R-25-033, and SB 601R-25-034), (600-2C10 without ASB 670BA-21-011, or 600-2C10 with ASB 670BA-21-011, and SB 670BA-21-013), (600-2D15), (600-2D24 without ASB 670BA-21-011, or 600-2D24 with ASB 670BA-21-011, and SB 670BA-21-013) or (600-2C10, 600-2D15, 600-2D24 with Modsum 670T82406 or 670T040476), (600-2E25)	C	1	0	(M) May be inoperative provided system is deactivated.
	1) Fan (600-2B19)	C	1	0	May be inoperative provided: a) Galley heating fan switch is selected OFF, and b) Galley heating #1 switch is selected OFF.
	2) Heater #1 (600-2B19)	C	1	0	May be inoperative provided galley heating #1 switch is selected OFF.
	3) Heater #2 (600-2B19)	C	1	0	May be inoperative provided galley heating #2 switch is selected OFF.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
50-01 Ground Air Conditioning Connector Cover ***	B	1	0	(M) May be inoperative or missing provided: a) Connector check valve is verified CLOSED, b) Operations are conducted at or below FL 250, and c) Extended overwater operations are prohibited.
51-01 Air Conditioning Packs				
1) 600-2B19	C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 250, and c) Ram Air SOV is verified operative.
	C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Operations are conducted at or below FL 250, and c) Ram Air SOV is either verified operative or deactivated OPEN.
	C	2	0	(M)(O) Both may be inoperative provided: a) Both packs are selected OFF, b) Operations are conducted unpressurized at or below 10,000 feet MSL, c) Ram Air SOV is either verified operative or deactivated OPEN, d) EMER DEPRESS switch is selected ON, e) Overboard Exhaust SOV (Avionics Cooling) is secured OPEN, and f) Extended overwater operations are prohibited.
				NOTE: Ground operations should be limited at ambient temperatures greater than 30 degrees Celsius, to prolong service life of avionics components.

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21 AIR CONDITIONING						
51-01 Air Conditioning Packs (cont'd) 2) 600-2C10	C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 310, c) Ram Air SOV is either verified operative or deactivated OPEN, and d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		
	C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Operations are conducted at or below FL 310, c) Ram Air SOV is verified operative, and d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		
	C	2	0	(O) Both may be inoperative provided: a) Both packs are selected OFF, b) Ram Air SOV is either verified operative or deactivated OPEN, c) Operations are conducted unpressurized at or below 10,000 feet MSL, d) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and e) Extended overwater operations are prohibited.		
				NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.		
				(cont'd)		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING						
51-01 Air Conditioning Packs (cont'd) 3) 600-2D15, 600-2D24	C	2	1			(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 250, c) Ram Air SOV is either verified operative or deactivated OPEN, and d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).
	B	2	1			(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 310, c) Maximum number of cabin occupants (including Flight Attendants) is equal to or less than 82, d) Ram Air SOV is either verified operative or deactivated OPEN, e) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and f) Operations are conducted in accordance with AFM Supplement (Air-conditioning – Airplane Dispatch in Single Pack Configuration).
	C	2	1			(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Operations are conducted at or below FL 250, c) Ram Air SOV is verified operative, and d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>21 AIR CONDITIONING</p> <p>51-01 Air Conditioning Packs (cont'd)</p> <p>3) 600-2D15, 600-2D24 (cont'd)</p>	B	2	1		<p>(O) LH pack may be inoperative provided:</p> <ul style="list-style-type: none"> a) LH pack is selected OFF, b) Operations are conducted at or below FL 310, c) Maximum number of cabin occupants (including Flight Attendants) is equal to or less than 82, d) Ram Air SOV is verified operative, e) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and f) Operations are conducted in accordance with AFM Supplement (Air-conditioning – Airplane Dispatch in Single Pack Configuration). 	
	C	2	0	<p>(O) Both may be inoperative provided:</p> <ul style="list-style-type: none"> a) Both packs are selected OFF, b) Ram Air SOV is either verified operative or deactivated OPEN, c) Inlet Cargo Air SOV is operative or secured CLOSED, d) AIR CONDITIONING Cargo switch is selected to OFF, e) Live animals are not carried in cargo compartment, f) Operations are conducted unpressurized at or below 10,000 feet MSL, g) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and h) Extended overwater operations are prohibited. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which can be used as ballast.</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING						
51-01 Air Conditioning Packs (cont'd) 4) 600-2E25	C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Ram Air SOV is verified operative, c) Operations are conducted at or below FL 250, d) Ground operation for Left Air Conditioning Pack is conducted using APU bleed, e) Ground operations are not conducted in known or forecast icing conditions, and f) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).		
	C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Ram Air SOV is verified operative, c) Operations are conducted at or below FL 250, d) Ground operation for Left Air Conditioning Pack is conducted using engine bleed, e) Ground operation is limited to temperature below ISA+10, and f) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).		

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21 AIR CONDITIONING						
51-01 Air Conditioning Packs (cont'd)						
4) 600-2E25 (cont'd)	C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Ram Air SOV is verified operative, c) Operations are conducted at or below FL 250, d) Ground operation for Right Air Conditioning Pack is conducted using APU bleed, e) Ground operations are not conducted in known or forecast icing conditions, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		
	C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Ram Air SOV is verified operative, c) Operations are conducted at or below FL 250, d) Ground operation for Right Air Conditioning Pack is conducted using engine bleed, e) Ground operation is limited to temperature below ISA+10, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING						
51-02 Flow Control Valve (FCV)						
1) 600-2C10	C	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Opposite Air Conditioning Pack is operative, d) Operations are conducted at or below FL 310, e) Ram Air SOV is either verified operative or deactivated OPEN, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		
	C	2	1	(M)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Opposite Air Conditioning Pack is operative, d) Operations are conducted at or below FL 310, e) Ram Air SOV is verified operative, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		
				(cont'd)		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>21 AIR CONDITIONING</p> <p>51-02 Flow Control Valve (FCV) (cont'd)</p> <p>1) 600-2C10 (cont'd)</p>	C	2	0	<p>(M)(O) Both FCVs may be inoperative provided:</p> <ul style="list-style-type: none"> a) Both valves are secured CLOSED, b) Both Air Conditioning Packs are selected OFF, c) Ram Air SOV is either verified operative or deactivated OPEN, d) Operations are conducted unpressurized at or below 10,000 feet MSL, e) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and f) Extended overwater operations are prohibited. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p> <p style="text-align: right;">(cont'd)</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING						
51-02 Flow Control Valve (cont'd)						
2) 600-2D15, 600-2D24	C	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Opposite Air Conditioning Pack is operative, d) Operations are conducted at or below FL 250, e) Ram Air SOV is either verified operative or deactivated OPEN, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		
	B	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Opposite Air Conditioning Pack is operative, d) Operations are conducted at or below FL 310, e) Maximum number of cabin occupants (including Flight Attendants) is equal to or less than 82, f) Ram Air SOV is either verified operative or deactivated OPEN, g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and h) Operations are conducted in accordance with AFM Supplement (Air-conditioning - Airplane Dispatch in Single Pack Configuration).		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING						
51-02 Flow Control Valve (cont'd)						
2) 600-2D15, 600-2D24 (cont'd)	C	2	1	(M)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Opposite Air Conditioning Pack is operative, d) Operations are conducted at or below FL 250, e) Ram Air SOV is verified operative, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		
	B	2	1	(M)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Opposite Air Conditioning Pack is operative, d) Operations are conducted at or below FL 310, e) Maximum number of cabin occupants (including Flight Attendants) is equal to or less than 82, f) Ram Air SOV is verified operative, g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and h) Operations are conducted in accordance with AFM Supplement (Air-conditioning - Airplane Dispatch in Single Pack Configuration).		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING						
51-02 Flow Control Valve (FCV) (cont'd)	C	2	0	(M)(O) Both FCVs may be inoperative provided:	<ul style="list-style-type: none"> a) Both valves are secured CLOSED, b) Both Air Conditioning Packs are selected OFF, c) Ram Air SOV is either verified operative or deactivated OPEN, d) Inlet Cargo Air SOV is operative or secured CLOSED, e) AIR CONDITIONING Cargo switch is selected to OFF, f) Live animals are not carried in cargo compartment, g) Operations are conducted unpressurized at or below 10,000 feet MSL, h) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and i) Extended overwater operations are prohibited. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>	
2) 600-2D15, 600-2D24 (cont'd)						

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21 AIR CONDITIONING						
51-02 Flow Control Valve (FCV) (cont'd)						
3) 600-2E25	C	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Ram Air SOV is verified operative, d) Operations are conducted at or below FL 250, e) Ground operation for Left Air Conditioning Pack is conducted using APU bleed, f) Ground operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).		
	C	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Ram Air SOV is verified operative, d) Operations are conducted at or below FL 250, e) Ground operation for Left Air Conditioning Pack is conducted using engine bleed, f) Ground operation is limited to temperature below ISA+10, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2.	3.	4.	
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
51-02 Flow Control Valve (FCV) (cont'd)				
3) 600-2E25 (cont'd)	C	2	1	(M)(O) LH FCV may be inoperative provided: <ul style="list-style-type: none"> a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Ram Air SOV is verified operative, d) Operations are conducted at or below FL 250, e) Ground operation for Right Air Conditioning Pack is conducted using APU bleed, f) Ground operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).
	C	2	1	(M)(O) LH FCV may be inoperative provided: <ul style="list-style-type: none"> a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Ram Air SOV is verified operative, d) Operations are conducted at or below FL 250, e) Ground operation for Right Air Conditioning Pack is conducted using engine bleed, f) Ground operation is limited to temperature below ISA+10, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	C	2	3	4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
51-03 Air Conditioning Pack "FAULT/OFF" Switch Lights (light function only)	C	2	0	
51-04 Air Conditioning System				
1) 600-2C10, 600-2D15, 600-2D24	C	1	1	(M) System redundancy may be degraded as indicated by "L PACK FAULT" and/or "R PACK FAULT" status message(s) provided:
				a) Associated pack discharge pressure sensor(s) is verified operative once each flight day, and
				b) Automatic Mode of the associated Cockpit/Cabin Temperature Control System is operative and associated MAN mode is not selected.
				NOTE: Pack Discharge Temperature Readout(s) and/or Cockpit TEMP Readout(s) and/or Cabin TEMP Readout(s) and/or Cockpit SEL Readout(s) and/or Cabin SEL Readout(s) may be replaced by amber dashes on the EICAS ECS Synoptic Page.
2) 600-2E25	C	1	1	(M) System redundancy may be degraded as indicated by "L PACK FAULT" and/or "R PACK FAULT" status message(s) provided:
				a) Associated pack discharge pressure sensor(s) is verified operative once each flight day,
				b) Automatic Mode of the associated Cockpit/Cabin Temperature Control System is operative and associated MAN mode is not selected, and
				c) Both Air Conditioning Packs are selected ON.
				NOTE: Pack Discharge Temperature Readout(s) and/or Cockpit TEMP Readout(s) and/or Cabin TEMP Readout(s) and/or Cockpit SEL Readout(s) and/or Cabin SEL Readout(s) may be replaced by amber dashes on the EICAS ECS Synoptic Page.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING					
51-04 Air Conditioning System (cont'd)					
3) 600-2C10, 600-2D15, 600-2D24	C	1	1		System redundancy may be degraded as indicated by "L PACK FAULT" and/or "R PACK FAULT" status messages provided the associated Air Conditioning Pack(s) is considered inoperative.
4) 600-2E25	C	1	1		System redundancy may be degraded as indicated by "L PACK FAULT" or "R PACK FAULT" status message provided the associated Air Conditioning Pack is considered inoperative.
51-05 Pack Supply Pressure Indication (600-2B19)	C	2	0	(O)	NOTE: Pack Supply Pressure Readout on the EICAS ECS Synoptic Page may show amber dashes and the pack flowline may show black with white outlines.
52-01 Ram Air SOV					
1) 600-2B19	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) RH Air Conditioning Pack is operative, c) LH Air Conditioning Pack is selected OFF, and d) Operations are conducted at or below FL 250.	NOTE: Ground operations should be limited at ambient temperatures greater than 30 degrees Celsius, to prolong service life of avionics components.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

52-01 Ram Air SOV
(cont'd)
1) 600-2B19
(cont'd)

C

1

0

(M)(O) May be inoperative OPEN provided:
a) Ram Air SOV is deactivated OPEN,
b) LH Air Conditioning Pack is selected OFF,
c) Operations are conducted unpressurized at or below 10,000 feet MSL,
d) EMER DEPRESS switch is selected ON,
e) Overboard Exhaust SOV (Avionics Cooling) is secured OPEN, and
f) Extended overwater operations are prohibited.

NOTE: Ground operations should be limited at ambient temperatures greater than 30 degrees Celsius, to prolong service life of avionics components.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING						
52-01 Ram Air SOV (cont'd) 2) 600-2C10	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) LH Air Conditioning Pack is operative, c) RH Air Conditioning Pack is selected OFF, d) Operations are conducted at or below FL 310, and e) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		
	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) RH and LH Air Conditioning Pack are selected OFF, c) Operations are conducted unpressurized at or below 10,000 feet MSL, d) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and e) EMER DEPRESS switch is selected ON. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast. (cont'd)		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING						
52-01 Ram Air SOV (cont'd)						
3) 600-2D15, 600-2D24	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) LH Air Conditioning Pack is operative, c) RH Air Conditioning Pack is selected OFF, d) Operations are conducted at or below FL 250, and e) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		
	B	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) LH Air Conditioning Pack is operative, c) RH Air Conditioning Pack is selected OFF, d) Operations are conducted at or below FL 310, e) Maximum number of cabin occupants (including Flight Attendants) is equal to or less than 82, f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and g) Operations are conducted in accordance with AFM Supplement (Air-conditioning - Airplane Dispatch in Single Pack Configuration).		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>21 AIR CONDITIONING</p> <p>52-01 Ram Air SOV (cont'd)</p> <p>3) 600-2D15, 600-2D24 (cont'd)</p>	C	1	0	<p>(M)(O) May be inoperative OPEN provided:</p> <ul style="list-style-type: none"> a) Ram Air SOV is deactivated OPEN, b) RH and LH Air Conditioning Packs are selected OFF, c) Inlet Cargo Air SOV is operative or secured CLOSED, d) AIR CONDITIONING Cargo switch is selected to OFF, e) Live animals are not carried in cargo compartment, f) Operations are conducted unpressurized at or below 10,000 feet MSL, g) Procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and h) EMER DEPRESS switch is selected ON. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p> <p style="text-align: right;">(cont'd)</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING						
52-01 Ram Air SOV (cont'd)						
4) 600-2E25	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) LH Air Conditioning Pack is operative, c) RH Air Conditioning Pack is selected OFF, d) Operations are conducted at or below FL 250, e) Ground operation for Left Air Conditioning Pack is conducted using APU bleed, f) Ground operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).		
	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram Air SOV is deactivated OPEN, b) LH Air Conditioning Pack is operative, c) RH Air Conditioning Pack is selected OFF, d) Operations are conducted at or below FL 250, e) Ground operation for Left Air Conditioning Pack is conducted using engine bleed, f) Ground operation is limited to temperature below ISA+10, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
52-02 Air Conditioning Panel RAM AIR "OPEN" Switch Light (light function only)	C	1	0	
52-03 Ram Air Regulating Valve (RARV)				
1) 600-2D15, 600-2D24, 600-2E25	C	2	1	One may be inoperative provided associated Air Conditioning Pack is considered inoperative.
2) 600-2D15, 600-2D24	C	2	0	Both may be inoperative provided both Air Conditioning Packs are considered inoperative.
55-01 Cargo Conditioned Air SOV *** (600-2B19)	D	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF.
	D	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING Cargo switch is selected to OFF, and b) Procedures are established and used to ensure the cargo 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: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
55-02 Cargo Fan *** (600-2B19)	D	1	0	(M) May be inoperative provided live animals are not carried in cargo compartment.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2.	3.		4. REMARKS AND EXCEPTIONS
	21	AIR	CONDITIONING	
55-03 Cargo Exhaust SOV				
1) 600-2B19 ***	D	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF.
	D	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING Cargo switch is selected to OFF, and b) Procedures are established and used to ensure the cargo 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: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.			
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in aft cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF.
	C	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING Cargo switch is selected to OFF, and b) Procedures are established and used to ensure the aft cargo 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: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.			

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2.	NUMBER	INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
55-04 Cargo Air SOV				
1) Recirculated *** (600-2B19)	D	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to COND AIR or OFF.
	D	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING Cargo switch is selected to OFF, and b) Procedures are established and used to ensure the cargo 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.
2) Inlet (600-2C10)	C	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in aft cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF.
	C	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING Cargo switch is selected to OFF, and b) Procedures are established and used to ensure the aft cargo 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: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING							
55-04 Cargo Air SOV (cont'd) 3) Inlet (600-2D15, 600-2D24, 600-2E25)	C	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in aft cargo compartment, and c) AIR CONDITIONING Cargo switch is selected to OFF			
	C	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING Cargo switch is selected to OFF, b) Both Recirculation Fans are operative, c) Both Air Conditioning Packs are operative, d) Both Flow Control Valves are operative, e) Both Pressure Regulating SOVs are operative, f) Both High Pressure Valves are operative, and g) Procedures are established and used to ensure the aft cargo 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.			
55-05 AFT Cargo Compartment Temperature Control System *** 1) 600-2B19 2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	D	1	0	May be inoperative provided: a) Live animals are not carried in cargo compartment, and b) AIR CONDITIONING Cargo switch is selected to FAN or OFF.			
	D	1	0	May be inoperative provided: a) Live animals are not carried in cargo compartment, and b) AIR CONDITIONING Cargo switch is selected to AIR or OFF.			

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING					
61-01	Cabin/Cockpit Temperature Control Systems	C	2	1	(O) One may be inoperative provided associated Air Conditioning Pack is considered inoperative.
	1) Automatic Mode	C	2	1	(M) One automatic control may be inoperative provided: a) Associated manual control is operative, and b) Associated Duct Temperature Indication is operative.
		C	2	0	(M) Both automatic controls may be inoperative provided: a) Both manual controls are operative, and b) Both Duct Temperature Indications are operative.
	2) Manual Mode	C	2	1	(M) One manual control may be inoperative provided: a) Associated automatic control is operative, and b) Associated Duct Temperature Indication is operative.
		C	2	0	(M) Both manual controls may be inoperative provided: a) Both automatic controls are operative, and b) Both Duct Temperature Indications are operative.
61-02	EICAS "CABIN TEMP" Indication (600-2B19)	C	1	0	
	1) Upper Cabin Temperature Sensor (A/c with SB 601R-21-039)	D	1	0	May be inoperative provided indication is switched to Lower Cabin Temperature Sensor.
	2) Lower Cabin Temperature Sensor (A/c with SB 601R-21-039)	D	1	0	May be inoperative provided indication is switched to Upper Cabin Temperature Sensor.

FEDERAL AVIATION ADMINISTRATION

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING						
61-03 Duct Temperature Indications (COCKPIT and CABIN) (600-2B19)	C	2	0	Both may be inoperative provided associated Cockpit and/or Cabin Automatic Temperature Control Mode is operative.		
61-04 Air Conditioning Panel CKPT/CABIN Temperature Control "MAN" Switch Lights (light function only)	C	2	0			

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
22 AUTOFLIGHT				
10-01 Autopilot System	B	1	0	<p>Except where enroute operations or approach procedures require its use, may be inoperative provided Altitude Alerting system is operative.</p> <p>NOTE 1: Autopilot is required for RVSM Operations. NOTE 2: Relief for inoperative individual flight guidance operational modes is provided by MMEL Item 22-10-02 Flight Directors.</p>
10-02 Flight Directors	B	2	1	<p>(O) Except where enroute operations or approach procedures require its use, may be inoperative provided Autopilot is considered inoperative.</p> <p>NOTE 1: Windshear escape guidance function will be available from the remaining Flight Director. NOTE 2: The TOGA switches will not be affected by the inoperative Flight Director.</p>
1) 600-2B19, 600-2C10, 600-2D15, 600-2D24	B	2	0	<p>(O) Except where enroute operations or approach procedures require its use, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Autopilot is considered inoperative, and b) TOGA switches are considered inoperative. <p>NOTE: Windshear escape guidance will be inoperative. However, all remaining windshear functions will be available.</p>
2) 600-2E25	A	2	0	<p>(O) Except where enroute operations or approach procedures require its use, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Autopilot is considered inoperative, b) TOGA switches are considered inoperative, c) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and d) Repairs are made within one flight day. <p>NOTE: Windshear escape guidance will be inoperative. However, all remaining windshear functions will be available.</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2.	3.	4.	
	NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS AND EXCEPTIONS
22 AUTOFLIGHT				
10-02 Flight Directors (cont'd)				
3) Flight Director Modes	C	-	-	Except where enroute operations or approach procedures require its use, individual flight director modes may be inoperative provided Altitude Alerting System is operative. NOTE 1: Flight director altitude hold mode is required for RVSM Operations. NOTE 2: Any flight director mode which operates normally may be used.
11-01 Autopilot Disconnect Switches (Control Wheel)	C	2	1	(O) May be inoperative provided the autopilot is not utilized at less than initial approach altitude.
	C	2	0	(O) May be inoperative provided Autopilot System is considered inoperative.
11-02 Flight Director Sync Switches	C	2	0	
11-03 Take-Off/Go- Around (TOGA) Switches (on Thrust Levers)				
1) 600-2B19, 600-2C10, 600-2D15, 600-2D24	C	2	0	(O) Both may be inoperative provided alternate procedures are established and used. NOTE 1: All normal flight director modes are available. NOTE 2: Windshear escape guidance is not affected by the loss of the TOGA function and remains operative during the approach and take-off phases of flight.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2.	3.	4.	REMARKS AND EXCEPTIONS
	NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH	
22 AUTOFLIGHT				
11-03 Take-Off/Go- Around (TOGA) Switches (cont'd) 2) 600-2E25	C	2	0	(O) Both may be inoperative provided: a) Alternate procedures are established and used, and b) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). NOTE 1: All normal flight director modes are available. NOTE 2: Windshear escape guidance is not affected by the loss of the TOGA function and remains operative during the approach and take off phases of flight.
12-01 V-Speed Auto- Synchronization System	C	1	0	May be inoperative provided V-Speed settings are made manually by each pilot.
12-02 Integrated Avionics Processor System (IAPS) Input/Output Concentrator (IOC)				
1) 600-2B19	C	4	3	(M) One IAPS IOC may be inoperative provided remaining IOCs are verified operative before the first flight of the day. NOTE 1: "IAPS DEGRADED" status message will be displayed on EICAS. NOTE 2: Although take-off configuration warning system remains operative, "T/O CONFIG OK" advisory message is inhibited.
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	4	3	(M)(O) One IAPS IOC may be inoperative provided remaining IOCs are verified operative before the first flight of the day. NOTE: "IAPS DEGRADED" status message will be displayed on EICAS.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 AUTOFLIGHT							
21-01 Mach Trim System	C	1	0				Except where enroute operations require its use, may be inoperative provided operations are conducted at or below 250 KIAS / .7 M when autopilot is disengaged.
22-01 Yaw Dampers 1) (600-2C10, 600-2D15, 600-2D24)							
a) Without Modsum 670T122231 or SB 670BA-22-007		2	2				Must be operative for dispatch.
b) With Modsum 670T122231 or SB 670BA-22-007	C	2	1				(M) May be inoperative provided the affected damper is verified not engaged.
2) (600-2E25)	C	2	1				(M) May be inoperative provided the affected yaw damper is verified not engaged.
30-01 Auto-throttle System (600-2B19 with STC# ST01698NY)	C	1	0				(M) May be inoperative provided the Auto-throttle System is deactivated.
	D	1	0				(M) May be inoperative provided: a) Auto-throttle System is deactivated, and b) Routine procedures do not require its use.
1) Auto-throttle Disconnect Pushbutton Switch (On Thrust Lever)	C	2	1				(O) May be inoperative provided the Engage/Disengage Pushbutton Switch is verified operative.
	C	2	0				May be inoperative provided the Auto-throttle System is considered inoperative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
22 AUTOFLIGHT				
30-01 Auto-throttle System (600-2B19 with STC# ST01698NY) (cont'd)				
2) Auto-throttle Mode Status Display (MSD)	C	2	1	May be inoperative on the non-flying pilot side and Auto-throttle System is not used on that side.
	C	2	0	May be inoperative provided the Auto-throttle System is considered inoperative.
3) Auto-throttle Engage LED Annunciator	C	2	1	
	C	2	0	May be inoperative provided the Mode Status Display (MSD) on the flying pilot side is operative.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

22 AUTOFLIGHT

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH
23 COMMUNICATION		4. REMARKS AND EXCEPTIONS			
11-01	VHF Communication Systems	D	-	-	Any in excess of those required by regulations may be inoperative provided it is not powered by the battery bus and not required for emergency procedures.
12-01	HF Communication Systems ***	D	-	-	Any in excess of those required by regulations may be inoperative.
21-01	Selective Call System (SELCAL) ***	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	1) Channels	D	-	0	May be inoperative provided procedures do not require its use.
		C	-	0	(O) May be inoperative provided alternate procedure are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
22-01	Aircraft Communications Addressing and Reporting System (ACARS) ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	NOTE: Any portion of system which operates normally may be used.
		D	1	0	May be inoperative provided routine procedures do not require its use.
		D	1	0	NOTE: Any portion of system which operates normally may be used.
22-02	AFIS (Automatic Flight Information System) ***	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	NOTE: Any portion of system which operates normally may be used.
22-03	Printer ***	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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			2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS AND EXCEPTIONS
23 COMMUNICATION					
31-01 Passenger Address System	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight Attendant Call Switch Lights and Flight Attendant Audio Alerting System of Crewmember Interphone System are operative. NOTE: Any station function(s) that operates normally may be used.	
1) Passenger Address "PA" Switch Lights (Interphone Control Unit and Flight Attendant Stations) (light function only)	C	-	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight Attendant Call Switch Lights and Flight Attendant Audio Alerting System of Crewmember Interphone System are operative. NOTE: Any station function(s) that operates normally may be used.	
2) Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATION							
31-02 Flight Attendant Handsets	B	-	1	(O) May be inoperative provided: a) Operative handset is located at an operative Flight Attendant Seat Assembly, and b) Alternate communication procedures for affected flight attendant station are established and used. NOTE: Any handset function(s) that operates normally may be used.			
32-01 Prerecorded Announcement and Boarding Music System ***	D	1	0	(O) May be inoperative provided alternate procedures are established and used.			

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	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
23 COMMUNICATION				
40-01 Crewmember Interphone System (cont'd)				
1) Interphone Voice Communication Function (cont'd)				
c) Cabin to Cabin (Flight Attendant Station(s) to Flight Attendant Station(s))	B	-	0	(O) May be inoperative provided alternate communication procedures for the affected flight attendant station(s) are established and used.
d) Flight Deck to Ground (Audio Control Panel(s) to Ground)				NOTE: Any station function(s) that operates normally may be used.
i) Large Turbojet Powered Airplanes Operating under Part 121	C	3	1	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Pilot or co-pilot Audio Control Panel service interphone function operates normally.
	B	3	0	(O) May be inoperative provided alternate procedures are established and used.
ii) All other Aircraft/ Operations	C	3	0	(O) May be inoperative provided alternate procedures are established and used.
	D	3	0	May be inoperative provided procedures do not require its use.

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23 COMMUNICATION							
40-01							
Crewmember Interphone System (cont'd)							
1) Interphone Voice Communication Function (cont'd)							
e) Ground to Flight Deck (Maintenance Interphone Station(s) to Flight Deck)							
iii) Large Turbojet Powered Airplanes Operating under Part 121	C	4	1	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) External AC service panel service interphone jacks operate normally.			
	B	4	0	(O) May be inoperative provided alternate procedures are established and used.			
ii) All other Aircraft/ Operations	C	4	0	(O) May be inoperative provided alternate procedures are established and used.			
	D	4	0	May be inoperative provided procedures do not require its use.			

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2.	NUMBER	INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
23 COMMUNICATION				
40-01 Crewmember Interphone System (cont'd)				
2) Interphone Alerting Function				
a) Flight Deck Call Switch Lights ("CALL" and "EMER") (600-2B19)	B	2	0	May be inoperative provided the flight compartment audio alerting system (chime) is operative. NOTE 1: Flight deck audio alerting system (chime) must always be operative. NOTE 2: Any Flight Deck Call Switch Light function(s) that operates normally may be used.
b) Flight Deck Call Switch Lights ("CALL" and "EMER") (light function only) (600-2C10, 600-2D15, 600-2D24, 600-2E25)	B	2	0	May be inoperative provided the flight compartment audio alerting system (chime) is operative. NOTE 1: Flight deck audio alerting system (chime) must always be operative. NOTE 2: Any Flight Deck Call Switch Light function(s) that operates normally may be used.
c) Flight Attendant Call Switch Lights ("ATT", "FLT" and "EMG") (light function only)	B	3	0	(O) May be inoperative provided: a) Passenger Address System is operative, and b) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishings (NEF). NOTE 2: Any Flight Attendant Call Switch Light function(s) that operates normally may be used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS AND EXCEPTIONS		
23 COMMUNICATION					
51-02 RT/IC Switches (cont'd) 2) Observer's RT/IC Switch	A	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Switch is not failed in transmit mode, b) Seat is acceptable to the FAA inspector for the performance of official duties, c) Required minimum safety equipment (safety belt and oxygen) is available, and d) Repairs are made within two flight days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by a 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 the observer seat.	
51-03 Flight Compartment Speakers	C	2	0	Both may be inoperative provided all flight crewmembers on flight deck duty utilize headsets.	
51-04 Boom Microphones 1) Holder of an Air Carrier or Commercial Operator certificate	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Associated Hand Held Microphone is installed and operates normally, and b) Repairs are made within three flight days. 	
	D	-	-	Any in excess of those required by regulation may be inoperative.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATION						
51-04 Boom Microphones (cont'd) 2) Operator other than a holder of an air carrier or commercial operator certificate	A	-	0	May be inoperative provided: a) Associated Hand Held Microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.		
51-05 Headsets (600-2B19 with both SBs 601R-23-004 and 601R-34-013), (600-2C10, 600-2D15, 600-2D24, 600-2E25)	D	-	-	Any in excess of those required by regulation may be inoperative.		
1) Holder of an Air Carrier or Commercial Operator certificate	C	-	1	May be inoperative provided associated flight Compartment speaker operates normally.		
a) Active Noise Cancelling/Reduction Function	D	-	0	Any in excess required by regulation may be inoperative. May be inoperative provided normal audio function of headset is operative.		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
23 COMMUNICATION				
51-05 Headsets (600-2B19 with both SBs 601R-23-004 and 601R-34-013), (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd) 2) Operator other than a holder of an air carrier or commercial operator certificate a) Active Noise Cancelling/ Reduction Function	C	-	1	May be inoperative provided associated flight Compartment speaker operates normally.
	D	-	0	May be inoperative provided normal audio function of headset is operative.
51-06 Observer's Audio Control Panel	A	1	0	May be inoperative provided: a) Seat is acceptable to the FAA inspector for the performance of official duties, b) Required minimum safety equipment (safety belt and oxygen) is available, and c) Repairs are made within two flight days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by a 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 the observer seat.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS AND EXCEPTIONS			
23 COMMUNICATION					
71-01	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder is operative, and b) Repairs are made within three flight days.
	1) Independent Power Source ***	C	1	0	
81-01	#2 Radio Tuning Unit (RTU)				
	1) (600-2B19), (600-2C10, 600-2D15, 600-2D24 without Modsum 670T122173 or 670T31608)	C	1	0	May be inoperative provided: a) COM/NAV Standby Tuning Unit is operative b) Cross-side tuning from RTU#1 is operative, c) For single HF installation, operations do not require the use of HF, and d) RTU #2 is de-selected using its RTU INHIBIT switch to ensure cross-side tuning by RTU #1.
		C	1	0	(O) May be inoperative provided: a) Backup tuning control on at least one FMS is operative, b) Cross-side tuning from RTU#1 is operative, c) For single HF installation, operations do not require the use of HF, and d) RTU #2 is de-selected using its RTU INHIBIT switch to ensure cross-side tuning by RTU #1.
	2) (600-2C10, 600-2D15, 600-2D24 with Modsum 670T122173 or 670T31608), (600-2E25)	C	1	0	(O) May be inoperative provided: a) Cross-side tuning from RTU#1 is operative, b) Backup tuning control on at least one FMS is operative, c) For single HF installation, operations do not require the use of HF, and d) RTU #2 is de-selected using its RTU INHIBIT switch to ensure cross-side tuning by RTU #1.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS AND EXCEPTIONS			
23 COMMUNICATION					
82-01	COM/NAV Standby Tuning Unit (600-2B19), (600-2C10, 600-2D15, 600-2D24 without Modsum 670T122173 or 670T31608)	C	1	0	May be inoperative provided RTU #2 is operative.
		C	1	0	(O) May be inoperative provided: a) Backup tuning control on at least one FMS is operative, and b) FMS TUNE INHIBIT Switch is operative.
82-02	FMS TUNE INHIBIT Switch	C	1	0	May be inoperative in ON (INHIBIT) position provided both RTUs are operative. NOTE: Tuning function of the FMS will be inhibited. FMS navigation performance may be degraded if GPS is not available.
	1) (600-2B19), (600-2C10, 600-2D15, 600-2D24 without Modsum 670T122173 or 670T31608)	C	1	0	May be inoperative in ON (INHIBIT) position provided COM/NAV Standby Tuning Unit is operative. NOTE: Tuning function of the FMS will be inhibited. FMS navigation performance may be degraded if GPS is not available.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
24 ELECTRICAL				
11-01 Integrated Drive Generator (IDG) Systems				
1) Constant Speed Drives (CSD) (600-2B19)	A	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Respective GEN 1/2 switch is selected to OFF/RESET, b) Respective IDG is disconnected, c) APU generator is operated continuously throughout flight, d) AFM performance corrections for APU ON are applied, e) APU Battery and APU Battery Charger System is operative, f) Cross-side Hydraulic Motor Pump (ACMP) is selected ON, g) Same side Hydraulic AC Motor Pump (ACMP) is operative, h) Repairs are made within 30 flight hours (cumulative), and i) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).
				(cont'd)

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL

11-01 Integrated Drive
Generator (IDG)
Systems

2) Constant Speed
Drives (CSD)
(600-2C10,
600-2D15,
600-2D24,
600-2E25)

A

2

1

(O) One may be inoperative provided:
a) Respective GEN 1/2 switch is selected to
OFF/RESET,
b) Respective IDG is disconnected,
c) APU generator is operated continuously
throughout flight,
d) AFM performance corrections for APU ON are
applied,
e) Operations are conducted at or below
FL 320, and
f) Repairs are made within 100 flight hours
(cumulative).

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24 ELECTRICAL						
11-01 Integrated Drive Generator (IDG) Systems (cont'd)						
3) Generators, Generator Control Units (GCU) (600-2B19)	B	2	1	(M) One may be inoperative provided: <ul style="list-style-type: none"> a) Respective GEN 1/2 switch is selected to OFF/RESET, b) APU generator is operated continuously throughout flight, c) AFM performance corrections for APU ON are applied, d) APU Battery and APU Battery Charger System is operative, e) Cross-side Hydraulic Motor Pump (ACMP) is selected ON, f) Same side Hydraulic AC Motor Pump (ACMP) is operative, and g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). 		
						(cont'd)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24 ELECTRICAL						
11-01 Integrated Drive Generator (IDG) Systems (cont'd) 4) Generators, Generator Control Units (GCU) (600-2C10, 600-2D15, 600-2D24, 600-2E25)	B	2	1	One may be inoperative provided: a) Respective GEN 1/2 switch is selected to OFF/RESET, b) APU generator is operated continuously throughout flight, c) AFM performance corrections for APU ON are applied, and d) Operations are conducted at or below FL 320.		
11-02 IDG 1/2 "FAULT/DISC" Switch Lights (light function only)	C	2	0			
22-01 APU Generator System	C	1	0	May be inoperative provided: a) IDG 1 and IDG 2 are operative, and b) APU GEN switch is selected to OFF/RESET.		
				NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD-System is inoperative.		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL					
23-01	Air Driven Generator (ADG) Auto-deploy System	C	1	0	(M) May be inoperative provided system is deactivated.
	1) ADG Deployment Squib (600-2B19 without ModSum TC 601R14177 (wet ADG))	C	1	0	(M) May be inoperative provided Deployment Squib is deactivated.
24-01	AUTO XFER "FAIL/OFF" Switch Lights (light function only)	C	2	0	
31-01	Transformer Rectifier Units (TRUs)				
	1) 600-2B19	B	5	4	(M)(O) One may be inoperative provided ESS TRU 1 and TRU 1 are operative.
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	B	4	3	(M)
31-02	TRU Cooling Fans				
	1) 600-2B19	C	5	3	(M) One or two cooling fans may be inoperative provided: a) One ESS TRU Cooling Fan is operative, and b) Forward equipment doors are OPENED for stationary ground operations at temperatures greater than 30°C.
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	4	0	(M)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	A	1	2	2. NUMBER INSTALLED
				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
24 ELECTRICAL				
32-01 Main Battery and Main Battery Charger System 1) 600-2B19 (AHRS equipped aircraft or aircraft with ModSum TC601R15209);	A	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Main Battery and Main Battery Charger System is deactivated, b) APU air intake door is secured fully OPEN, c) AFM performance corrections for APU ON are applied, d) APU is operated continuously during flight or aircraft speed is limited to 300 KIAS if APU is OFF, e) APU Battery and APU Battery Charger System is operative, f) APR is selected OFF, g) Operations are conducted in accordance with AFM APR OFF performance data, and h) Repairs are made within one flight day. <p>NOTE 1: DG mode heading slew function will be inoperative.</p> <p>NOTE 2: Service Lights will be inoperative.</p> <p>NOTE 3: Maintenance Lights will be inoperative.</p> <p style="text-align: right;">(cont'd)</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
24 ELECTRICAL				
32-01 Main Battery and Main Battery Charger System (cont'd) 1) 600-2B19 (AHRS equipped aircraft or aircraft with ModSum TC601R15209); (cont'd) 2) 600-2C10, 600-2D15, 600-2D24 600-2E25	A	1	0	(M)(O) May be inoperative provided: a) Main Battery and Main Battery Charger System is deactivated, b) APU air intake door is secured fully CLOSED, c) APU is not used, d) APU Battery and APU Battery Charger System is operative, e) APR is selected OFF, f) Operations are conducted in accordance with AFM APR OFF performance data, and g) Repairs are made within one flight day. NOTE 1: DG mode heading slew function will be inoperative. NOTE 2: Service Lights will be inoperative. NOTE 3: Maintenance Lights will be inoperative.
32-02 Main Battery Charger				Combined with item 24-32-01

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
24 ELECTRICAL					
32-03 APU Battery and APU Battery Charger System (600-2B19)	A	1	0	(M) May be inoperative provided: a) APU Battery and APU Battery Charger System is deactivated, b) Main Battery and Main Battery Charger System is operative, c) AFM performance corrections for APU ON are applied when APU is used, and d) Repairs are made within one flight day	
32-04 APU Battery Charger (600-2B19)				NOTE: External DC power will be required to start the APU and for pressure refueling.	
33-01 DC TIE 1/2 "CLOSED" Switch Lights (light function only) (600-2B19)	C	2	0	Combined with item 24-32-03	
33-02 DC ESS TIE "CLOSED" Switch Light (light function only) (600-2B19)	C	1	0		
41-01 External AC Power "AVAIL/IN USE" Switch Light (Overhead Panel) (light function only)	C	1	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
			2. NUMBER INSTALLED		
24 ELECTRICAL					
41-02	External AC Power "AVAIL /IN USE" Switch Light (Service Panel) (light function only)	C	1	0	
41-03	External AC Power System	C	1	0	
42-01	External DC Power "AVAIL/IN USE" Switch Light (light function only) (600-2B19)	C	1	0	
42-02	External DC Power System (600-2B19)	C	1	0	
50-01	AC Service Bus (600-2B19) Except for aircraft with Photoluminescent Floor Proximity Emergency Escape Path Marking System installed.	C	1	0	(M) May be inoperative provided: a) Lavatory door is locked CLOSED and placarded "INOPERATIVE - DO NOT ENTER", b) Lavatory is not used for any purpose, c) DC ESS TIE Switch Light is selected CLOSED, d) Sufficient lighting is operative for cabin crew to perform required duties, and e) Lighting configuration at dispatch is acceptable to the flight crew. NOTE: Cabin Interior Lights will be inoperative.
50-02	Synoptic Page AC Service Bus Indication (600-2B19)	C	1	0	May be inoperative provided: a) "DC TIE 1/2" and "DC ESS TIE" are not displayed on EICAS, and b) DC SERVICE BUS on EICAS is powered normally.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
		2. NUMBER INSTALLED			
			3. NUMBER REQUIRED FOR DISPATCH		
24 ELECTRICAL					
50-03 Load Shedding System *** (600-2C10, 600-2D15, 600-2D24, 600-2E25)	D	1	0		
51-01 AC ESS XFER "ALTN" Switch Light (light function only)	C	1	0		
51-02 AC Essential Power Transfer Relay (K3XD) (600-2B19)	B	1	0	May be inoperative provided: a) IDG1 and IDG2 are operative, b) ESS TRU 2 is operative, and c) EICAS "AC ESS BUS" caution message is not displayed.	
				NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.	
61-02 DC Utility Bus (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	May be inoperative provided cabin right side reading lights are considered inoperative.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
25 FURNISHINGS				
00-01 "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 visible from each occupied passenger seat.
11-01 Pilot seats				
1) Lumbar Supports	C	2	0	May be inoperative in lowest position provided seat is acceptable to affected crew member.
2) Arm rests	C	4	0	(M) May be inoperative or missing provided: a) Egress is not impaired, and b) Seat is acceptable to affected crew member.
3) Height Adjustments	B	2	0	(M) May be inoperative provided: a) Seat is secured in vertical position acceptable to affected crew member, b) Fore/Aft Adjustments are verified operative, c) Egress is not impaired, and d) If HGS is installed and required for flight, the vertical position of the seat must be acceptable to affected crew member.
4) Fore/Aft Adjustments	B	2	0	(M) May be inoperative provided: a) Seat is secured in fore/aft position acceptable to affected crew member, b) Height Adjustments are verified operative, c) Egress is not impaired, and d) If HGS is installed and required for flight, the fore/aft adjustment seat must be acceptable to affected crew member.
5) Recline Adjustments	B	2	0	(M) May be inoperative provided: a) Backrest is secured in a position acceptable to affected crew member, and b) If HGS is installed and required for flight, the recline adjustments of the seat must be acceptable to affected crew member.
6) Thigh Supports	C	2	0	May be inoperative provided seat is acceptable to affected crew member.

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	2. NUMBER INSTALLED				
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25 FURNISHINGS					
12-01 Observer's Seat (including associated equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to the FAA inspector for performance of official duties, and b) Repairs are made within two flight days.	
	A	1	0	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, 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 a 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 the observer seat.	
2) 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).	
18-01 Cockpit Sunvisors	C	2	0	May be inoperative provided affected sunvisor does not obstruct either pilot's field of view for take-off and landing.	
	C	2	0	May be inoperative provided affected sunvisor is properly secured or removed from aircraft.	

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	4. REMARKS AND EXCEPTIONS			
25 FURNISHINGS				
18-02 Cockpit Chart Holders (Control Column and Window)	C	4	0	May be inoperative provided affected holder does not impede associated crew member to perform his duties.
	C	4	0	(M) May be inoperative provided affected holder is removed.
	B	2	1	One holder may be inoperative or missing provided the EFB on the same side is operative.
21-01 Passenger Seats	D	-	-	(O) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seat(s).
	D	-	-	1) Recline Mechanism May be inoperative and seat occupied provided seatback is immovable in full upright position.
	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the up-right position.
2) Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", c) Restraining Bar does not restrict any passenger from access to main aircraft aisle or emergency exit, and d) Procedures are established to alert cabin crew of inoperative restraining bar.
				(cont'd)

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25 FURNISHINGS						
21-01 Passenger Seats (cont'd) 3) Armrest a) Armrest with Recline Mechanism b) Armrest without Recline Mechanism c) Downlock Mechanism	D	-	-			(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position. May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle. May be inoperative and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.

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25 FURNISHINGS						
22-01 Flight Attendant Seat Assembly 1) Single Seat Configuration (600-2B19)	A	1	0	(M)(O) May be inoperative provided: a) Affected seat is not occupied, b) Flight Attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat, c) Alternate procedures are established and used as published in crew members manuals, d) Folding type seat is stowed or is secured in the retracted position, e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within two flight days. NOTE 1 : An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2 : A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3 : The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable regulations are met.		
	D	1	0	(M) May be inoperative provided: a) Flight Attendant is not required by FAR, b) Affected seat is not occupied, and c) Folding type seat stows automatically or is secured in the retracted position. NOTE 1 : An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2 : A seat position with an inoperative or missing restraint system is considered inoperative.		

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25 FURNISHINGS						
22-01 Flight Attendant Seat Assembly (cont'd) 2) Required Flight Attendant Seats	B	-	-			<p>(M)(O) One seat position may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected seat position is not occupied, b) Flight Attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat, so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crew members manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY". <p>NOTE 1 : An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2 : A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3 : Individual operators when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable regulations are met.</p>
3) Excess Flight Attendant Seats	C	-	-			<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. <p>NOTE 1: Inoperative automatic stow feature of a folding seat renders the seat inoperative.</p> <p>NOTE 2: A seat with a missing or inoperative safety belt (including shoulder harness) or headrest renders the seat inoperative.</p>

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25 FURNISHINGS						
23-01 Storage Bins/Cabin, Galley and Lavatory Storage Compartments/ Closets	C	-	-			(M) May be inoperative provided: <ul style="list-style-type: none"> a) Procedures are established to secure the affected bin, compartment or closet in the closed position, b) Affected bin, compartment or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.
	C	-	-			(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed, d) Affected bin, compartment or closet is prominently placarded DO NOT USE, e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartment or closets, and f) Passengers are briefed that affected bin compartment or closet is not used. NOTE 1 : For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2 : Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.
1) Storage Compartment Key Locks ***	D	-	0			(M) May be inoperative in the unlocked position provided doors can be secured by other means.

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25 FURNISHINGS				
32-01 Galley/Cabin Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) 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/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.
40-01 Lavatory Door Ashtray	A	-	0	May be missing provided it is replaced within three calendar days.
40-02 Lavatory Waste Compartment Access Door / Flap Assembly	C	-	0	May be inoperative or missing provided associated Lavatory Fire Extinguishing System is considered inoperative.
42-01 Lavatory Door Springs	D	-	0	(O) May be inoperative or missing provided: a) Door is verified operative (open and close) without interference, b) Associated lavatory door is locked before each takeoff and landing, and c) Alternate procedures to close door(s) when required are established and used.

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			4. REMARKS AND EXCEPTIONS	
25 FURNISHINGS				
51-01 Baggage Retrieval Modules *** (600-2C10, 600-2D15, 600-2D24, 600-2E25)	D	2	0	(M) One or both may be inoperative provided affected module(s) is/are secured at the bulkhead position.
51-02 Cargo Compartment Door Restraint Nets (Including associated equipment)	C	-	0	May be damaged or missing provided affected cargo compartment is empty.
	C	-	0	(M) May be damaged or missing provided cargo in affected cargo compartment is secured.
				NOTE: Associated equipment includes snap latches, restraint net brackets and floor pan fitting rings/posts.
51-03 Aft Cargo Compartment Dividing Nets (Including associated equipment) ***				
1) 600-2B19	D	-	0	May be damaged or missing provided affected cargo compartment is empty.
	D	-	0	(M)
				NOTE: Associated equipment includes quick release attachments, anchor plates, net posts, narrow-hooks and floor pan fitting ring/posts.
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	D	-	0	NOTE: Associated equipment includes quick release attachments, anchor plates and cam buckles.

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25 FURNISHINGS						
52-01 Cargo Compartment Liners and Floor Panels	C	-	0	(M) May be damaged (punctured, torn or deformed) provided: a) Affected area is visually inspected for damage, and b) Procedures are established and used to ensure the associated cargo 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: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.		
61-01 Megaphones ***	D	-	-	Any in excess of those required by regulations may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.		

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25 FURNISHINGS						
61-02 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 within one flight.		
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.		
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 one flight.		
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.		
3) First Aid Kit (FAK) and/or Associated Equipment	A	-	0	(O) If more than one is required by regulation, 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 one flight.		
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.		

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25 FURNISHINGS						
61-04 Flashlights / Flashlight Holders						
1) Flashlights	C	-	0	(O) May be inoperative or missing provided a flashlight of equivalent characteristics is readily available.		
2) Flashlight Holders	C	-	0	(M)(O) May be inoperative or missing provided alternate stowage means are provided.		
62-01 Emergency Locator Transmitter (ELT) ***						
	A	-	0	(M) May be inoperative provided:		
				a) System is deactivated, and		
				b) Repairs are made within 90 days.		
	A	-	0	May be missing provided repairs are made within 90 days.		
	D	-	-	(M) Any in excess of those required by FAR may be inoperative provided system is deactivated.		
	D	-	-	Any in excess of those required by FAR may be missing.		
64-01 Flotation Equipment (Crew and Passenger) ***						
	C	-	-	As required by regulations.		

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4. REMARKS AND EXCEPTIONS

25 FURNISHINGS

70-01 Non-Essential
Equipment and
Furnishings (NEF)

- -

May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operators (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 ASHTRAYS
ARE NOT CONSIDERED NEF ITEMS.

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26 FIRE PROTECTION					
00-01	FIDEEX System (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	1	System redundancy may be degraded as indicated by "FIRE SYS FAULT" status message.
00-02	FIDEEX-Control Unit ARINC Communication (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	May be inoperative provided FIRE DETECTION/FIREX MONITOR pilot initiated test is performed prior to each flight.
11-01	Engine Fire Detection Loops (600-2B19)	C	4	2	One loop (A or B) may be inoperative, on each engine provided fire detection switch is selected to the operative loop.
11-02	Jet Pipe Fire Detection Loops (600-2B19)	C	4	2	One loop (A or B) may be inoperative, on each engine provided fire detection switch is selected to the operative loop.
12-01	APU Fire Detection Loops				
	1) 600-2B19	C	2	1	(M) One loop (A or B) may be inoperative provided APU fire detection switch is selected to the operative loop.
		C	2	0	Both loops A and B may be inoperative provided APU is considered inoperative.
	2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	2	0	Both loops A and B may be inoperative provided APU is considered inoperative.
		C	2	0	(M) Both loops A and B may be inoperative provided: a) APU is used on ground (for engine start only), b) APU access doors are opened, c) APU is visually monitored, d) APU is pneumatically loaded only, and e) Total APU operating time shall not exceed 5 minutes.

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	2. NUMBER INSTALLED				
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26 FIRE PROTECTION					
12-02 APU Fire Warning Horn (600-2B19)	C	1	0	May be inoperative provided a qualified operator remains in the cockpit to monitor the APU Fire Warning System while the APU is running.	
14-01 Main Landing Gear Bay Overheat Detection System	B	1	0	(O) May be inoperative provided: a) MLG BAY OVHT warning message is not displayed, b) EICAS Brake Temperature Monitoring Readouts are operative, c) Landing gear is left extended for a minimum of ten minutes after take-off, d) Take-off performance is in accordance with AFM Supplement (Flight with Landing Gear Down), and e) Take-off is not conducted in icing conditions.	
	B	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) EICAS Brake Temperature Monitoring Readouts are operative, c) Landing gear is left extended for a minimum of ten minutes after take-off, d) Take-off performance is in accordance with AFM Supplement (Flight with Landing Gear Down), and e) Take-off is not conducted in icing conditions.	

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26 FIRE PROTECTION						
14-01 Main Landing Gear Bay Overheat Detection System (cont'd)	A	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Operations are conducted in accordance with AFM Supplement (Flight with Landing Gear Down), b) Ground lock pins are installed to ensure that all three landing gears are locked down throughout flight, c) Operations are not conducted in known or forecast icing conditions, d) In-flight performance information given in the Flight Planning and Cruise Control Manual is used, e) Extended overwater operations are prohibited, f) Both headsets are worn, and g) Repairs are made within one flight day. 		
15-01 Cargo Compartment Smoke Detectors						
1) 600-2B19	C	2	0	(M) Both may be inoperative provided procedures are established and used to ensure the cargo 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.		
a) A/c with ModSum TC601R101264	C	2	1	(M)(O) One may be inoperative provided remaining detector is verified operative prior to each flight.		
b) A/c without ModSum TC601R101264	C	2	1	(M)(O) Forward smoke detector may be inoperative provided aft smoke detector is verified operative prior to each flight.		

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26 FIRE PROTECTION		2. NUMBER INSTALLED			
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		4. REMARKS AND EXCEPTIONS			
16-01	Lavatory Smoke Detection System	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> 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 inspections by crewmembers. NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.
22-01	APU Fire Extinguishing System 1) 600-2B19 2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0	May be inoperative provided APU is considered inoperative.
		C	1	0	May be inoperative provided APU is considered inoperative.
		C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) APU is used on ground (for engine start only), b) APU access doors are opened, c) APU is visually monitored, d) APU Fire Detection System is operative, e) APU is pneumatically loaded only, and f) Total APU operating time shall not exceed 5 minutes.
23-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

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	REMARKS AND EXCEPTIONS			
26 FIRE PROTECTION				
25-01 Cargo Compartment Fire Extinguishing System 1) 600-2B19	C	1	0	<p>May be inoperative provided procedures are established and used to ensure the cargo 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.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0	<p>May be inoperative provided procedures are established and used to ensure the cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>

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	NUMBER REQUIRED FOR DISPATCH			
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	NUMBER REQUIRED FOR DISPATCH			
26 FIRE PROTECTION				
25-02 Cargo Compartment Fire Extinguisher Squibs				
1) 600-2B19	A	4	3	One may be inoperative provided: a) Cargo fire test is performed prior to each flight, and b) Repairs are made within three flight days.
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	4	0	All may be inoperative provided procedures are established and used to ensure the cargo 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: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
a) Fwd Squibs	C	2	0	All may be inoperative provided procedures are established and used to ensure the fwd cargo 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: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
b) Aft Squibs	C	2	0	All may be inoperative provided procedures are established and used to ensure the aft cargo 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: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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26 FIRE PROTECTION						
26-01 Lavatory Fire Extinguishing System	C	-	-			<p>For each lavatory, the lavatory fire extinguishing system may be inoperative provided Lavatory Smoke Detection System operates normally.</p>
	C	-	-			<p>(M)(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided:</p> <ul style="list-style-type: none"> 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. <p>NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.</p> <p>NOTE 2: A lavatory fire extinguishing system is not required for all-cargo operations.</p>

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27 FLIGHT CONTROLS				
12-01 Aileron Trim System 1) 600-2B19	B	1	0	May be inoperative provided: a) Autopilot is operative, b) Both Power Crossflow SOVs are operative, and c) Aileron trim system is centered.
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	B	1	0	May be inoperative provided: a) Autopilot is operative, b) XFlow Pump is operative, and c) Aileron trim system is centered.
15-02 Aileron Flutter Dampers	A	2	0	(O) One per surface may indicate low reservoir fluid provided: a) Each individual PCU is verified operative prior to further flight, and b) Repairs are made within one flight day.
21-01 Rudder System (600-2E25)	A	1	1	System redundancy may be degraded as indicated by RUDDER FAULT status message provided: a) Only one of the following indications or messages is also present: i) Rad Alt red flag with SPLR/STAB FAULT status message, or ii) IAPS DEGRADED status message, or iii) FLAP HALFSPEED status message, or iv) SLAT HALFSPEED status message, or v) L FADEC FAULT 1(2) status message, or vi) R FADEC FAULT 1(2) status message, or vii) A/SKID INBD caution message, or viii) A/SKID OUTBD caution message. b) Repairs are made within three flight days
24-01 EICAS Rudder Control Surface Position Indication (600-2B19)	C	1	0	(M) May be inoperative provided visual inspection of affected control surface for correct operation is made before each departure.

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27 FLIGHT CONTROLS				
24-02 Rudder Pedal Adjustment Systems	B	2	1	(O) One may be inoperative provided: a) Pedals are in position acceptable to affected crewmember, b) EICAS Rudder Control Surface Position Indication is operative, and c) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations.
	B	2	1	(M)(O) One may be inoperative provided: a) Pedals are adjusted to position acceptable to affected crewmember, b) EICAS Rudder Control Surface Position Indication is operative, and c) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations.
34-01 EICAS Elevator Control Surface Position Indication (600-2B19)	C	1	0	(M) May be inoperative provided visual inspection of affected control surface for correct operation is made before each departure.
35-01 Stall Warning Switch Lights (light function only)	C	2	1	(O) May be inoperative provided shaker and pusher are checked operative prior to each flight.

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27 FLIGHT CONTROLS				
51-01 Flap Electronic Control Unit (FECU) Channels (600-2B19)				
1) A/c without ModSum TC601R15447 or TC601R15318	C	2	1	May be inoperative provided Flap Power Drive Unit Motor on the opposite side is operative. NOTE: Flap will operate at half-speed.
a) Flap Power Drive Unit (PDU) Motors	B	2	1	NOTE: Flap will operate at half-speed.
2) A/c with ModSum TC601R15447 or TC601R15318	C	2	1	May be inoperative provided: a) Flap Power Drive Unit Motor on the opposite side is operative, and b) Skew Detection System is considered inoperative. NOTE: Flap will operate at half-speed.
	C	2	1	(M) May be inoperative provided: a) Flap Power Drive Unit Motor on the opposite side is operative, and b) Skew Detection System is verified operative before each flight. NOTE: Flap will operate at half-speed.
a) Flap Power Drive Unit (PDU) Motors	B	2	1	May be inoperative provided Skew Detection System is considered inoperative. NOTE: Flap will operate at half-speed.
	B	2	1	(M) May be inoperative provided Skew Detection system is verified operative before each flight. NOTE: Flap will operate at half-speed.

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27 FLIGHT CONTROLS						
51-02 Slat / Flap System 1) (600-2C10, 600-2D15, 600-2D24 without ModSum 670T31732) a) Flap Subsystem	C	1	1	(M) System redundancy may be degraded as indicated by "FLAPS HALFSPEED" status message provided: a) Both Flap PDU brakes are verified operative, b) "SLATS HALFSPEED" status message is not displayed, and c) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). NOTE: Flaps will operate at half-speed.		
b) Slat Subsystem	C	1	1	(M) System redundancy may be degraded as indicated by "SLATS HALFSPEED" status message provided: a) Both Slat PDU brakes are verified operative, b) "FLAPS HALFSPEED" status message is not displayed, and c) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). NOTE: Slats will operate at half-speed.		

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27 FLIGHT CONTROLS				
51-02 Slat / Flap System (cont'd) 2) (600-2C10, 600-2D15, 600-2D24 with ModSum 670T31732), (600-2E25) a) Flap Subsystem	C	1	1	System redundancy may be degraded as indicated by "FLAPS HALFSPEED" status message provided: a) "SLATS HALFSPEED" and/or "FLAP FAULT" status messages are not displayed, and b) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). NOTE: Flaps will operate at half-speed.
b) Slat Subsystem	C	1	1	System redundancy may be degraded as indicated by "SLATS HALFSPEED" status message provided: a) "FLAPS HALFSPEED" and/or "FLAP FAULT" status messages are not displayed, and b) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). NOTE: Slats will operate at half-speed.

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27 FLIGHT CONTROLS				
51-03 Skew Detection System (600-2B19 with ModSum TC601R15447 or TC601R15318)	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flaps are visually checked before each flight.
	B	1	0	(M)(O) May be inoperative provided: a) System reset is performed before each flight, b) Flaps are visually checked before each flight, and c) EICAS "FLAPS FAIL" caution message is not displayed. NOTE 1: On the aircraft without ModSum TC601R15059 or TC601R15010 (Non EICAS 2000) flap will operate at half speed. NOTE 2: On the aircraft with ModSum TC601R15059 or TC601R15010 (EICAS 2000) flap may operate at half-speed if the Skew Detection System DC power supply fails.
51-04 Slat Disconnect Detection System (600-2C10, 600-2D15, 600-2D24 600-2E25)	A	1	0	(M)(O) May be inoperative as indicated by "SLAT FAULT" status message provided: a) Slats are inspected once each flight day to ensure no mechanical disconnect is present, b) Slats are inspected before next flight to ensure no mechanical disconnect is present if 0g or less is encountered as result of pilot maneuvering in last flight, and c) Repairs are made within three flight days.

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27 FLIGHT CONTROLS				
51-05 Flap System 1) (600-2C10, 600-2D15, 600-2D24 without ModSum 670T31732)	C	1	1	(M) System redundancy may be degraded as indicated by "FLAP FAULT" status message provided non-dispatchable Flap System failures are verified not present before each flight.
2) (600-2C10, 600-2D15, 600-2D24 with ModSum 670T31732), (600-2E25)	C	1	1	System redundancy may be degraded as indicated by "FLAP FAULT" status message.
53-01 Flap Actuator Heater System (600-2B19 with STC# 03032NY)	D	1	0	(M) May be inoperative provided: a) Flap Actuator Heater System is deactivated, and b) Flap Actuator Heater System is visually inspected for damage.
54-01 Flap Position Potentiometers (600-2B19)				
1) A/c without ModSum TC601R15447 or TC601R15318	C	2	1	(M) May be inoperative provided affected potentiometer is deactivated.
2) A/c with ModSum TC601R15447 or TC601R15318				
a) L/H	C	1	0	(M) May be inoperative provided: a) Affected potentiometer is deactivated, b) R/H Flap Position Potentiometer is operative, and c) Skew Detection System is considered inoperative.
b) R/H	C	1	0	(M) May be inoperative provided: a) Affected potentiometer is deactivated, and b) L/H Flap Position Potentiometer is operative.

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27 FLIGHT CONTROLS					
60-01	EICAS Ground Spoilers Control Surface Position Indications	C	4	0	(M) Any may be inoperative provided: a) GLD auto and manual modes are visually verified operative prior to each flight, and b) GLD spoilers are verified stowed before each flight.
62-01	Spoiler Electronic Control Unit (SECU) Channels (600-2B19)				
	1) Flight Spoiler Channels	B	2	1	(M)(O) One may be inoperative provided: a) INBD and OUTBD Ground Spoilers are verified operative prior to each flight, b) Flight spoilers are verified operative prior to each flight, c) EICAS "R/L FLIGHT SPOILER", "FLIGHT SPOILERS" and "FLIGHT SPOILER DEPLOY" caution messages are not displayed, and d) T/O Configuration Warning System is verified operative before first flight each day.
	2) Ground Spoiler Channels	B	4	2	(O) One per SECU may be inoperative provided: a) INBD and OUTBD Ground Spoilers are verified operative prior to each flight, and b) T/O Configuration Warning System is verified operative before first flight each day.
	3) Spoileron Channels	A	2	1	(M)(O) One may be inoperative provided: a) Spoilerons are verified operative prior to each flight, b) Remaining SECU Spoileron Channel is controlled by SECU p/n 49-164-05, 49-164-07 or 49-164-21, c) EICAS "SPOILERONS ROLL", "SPOILERONS" and "R/L SPOILERON" caution messages are not displayed, d) T/O Configuration Warning System is verified operative before first flight each day, and e) Repairs are made within three flight days.

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27 FLIGHT CONTROLS					
62-02 Flight Spoiler PCUs (600-2B19)	B	4	2	(M)(O) One Flight Spoiler PCU per surface may be inoperative provided: a) INBD and OUTBD Ground Spoilers are confirmed operative prior to each flight, b) Flight spoilers are confirmed operative prior to each flight, c) Both SECU Channels are operative, d) EICAS "R/L FLIGHT SPOILER", "FLIGHT SPOILERS" and "FLIGHT SPOILER DEPLOY" caution messages are not displayed, and e) T/O Configuration Warning System is verified operative before first flight each day.	
62-03 Spoileron PCUs (600-2B19)	A	4	2	(M)(O) One per surface may be inoperative provided: a) Spoilerons are verified operative prior to each flight, b) One spoileron PCU per surface is operative and controlled by SECU p/n 49-164-05, 49-164-07 or 49-164-21, c) EICAS "SPOILERONS ROLL", "SPOILERONS" and "R/L SPOILERON" caution messages are not displayed, d) T/O Configuration Warning System is verified operative before first flight each day, and e) Repairs are made within three flight days.	

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27 FLIGHT CONTROLS				
65-01 Ground Spoilers (Inboard or Outboard Pair) 1) 600-2B19	C	2	1	(M)(O) One pair of Ground Spoilers Inboard (IB) or Outboard (OB) may be inoperative in the RETRACTED position provided: a) All remaining spoiler surfaces are operative in GLD auto and manual modes, b) Affected Inboard or Outboard Ground Spoiler pair is secured stowed, c) Both surfaces of the inoperative pair are verified fully retracted prior to each flight, and d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	B	2	1	(M)(O) One pair of Ground Spoilers Inboard (IB) or Outboard (OB) may be inoperative in the RETRACTED position provided: a) All MFS and the remaining ground spoiler pair is operative in GLD AUTO and manual ARM modes, b) Affected Inboard or Outboard Ground Spoiler pair is secured stowed, c) Both surfaces of the inoperative pair are verified fully retracted prior to each flight, d) Both Thrust Reversers are operative, e) No other GS, MFS status message are displayed, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).

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	4. REMARKS AND EXCEPTIONS			
27 FLIGHT CONTROLS				
65-02 Spoiler and Stabilizer Control System (SSCS)				
1) SSCU 1 Channels (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1	May be inoperative as indicated by "SSCU 1 FAULT" status message provided both SSCU 2 Channels are operative.
2) SSCU 2 Channels (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1	May be inoperative as indicated by "SSCU 2 FAULT" status message provided both SSCU 1 Channels are operative.
3) Spoiler / Stabilizer Subsystem				
a) A/c without ModSum 670T31194 (600-2C10, 600-2D15, 600-2D24)	C	1	1	(M) System redundancy may be degraded as indicated by "SPLR/STAB FAULT" status message provided: a) Both SSCU 1 Channels and both SSCU 2 Channels are operative, and b) Not-dispatchable spoiler / stabilizer subsystem failures are verified not present once each flight day.
b) A/c with ModSum 670T31194 (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	1	System redundancy may be degraded as indicated by "SPLR/STAB FAULT" status message provided both SSCU 1 Channels and both SSCU 2 Channels are operative.

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28 FUEL				
13-01 APU Fuel Feed SOV				
1) 600-2B19	C	1	0	(M) May be inoperative CLOSED provided APU is considered inoperative.
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0	(M) May be inoperative CLOSED provided APU is considered inoperative.
	C	1	0	(M)(O) May be inoperative OPEN provided: a) APU is used for engine starting on ground only, b) APU is shutdown after one engine start, c) APU is not used in flight, d) APU Fire Detection System is operative, and e) APU Fire Extinguishing System is operative.
13-02 XFLOW AUTO OVERRIDE "MAN" Switch Light (light function only)	C	1	0	
13-03 XFLOW L/R "ON/FAIL" Switch Lights (light function only)	C	2	0	

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28 FUEL					
13-04 GRAVITY XFLOW "OPEN/FAIL" Switch Light (light function only)	C	1	0		
13-06 Power Crossflow SOVs (600-2B19)	C	2	0	(O) May be inoperative CLOSED provided: a) All Fuel Quantity Readouts are operative, and b) Gravity crossflow SOV is verified operative before each flight.	
13-07 Transfer Ejectors (Center Tank)					
1) 600-2B19	B	2	1	(M) One may be inoperative provided: a) Center tank is empty, and b) EICAS Center Tank Fuel Quantity Readout is operative.	
	B	2	1	(M) One may be inoperative provided: a) Center tank contains less than 500 pounds of fuel prior to each flight, b) Remaining fuel in center tank is considered unusable, c) Aircraft range is limited accordingly, d) EICAS Center Tank Fuel Quantity Readout is operative, e) Both Power Crossflow SOVs are operative, and f) XFLOW/APU Fuel Pump is operative.	

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28 FUEL

13-07 Transfer Ejectors
(Center Tank)
(cont'd)

2) 600-2C10,
600-2D15,
600-2D24,
600-2E25

B

2

1

(M) One may be inoperative provided:
a) Center tank is empty, and
b) EICAS Center Tank Fuel Quantity Readout is
operative.

B

2

1

(M) One may be inoperative provided:
a) Center tank contains less than 500 pounds of fuel
prior to each flight,
b) Remaining fuel in center tank is considered
unusable,
c) Aircraft range is limited accordingly,
d) EICAS Center Tank Fuel Quantity Readout is
operative, and
e) Flight crew monitors center tank fuel quantity for
proper transfer.

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28 FUEL				
13-08 Fuel Transfer SOVs (Center Tank)				
1) 600-2B19	B	2	1	(M) One may be inoperative CLOSED provided:
				a) Center tank is empty, and
				b) EICAS Center Tank Fuel Quantity Readout is operative.
	B	2	1	(M) One may be inoperative CLOSED provided:
				a) Center tank contains less than 500 pounds of fuel prior to each flight,
				b) Remaining fuel in center tank is considered unusable,
				c) Aircraft range is limited accordingly,
				d) EICAS Center Tank Fuel Quantity Readout is operative,
				e) Both Power Crossflow SOVs are operative, and
				f) XFLOW/APU Fuel Pump is operative.
a) Without ModSum TC601R12716	C	2	0	(M) Both may be inoperative OPEN provided center tank is empty.
b) With ModSum TC601R12716	C	2	0	(M) Both may be inoperative OPEN.

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28 FUEL						
13-08 Fuel Transfer SOVs (Center Tank) (cont'd)						
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	B	2	1	(M) One may be inoperative CLOSED provided: a) Center Tank is empty, b) Opposite Transfer Ejector (Center Tank) is operative, and c) EICAS Center Tank Fuel Quantity Readout is operative.		
	B	2	1	(M) One may be inoperative CLOSED provided: a) Center tank contains less than 500 pounds of fuel prior to each flight, b) Opposite Transfer Ejector (Center Tank) is operative, c) Remaining fuel in center tank is considered unusable, d) Aircraft range is limited accordingly, e) EICAS Center Tank Fuel Quantity Readout is operative, and f) Flight crew monitors center tank fuel quantity for proper transfer.		
	C	2	0	(M) Both may be inoperative OPEN provided center tank is empty.		

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28 FUEL					
13-10 XFlow Pump (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M)(O) May be inoperative provided: a) All EICAS Fuel Tank Quantity Readouts are operative, and b) Gravity crossflow SOV is verified operative.	
23-01 Fuel Boost Pumps 1) 600-2B19	B	2	1	(M) One may be inoperative provided: a) Inoperative boost pump is selected OFF, b) Inoperative boost pump is deactivated, c) XFLOW/APU Fuel Pump is operative, and d) Power Crossflow SOVs are operative.	
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	B	2	1	(M) One may be inoperative provided: a) Inoperative boost pump is deactivated, and b) XFlow Pump is operative.	
23-02 Fuel Boost Pumps "ON/INOP" Switch Lights (light function only)	C	2	0		

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28 FUEL				
24-01 XFLOW/APU Fuel Pump (600-2B19)	C	1	0	(M) May be inoperative provided: a) APU is considered inoperative, b) Power Crossflow SOVs are considered inoperative, c) All Fuel Quantity Readouts are operative, and d) Operations are conducted in accordance with AFM if fuel crossflow is required.
	C	1	0	(M)(O) May be inoperative provided: a) Satisfactory APU operations with both engines OFF is established before each departure by starting the APU using Fuel Boost Pumps, selecting APU Bleed ON, selecting both Air Conditioning Packs ON, and verifying the APU operates normally, b) Power Crossflow SOVs are considered inoperative, c) All Fuel Quantity Readouts are operative, d) Operations are conducted in accordance with AFM if fuel crossflow is required, and e) APU Battery and APU Battery Charger System is operative. NOTE: Auto and manual power crossflow are inoperative for either option.

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28 FUEL					
24-02 APU Negative Gravity Feed Check Valve (600-2B19)	C	1	0	(O) May be inoperative provided flight operations are not dependent on use of the APU.	
24-03 APU Fuel Pump (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M) May be inoperative provided APU is considered inoperative.	
24-04 APU PWR FUEL "PUMP FAIL/SOV FAIL" Switch Light (light function only)	C	1	0		
25-01 External Single Point Pressure Refueling System (Refuel/Defuel Control Panel)	C	1	0	May be inoperative provided Internal Single Point Pressure Refueling System is operative.	
1) (600-2B19)	C	1	0	(O) May be inoperative provided gravity refueling procedures are used. NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.	
a) Automatic Mode	C	1	0	(O) May be inoperative provided manual or gravity refueling procedure is used.	
b) Manual Mode	C	1	0	(O) May be inoperative provided automatic or gravity refueling procedure is used.	

(cont'd)

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<p>28 FUEL</p> <p>25-01 External Single Point Pressure Refueling System (Refuel/Defuel Control Panel) (cont'd)</p> <p>1) (600-2B19) (cont'd)</p> <p>c) Fuel Quantity Display Indication</p> <p>2) (600-2C10, 600-2D15, 600-2D24, 600-2E25)</p> <p>a) Automatic Mode</p> <p>b) Manual Mode</p> <p>c) Fuel Quantity Display Indication</p>	<p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p>	<p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p>	<p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p>	<p>(O) May be inoperative provided:</p> <p>a) Manual or gravity refueling procedure is used, and</p> <p>b) All EICAS Fuel Tank Quantity Readouts are operative.</p> <p>(O) May be inoperative provided:</p> <p>a) Manual or gravity refueling procedure is used, and</p> <p>b) All MLIs are operative.</p> <p>May be inoperative provided gravity refueling procedures are used.</p> <p>NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.</p> <p>May be inoperative provided manual or gravity refueling procedure is used.</p> <p>May be inoperative provided automatic or gravity refueling procedure is used.</p> <p>May be inoperative provided:</p> <p>a) Manual or gravity refueling procedure is used, and</p> <p>b) All EICAS Fuel Tank Quantity Readouts are operative.</p> <p>May be inoperative provided:</p> <p>a) Manual or gravity refueling procedure is used, and</p> <p>b) All MLIs are operative.</p>		

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	2.	3.	4.	
	NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH
	REMARKS AND EXCEPTIONS			
28 FUEL				
25-02 Refuel/Defuel Adapter Cap	C	1	0	(M) May be inoperative (missing) provided: a) Pressure refueling adapter door is not missing, b) Refuel/defuel adapter is visually checked for contamination prior to each refueling, and c) No leakage can be detected after refueling is complete.
25-03 Refuel SOVs 1) 600-2B19	C	3	0	(M) May be inoperative CLOSED provided gravity refueling procedures are used. NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.
2) Wing (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	0	(M) May be inoperative CLOSED provided gravity refueling procedures are used for the affected tank(s). NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.
3) Center (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	May be inoperative provided center tank remains empty when remaining fuel is consumed.

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	2.	3.	4.	REMARKS AND EXCEPTIONS
	NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH
				REMARKS AND EXCEPTIONS
28 FUEL				
25-04 High Level Sensors 1) 600-2B19	C	3	0	May be inoperative provided gravity refueling procedures are used for affected tank. NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.
2) Wing (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	0	(O) Both may be inoperative provided: a) Gravity refueling procedures are used for affected wing tank, b) All EICAS Fuel Tank Quantity Readouts are operative, c) XFlow Pump is operative, d) Both Transfer Ejectors are operative, and e) Both Transfer SOVs are operative. NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.
3) Center (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	0	(M)(O) Both may be inoperative provided: a) Manual refueling procedures are used for affected wing tank, b) All EICAS Fuel Tank Quantity Readouts are operative, c) XFlow Pump is operative, d) Both Transfer Ejectors are operative, and e) Both Transfer SOVs are operative.
25-05 Internal Single Point Pressure Refueling System (Refuel/Defuel Control Panel) ***	D	1	0	May be inoperative provided center tank remains empty.

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1. SYSTEM,
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4. REMARKS AND EXCEPTIONS

28 FUEL

40-01 EICAS Bulk Fuel
Temperature
Indication

C

1

0

(O) May be inoperative provided:
a) TAT is used as an indication of fuel temperature,
b) TAT is monitored during flight,
c) For the first flight of the day, the ambient
temperatures during last 10 hours were above
-29°C for A/C last fueled with Jet A or above
-36°C for A/C last fueled with Jet A-1, and
d) On subsequent flights, when refueling activities
are to be conducted, local temperatures are to be
above -25°C for A/C using Jet A or above -32°C
for A/C using Jet A-1 for at least 10 hours prior to
the re-fueling.

41-01 EICAS Fuel Tank
Quantity Readouts
(Left, Right and
Total)
1) 600-2B19

B

3

1

(M)(O) One main fuel tank quantity readout plus total
quantity readout may be inoperative provided:
a) Both LH and RH tanks are completely filled,
b) XFLOW auto-override is selected to MANUAL,
and
c) Aircraft is refueled using Single Point Pressure
Refueling System.

B

3

1

(M)(O) One main fuel tank quantity readout plus total
quantity readout may be inoperative provided:
a) Total fuel carried includes at least 10% more than
the fuel load required for the planned flight and
this extra fuel is considered unusable,
b) Manual or gravity refueling mode is used,
c) MLIs are used to verify main tank quantities prior
to each flight, and
d) XFLOW auto-override is selected to MANUAL.

NOTE: Refer to AFM for reduced fuel quantity
available when using gravity refueling.

CAUTION: Ensure FCOM MLI Chart, LBS or KG
column, is used as applicable.

(cont'd)

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<p>28 FUEL</p> <p>41-01 EICAS Fuel Tank Quantity Readouts (Left, Right and Total) (cont'd)</p> <p>2) 600-2C10, 600-2D15, 600-2D24, 600-2E25</p>	B	3	1	<p>(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided:</p> <ul style="list-style-type: none"> a) Both LH and RH tanks are completely filled, b) XFLOW auto-override is selected to MANUAL, c) Airplane is refueled using Single Point Pressure Refueling System. d) Associated High Level Sensor is operative, e) Opposite side Transfer Ejector is operative, and f) Opposite side Fuel Transfer SOV is operative. 		
	B	3	1	<p>(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided:</p> <ul style="list-style-type: none"> a) Total fuel carried includes at least 10% more than the fuel load required for the planned flight, b) Manual or gravity refueling mode is used, c) MLIs are used to verify main tank quantities before each flight, d) XFLOW auto-override is selected to MANUAL, e) Associated High Level Sensor is operative, f) Opposite side Transfer Ejector is operative, and g) Opposite side Fuel Transfer SOV is operative. 		
				<p>NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.</p> <p>CAUTION: Ensure FCOM MLI Chart, LBS or KG column, is used as applicable.</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2.	NUMBER	INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
28 FUEL				
41-02 EICAS Fuel Tank Quantity Readouts (Center and Total)				
1) 600-2B19	B	2	0	(M) Both may be inoperative provided: a) Center tank remains empty, b) Left and Right EICAS Fuel Tank Quantity Readouts are operative, and c) MLI is used to verify that center tank is empty once each flight day.
	B	2	0	(M) Both may be inoperative provided: a) Center tank is completely filled, b) Left and Right EICAS Fuel Tank Quantity Readouts are operative, and c) Aircraft is refueled using Single Point Pressure Refueling System.
	B	2	0	(M) Both may be inoperative provided: a) Center tank is refueled using Single Point Pressure Refueling System, b) MLI is used to verify center tank quantity prior to each flight, and c) Left and Right EICAS Fuel Tank Quantity Readouts are operative.
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	B	2	0	(M)(O) Both may be inoperative provided: a) Center fuel tank remains empty, b) Left and Right EICAS Fuel Tank Quantity Readouts are operative, and c) MLI is used to verify that center tank is empty once each flight day.
	B	2	0	(M)(O) Both may be inoperative provided: a) Center fuel tank is completely filled, b) Left and Right EICAS Fuel Tank Quantity Readouts are operative, and c) Aircraft is refueled using Single Point Pressure Refueling System.

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				2. NUMBER INSTALLED
				3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
28 FUEL				
41-02 EICAS Fuel Tank Quantity Readouts (Center and Total) (cont'd) 2) 600-2C10, 600-2D15, 600-2D24, 600-2E25 (cont'd)	B	2	0	(M)(O) Both may be inoperative provided: a) Center fuel tank is refueled using Single Point Pressure Refueling System, b) MLI is used to verify center tank quantity before each flight, and c) Left and Right EICAS Fuel Tank Quantity Readouts are operative.
41-03 Fuel Computer Channels 1) FSC (600-2B19)	B	2	1	One may be inoperative provided: a) Both Transfer Ejectors (Center Tank) are operative, b) Both Fuel Transfer SOVs (Center Tank) are operative, c) Both Fuel Flow "FF" Readouts are operative, and d) Fuel Used Readout on synoptic page is operative and reset prior to each flight.
2) FQGC (600-2C10 with SB 670BA-28-008, 600-2D15, 600-2D24, 600-2E25)	B	2	1	(O) One may be inoperative provided: a) Remaining fuel in center tank is considered unusable, b) Center tank contains less than 500 pounds of fuel at dispatch, and c) Gravity crossflow SOV is verified operative.

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			2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS AND EXCEPTIONS	
28 FUEL					
41-04 Magnetic Level Indicators	C	5	0	All may be inoperative provided associated EICAS Fuel Tank Quantity Readouts are operative.	
41-05 Fuel Pitch and Roll Inclometers	C	2	0	May be inoperative provided all EICAS Fuel Tank Quantity Readouts (Left, Right, Center and Total) are operative.	

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			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29 HYDRAULICS					
11-02 Hydraulic AC Motor Pumps (ACMP) (Systems 1 and 2) (600-2B19)					
1) ACMP 1B	C	1	0	(M) May be inoperative provided: a) All other hydraulic pumps are operative, b) Affected pump is selected OFF, c) Inboard Ground Spoiler Pair is operative, d) Nosewheel Steering is operative, and e) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
2) ACMP 2B	C	1	0	(M) One may be inoperative provided: a) All other hydraulic pumps are operative, b) Affected pump is selected OFF, c) Outboard Ground Spoiler Pair is operative, d) Nosewheel Steering is operative, e) Both Thrust Reverser Systems are operative, f) Inboard Anti-Skid (System) Channel is operative, g) Take-off or landing is not conducted from a contaminated runway, and h) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
11-03 Hydraulic Heat Exchanger Cooling Fan	C	1	0	May be inoperative provided hydraulic temperature of #1 and #2 systems on the synoptic page is monitored not to exceed 96 degrees Celsius during ground operations.	
11-04 Hydraulic Switches "AUTO" Function (Hydraulic AC Motor Pumps)	C	3	0	All may be inoperative provided affected pumps are manually selected ON before each take-off and landing.	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
29 HYDRAULICS				
11-05 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 ground gauge each flight day.
11-06 Hydraulic Accumulators (Systems 1 and 2)	B	2	0	
11-08 Hydraulic Firewall SOVs (Systems 1 and 2) 1) 600-2B19	C	2	1	(M) May be inoperative provided: a) Affected Hydraulic Firewall SOV is deactivated, b) Flexible hydraulic lines at the pylon quick-disconnects are disconnected, capped and stowed, c) Same side Engine Driven Pump (EDP) is considered inoperative, and d) Engine Driven Pump (EDP) on the opposite side is operative.
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	A	2	1	(M) May be inoperative provided: a) Affected Hydraulic Firewall SOV is deactivated, b) Same side Engine Driven Pump (EDP) is considered inoperative, c) Engine Driven Pump (EDP) on the opposite side is operative, and d) Repairs are made within one flight day.

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29 HYDRAULICS						
12-01 Hydraulic AC Motor Pump (ACMP) 3A						(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Hydraulic AC Motor Pumps (ACMP) 3B is operated continuously during flight, b) Both Integrated Drive Generators (IDG 1 and IDG 2) are operative, c) All other hydraulic pumps are operative, and d) Takeoff and landing performance is in accordance with the AFM Supplement (Flight with Landing Gear Down). NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.
1) 600-2B19	B	1	0			
2) 600-2C10	A	1	0			(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Hydraulic AC Motor Pumps (ACMP) 3B is operated continuously during flight, b) All other hydraulic pumps are operative, and c) Repairs are made within one flight day.
3) 600-2D15, 600-2D24, 600-2E25	A	1	0			(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Hydraulic AC Motor Pumps (ACMP) 3B is operated continuously during flight, b) All other hydraulic pumps are operative, c) Cat II and Cat III operations are prohibited, d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and e) Repairs are made within one flight day,

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	C	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29 HYDRAULICS				
31-01 EICAS Hydraulic Pressure Readouts (Systems 1, 2 and 3) (600-2B19, 600-2C10, 600-2D15, 600-2D24)	C	3	0	(O) All may be inoperative provided associated pressure switches are operative.
32-01 EICAS Hydraulic Reservoir Quantity Readouts (Systems 1, 2 and 3)	C	3	0	(O) All may be inoperative provided quantity in associated reservoir(s) is checked on reservoir sight glass prior to each flight.
34-01 Hydraulic Pump Low Pressure Switches (Systems 1, 2 and 3)	C	6	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, b) Hydraulic AC Motor Pump(s) B of the associated system(s) is operated continuously throughout flight, and c) Associated Hydraulic Pressure and Quantity Readouts are monitored during flight.

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1. SYSTEM,
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29 HYDRAULICS

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		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS AND EXCEPTIONS			
30 ICE PROTECTION					
12-01	Wing Anti-Ice Modulating and SOVs	C	2	0	(M) Both may be inoperative provided: a) Valves are secured CLOSED, b) Operations are not conducted in known or forecast icing conditions, and c) Both Ice Detection Systems are operative.
	1) 600-2B19	C	2	1	(M) May be inoperative CLOSED provided: a) Valve is secured CLOSED, and b) 14th Stage ISOL Valve is operative and selected OPEN.
	2) (600-2C10, 600-2D15, 600-2D24 without ModSum 670T11216)	C	2	1	(M)(O) May be inoperative CLOSED provided: a) Air Conditioning Pack on the affected side is operative and is operated continuously throughout flight, b) Wing Cross Bleed Valve is operative, c) Wing cross bleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).
	3) (600-2C10, 600-2D15, 600-2D24 with ModSum 670T11216), (600-2E25)	C	2	1	(M) May be inoperative CLOSED provided: a) Wing Cross Bleed Valve is operative, b) Wing cross bleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and c) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).

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30 ICE PROTECTION							
12-02 14th Stage ISOL Valve (600-2B19)	C	1	0	(M) May be inoperative OPEN provided: a) Valve position indication is operative, b) Both Ice Detection Systems are operative, c) Both 14th Stage SOVs are operative, and d) Both Wing Anti-Ice Modulating and SOVs are operative.			
12-03 Wing Anti-Ice System (600-2B19 with ModSum TC601R15010 or TC601R15059)	C	1	0	May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Both Ice Detection Systems are operative.			
1) Normal Control (600-2B19 with or without ModSum TC601R15010 or TC601R15059)	C	1	0	(M)(O) May be inoperative provided: a) Standby Control is verified operative prior to each flight, b) Both Ice Detection Systems are operative, and c) 14th Stage Isolation Valve is operative.			
2) Standby Control (600-2B19 with or without ModSum TC601R15010 or TC601R15059)	C	1	0	(M) May be inoperative provided Normal Control is operative.			

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>30 ICE PROTECTION</p> <p>12-04 Wing Anti-Ice Temperature Sensor Elements</p> <p>1) Inboard/ Outboard (600-2C10, 600-2D15, 600-2D24, 600-2E25)</p> <p>2) Inboard</p> <p>a) (600-2C10, 600-2D15, 600-2D24 without ModSum 670T11216)</p> <p>b) (600-2C10, 600-2D15, 600-2D24 with ModSum 670T11216), (600-2E25)</p> <p>3) Outboard (600-2C10, 600-2D15, 600-2D24, 600-2E25)</p>	<p>C</p> <p>C</p> <p>C</p> <p>C</p>	<p>8</p> <p>4</p> <p>4</p> <p>4</p>	<p>0</p> <p>2</p> <p>2</p> <p>2</p>	<p>May be inoperative provided:</p> <p>a) Wing Anti-Ice System is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) Both Ice Detection Systems are operative.</p> <p>NOTE: Caution message(s) will revert to a status "WING A/I FAULT" upon selection of wing anti-ice system to OFF.</p> <p>(O) Two elements in one sensor pair may be inoperative provided:</p> <p>a) Air Conditioning Pack on the affected side is operative and is operated continuously throughout flight, b) Wing Cross Bleed Valve is operative, c) Wing cross bleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).</p> <p>(O) Two elements in one sensor pair may be inoperative provided:</p> <p>a) Wing Cross Bleed Valve is operative, b) Wing cross bleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and c) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).</p> <p>(O) One element per sensor pair may be inoperative.</p>		

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		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS AND EXCEPTIONS			
30 ICE PROTECTION					
12-05	Wing Cross Bleed Valve (Anti-Ice) (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M) May be inoperative CLOSED provided: a) Both Wing Anti-Ice Modulating SOVs are operative, b) Wing Cross Bleed Valve is secured closed, c) Operations are not conducted in known or forecast icing conditions, and d) Both Ice Detection Systems are operative.
	1) (600-2C10, 600-2D15, 600-2D24 without ModSum 670T11216)	C	1	0	(M)(O) May be inoperative OPEN provided: a) Wing Cross Bleed Valve is secured open, b) Air Conditioning Pack on the non-selected side is operative and is operated continuously throughout flight, and c) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).
	2) (600-2C10, 600-2D15, 600-2D24 with ModSum 670T11216, (600-2E25)	C	1	0	(M) May be inoperative OPEN provided: a) Wing Cross Bleed Valve is secured open, and b) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).
12-06	Anti-Ice/Bleed Leak Detection Controller (AILC) Channels (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1	

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		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS AND EXCEPTIONS			
30 ICE PROTECTION					
12-07	BLEED AIR 14th Stage ISOL "OPEN" Switch Light (light function only) (600-2B19)	C	1	0	
12-08	Outboard Low Heat Switches (600-2B19 with ModSum TC601R17364 or TC601R17494)	C	4	0	(O) May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Both Ice Detection Systems are operative.
		C	4	2	(M) One switch per wing may be inoperative provided: a) Switch failed in closed state is deactivated, and b) Remaining switch is verified operative.
22-01	Engine Cowl Anti-Ice SOVs	C	2	1	(M) One may be inoperative provided: a) Valve is secured CLOSED, b) Both Ice Detection Systems are operative, c) Operations are not conducted in known or forecast icing conditions, and d) Operations are conducted in accordance with AFM Limitations.
22-02	Engine Cowl Anti-Ice Pressure Relief Valves (Blow-Off Valves) (600-2B19)	B	2	1	One may be inoperative OPEN provided: a) Both Ice Detection Systems are operative, b) Associated Thrust Reverser is operative, c) Associated Bleed Air 14th Stage SOV is operative, and d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).
		C	2	1	May be inoperative OPEN provided: a) Associated Engine Cowl Anti-Ice SOV is selected OFF, b) Both Ice Detection Systems are operative, and c) Operations are not conducted in known or forecast icing conditions.

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30 ICE PROTECTION						
22-03 Cowl Anti-Ice Double Wall Duct Pressure Transducers (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1	One may be inoperative provided: a) Associated Engine Cowl Anti-Ice SOV is selected OFF and considered inoperative, b) Both Ice Detection Systems are operative, and c) Operations are not conducted in known or forecast icing conditions.		
31-01 Probe Heaters						
1) Pitot / Static Probe Heaters	B	2	1	(M) Except where enroute operations require its use, one may be inoperative provided: a) Standby Pitot Head Heater is operative, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) Both Ice Detection Systems are operative, and e) Operations are conducted in day VMC only.		
2) Static Port Heaters	B	2	1	(M) Except where enroute operations require its use, one may be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, and d) Operations are conducted in day VMC only.		
3) Angle of Attack Vane Heaters	B	2	1	(M) One may be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, and d) Operations are conducted in day VMC.		

(cont'd)

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30 ICE PROTECTION						
31-01 Probe Heaters (cont'd) 4) TAT Probe Heater						
a) 600-2B19	B	1	0	(M) May be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, and d) Operations are conducted in day VMC only.		
b) 600-2C10, 600-2D15, 600-2D24, 600-2E25	B	1	0	(M) May be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, d) Operations are conducted in day VMC only, and e) Both engines T2 sensors and T2 heaters are operative. (cont'd)		

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30 ICE PROTECTION						
31-01 Probe Heaters (cont'd) 5) Base Heaters (600-2B19)	B	2	0	(M) Both may be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, and d) Operations are conducted in day VMC only.		
6) Standby Pitot Head Heater	B	1	0	(M) May be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, and d) Operations are conducted in day VMC only.		
7) Engine T2 Probe Heaters (600-2C10, 600-2D15, 600-2D24, 600-2E25)	B	2	1	(M) May be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, and d) Operations are conducted in day VMC conditions only.		

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	2.	3.	4.	REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
30 ICE PROTECTION				
31-02 Air Data Sensor Heater Controllers	B	3	2	(M) One may be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection Systems are operative, and d) Operations are conducted in day VMC only.
41-01 Windshield and Side Window Anti-Ice Systems	C	4	3	(M) One may be inoperative provided: a) Affected anti-ice controller is deactivated, b) Operations are not conducted in known or forecast icing conditions, and c) Pilot's (Left) Side window heating is operative.
	C	4	2	(M) Two may be inoperative provided: a) Affected anti-ice controllers are deactivated, b) Operations are not conducted in known or forecast icing conditions, c) Pilot's (Left) Side window heating is operative, and d) Both Ice Detection Systems are operative.

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30 ICE PROTECTION						
42-01 Windshield Wipers	C	2	0	May be inoperative provided: a) Position of the affected wiper blade is acceptable to the associated pilot, and b) Any function that operates normally may be used.		
71-01 Aft Waste Service Panel Heater (600-2B19)	C	1	0			

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	2. NUMBER INSTALLED				
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30 ICE PROTECTION					
71-02 Drain Mast Heater	C	-	0	(M) May be inoperative provided: a) Associated sink is not used, and b) Sink and/or coffee water supply is turned off.	
71-03 Potable Water Freeze Protection Systems (600-2B19)					
1) Galley Water System Freeze Protection (excluding water tank heater)	C	1	0	(M) May be inoperative provided the galley water tank is drained.	
2) Lavatory Water System Freeze Protection (excluding water tank heater)	C	1	0	(M) May be inoperative provided lavatory water tank is drained.	
3) Galley Water Tank Heater	C	1	0	(M) May be inoperative provided: a) Heater is deactivated, and b) Galley water system is drained if ground operations below 0 degrees Celsius (32 degrees Fahrenheit) ambient will exceed 3 hours.	
4) Lavatory Water Tank Heater	C	1	0	(M) May be inoperative provided: a) Heater is deactivated, and b) Lavatory water system is drained.	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
30 ICE PROTECTION				
81-01 Ice Detection Systems	C	2	1	(M) One may be inoperative provided wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated.
	A	2	0	(M) Both may be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, b) Wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated, or when any ice build-up on the aircraft is observed, and c) Repairs are made within one flight day.
1) 600-2C10, 600-2D15, 600-2D24, 600-2E25	A	2	0	(M) Both may be inoperative provided: a) Operations are conducted during the day, b) Wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated, or when any ice build-up on the aircraft is observed, and c) Repairs are made within one flight day.

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		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH
		4. REMARKS AND EXCEPTIONS			
31	INDICATING & RECORDING				
14-01	Master Warning Switch Lights (Glareshield) (light function only)	C	2	1	
14-02	Master Caution Switch Lights (Glareshield) (light function only)	C	2	1	
21-01	Clocks	C	2	1	As required by regulations.
		A	2	0	(O) Both may be inoperative provided: a) Both pilot and co-pilot have ready access to a reliable timepiece which display seconds (a wristwatch is acceptable), b) Approach procedures do not require timing, c) FDR is considered inoperative, and d) Repairs are made within one flight day.

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	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
31 INDICATING & RECORDING				
31-01 Flight Data Recorder (FDR) System				
1) Holder of an air carrier or commercial operator certificate	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
a) Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Aircraft is not dispatched from a designated airport as listed in the operator's MEL unless: 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.
b) FDR Recording Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
c) FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit. <p style="text-align: right;">(cont'd)</p>

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31 INDICATING & RECORDING						
31-01 Flight Data Recorder (FDR) System (cont'd) 2) Operator other than a holder of an air carrier or commercial operator certificate	C	-	1	Any in excess of those required by 14 CFR may be inoperative		
	A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.		
31-02 Quick Access Recorder (QAR) ***	D	1	0			
41-01 Data Concentrator Units (DCUs) 1) 600-2B19	C	-	2	(M) May be inoperative provided: a) Inoperative DCU is deactivated, b) Associated AUDIO WARNING DISABLE switch is selected, and c) Two separate audio warning channels are verified operative before each flight. NOTE 1: In the event of a DCU1 failure both Master Warning and Master Caution lights will not test during the Lamp 1 test. NOTE 2: In the event of a DCU2 failure, Master Warning and Master Caution lights will not test during the Lamp 2 test.		

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
31 INDICATING & RECORDING				
41-01 Data Concentrator Units (DCUs) (cont'd) 2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	-	2	(M) May be inoperative provided: a) Inoperative DCU is deactivated, and b) Associated AUDIO WARNING DISABLE switch is selected. NOTE 1: In the event of a DCU1 failure both Master Warning and Master Caution lights will not test during the Lamp 1 test. NOTE 2: In the event of a DCU2 failure, Master Warning and Master Caution lights will not test during the Lamp 2 test
41-02 EICAS Control Panel (ECP) Discrete Buttons a) ECS b) HYD c) ELEC d) FUEL e) F/CTL f) A/ICE g) DOORS h) SEL i) MENU j) UP k) DN	B	1	0	Each may be inoperative provided PRIM, STAT, CAS and STEP buttons are verified operative.
41-03 Lamp Driver Unit Channels	C	2	1	(M) One channel may be inoperative provided: a) Affected channel is deactivated, and b) Remaining channel is tested operative.
41-04 Data Concentration Units (DCU) Fans	C	-	0	
41-05 AUDIO WARNING DCU Switch Guards	C	-	1	May be inoperative provided DCU associated with operative switch guard is operative.
61-01 EICAS Display Units (ED #1 or ED #2)	B	2	1	

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32 LANDING GEAR	A	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Operations are conducted in accordance with AFM Supplement (Flight with Landing Gear Down), b) Operations are not conducted in known or forecast icing conditions, c) Ground lock pins are installed to ensure that all three landing gears are locked down throughout flight, d) In-flight performance information given in Flight Planning and Cruise Control Manual is used, e) Extended overwater operations are prohibited, f) Both headsets are worn, g) Flight Compartment and Cabin Interphone Systems are operative, h) Both Flap Electronic Control Unit Channels are operative, i) Both Flap Power Drive Unit Motors are operative, j) Cat II and Cat III operations are prohibited, and k) Repairs are made within one flight day. 		
30-01 Landing Gear Retraction System 1) 600-2B19						

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>32 LANDING GEAR</p> <p>30-01 Landing Gear Retraction System (cont'd)</p> <p>2) 600-2C10 600-2D15, 600-2D24, 600-2E25</p>	A	1	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Operations are conducted in accordance with AFM Supplement (Flight with Landing Gear Down), b) Operations are not conducted in known or forecast icing conditions, c) Ground lock pins are installed to ensure that all three landing gears are locked down throughout flight, d) Inflight performance information given in the Flight Planning and Cruise Control Manual (FPCCM) or the Computerized In-Flight Performance (CIFP) is used, e) Extended over water operations are prohibited, f) Both headsets are worn, g) Flight Compartment and Cabin Interphone systems are operative, h) Both Flap Channels of the Slat Flap Electronic Control Unit are operative, i) Both Flap Power Drive Unit Motors are operative, j) Both Slat Channels of the Slat Flap Electronic Control Unit are operative, k) Both Slat Power Drive Unit Motors are operative, l) Cat II and Cat III A operations are prohibited, and m) Repairs are made within one flight day. 		

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			2. NUMBER INSTALLED		
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				4. REMARKS AND EXCEPTIONS	
32 LANDING GEAR					
31-01 Landing Gear Selector Handle Anti-Retraction Mechanism	C	1	0	(M) May be inoperative in LOCKED position (down) provided downlock release mechanism is verified operative.	
40-01 Tire Pressure Indicator *** (600-2C10, 600-2D15, 600-2D24, 600-2E25)	D	6	0	(M)	
42-01 Nose Wheel Spin Down Straps (600-2C10, 600-2D15, 600-2D24)	C	2	0	(M) May be inoperative provided: a) Straps are removed, and b) Nose wheel tires are visually checked for damage.	
43-01 Brake Accumulator Pressure Gauges	C	2	0	(M) Both may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge each flight day.	

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				2. NUMBER INSTALLED
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				4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
44-01 Anti-Skid System Channels				
1) 600-2B19, 600-2C10	B	2	1	(M)(O) Either the inboard or outboard channel may be inoperative provided: <ul style="list-style-type: none"> a) Nosewheel Steering is operative, b) Both pairs of Ground Spoilers are operative, c) Both Thrust Reversers are operative, d) Both inboard and outboard wheel brakes are verified operative, e) Both EICAS Brake Temperature Monitoring Readouts associated with the operative anti-skid channel are operative, f) Reduced thrust take-off operations are prohibited, g) Take-off or landing is not conducted from a contaminated runway, and h) Operations are conducted in accordance with AFM Supplement (Operations with Anti-Skid Inoperative).
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32 LANDING GEAR						
44-01 Anti-Skid System Channels (cont'd) 2) 600-2D15, 600-2D24, 600-2E25	B	2	1	(M)(O) Either the inboard or outboard channel may be inoperative provided: a) Nosewheel Steering is operative, b) Both pairs of Ground Spoilers are operative, c) Both Thrust Reversers are operative, d) Both inboard and outboard wheel brakes are verified operative, e) Both EICAS Brake Temperature Monitoring Readouts associated with the operative anti-skid channel are operative, f) Reduced thrust take-off operations are prohibited, g) Take-off is not conducted from a wet runway, h) Take-off or landing is not conducted from a contaminated runway, and i) Operations are conducted in accordance with AFM Supplement (Operations with Anti-Skid Inoperative).		
45-01 Parking Brake Handle Locking Positions (clockwise and counter-clockwise)	B	2	1	(O) May be inoperative provided: a) Parking brake system is verified operative, b) Remaining locking position is verified operative before each flight, and c) Inoperative locking position is legibly placarded.		

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			2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH
					4. REMARKS AND EXCEPTIONS
32 LANDING GEAR					
46-01	EICAS Brake Temperature Monitoring Readouts	B	4	0	(O) May be inoperative for indication "----" provided: a) AFM quick turn-around landing weight charts are used, and b) Minimum brake cooling times (AFM Performance) are observed.
		C	4	2	One per each side may be inoperative for indication "----".
		C	4	0	(M)(O) May be inoperative for inaccurate indication provided: a) Affected sensor is deactivated, b) AFM quick turn-around landing weight charts are used, and c) Minimum brake cooling times (AFM Performance) are observed.
		C	4	2	(M) One per each side may be inoperative for inaccurate indication provided affected sensor is deactivated.
46-02	A/SKID Sub-system (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M)(O) May be inoperative as indicated by "A/SKID FAULT" status message on EICAS.
47-01	EICAS Brake Pressure Readouts	C	2	0	(M) Both may be inoperative provided: a) Brake accumulator(s) nitrogen pressure is verified prior to the first flight of the day, b) Capability of brake accumulators to retain adequate hydraulic fluid for brakes is verified prior to the first flight of the day, and c) EICAS Hydraulic Pressure Readouts are operative.

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32 LANDING GEAR							
50-01 Nosewheel Steering 1) 600-2B19 2) 600-2C10, 600-2D15, 600-2D24, 600-2E25							Deleted at Rev. 19 Deleted at Rev. 19
60-01 Proximity Sensing System (600-2C10, 600-2D15, 600-2D24, 600-2E25 with Modsum 670T31999)	C	1	1				System redundancy may be degraded as indicated by "PROX SYS FAULT 2" status message.

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32 LANDING GEAR

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33 LIGHTS						
11-01 Cockpit/Flight Deck/Flight Compartment and Instrument 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 crew members eyes, and c) Lighting configuration and intensity is acceptable to flight crew.
13-01 Cockpit Dome Lights						
1) 600-2B19	C	1	0			
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	3	0			
	D	-	0			May be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is not operated at night, and b) Lighting configuration and intensity is acceptable to the flight crew.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>33 LIGHTS</p> <p>21-01 Cabin Interior Lights</p> <p>1) 600-2B19</p> <p>a) A/c without ModSum TC601R101452, or TC601R101462, or TC601R101520</p> <p>b) A/c with or without ModSum TC601R101576 and either ModSum TC601R101452, or TC601R101462, or TC601R101520</p>	<p>C</p> <p>C</p>	<p>-</p> <p>-</p>	<p>-</p> <p>-</p>	<p>May be inoperative provided:</p> <p>a) Sufficient lighting is operative for cabin crew to perform required duties, and</p> <p>b) Lighting configuration at dispatch is acceptable to the flight crew.</p> <p>(O) Up to 25% of galley light individual lamps, up to 25% of sidewall downwash lights and up to 25% of ceiling lights may be inoperative provided:</p> <p>a) No more than two adjacent and no opposite ceiling lights may be inoperative,</p> <p>b) No more than two adjacent and no opposite sidewall downwash lights may be inoperative,</p> <p>c) Cabin interior light brightness control is operative or failed in a bright state,</p> <p>d) Sufficient lighting is operative for cabin crew to perform required duties,</p> <p>e) Lighting configuration at dispatch is acceptable to the flight crew, and</p> <p>f) Procedures for charging the Photoluminescent Floor Proximity Emergency Escape Path Marking System before the first flight of the day are observed.</p>		

(cont'd)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>33 LIGHTS</p> <p>21-01 Cabin Interior Lights (cont'd)</p> <p>1) 600-2B19 (cont'd)</p> <p>c) A/c with ModSum TC601R101576 with either ModSum TC601R101452, TC601R101462, or TC601R101520</p> <p>2) 600-2C10, 600-2D15, 600-2D24, 600-2E25</p> <p>a) A/c with Fluorescent Lights</p>	C	-	-		<p>(O) Up to 25% of galley light individual lamps, up to 25% of sidewall downwash lights may be inoperative provided:</p> <ul style="list-style-type: none"> a) All ceiling lights are operative, b) No more than two adjacent and no opposite sidewall downwash lights may be inoperative, c) Cabin interior light brightness control is operative or failed in a bright state, d) Sufficient lighting is operative for cabin crew to perform required duties, e) Lighting configuration at dispatch is acceptable to the flight crew, and f) Procedures for charging the Photoluminescent Floor Proximity Emergency Escape Path Marking System before the first flight of the day are observed. 	
	C	-	-		<p>All sidewall downwash lights and up to 50% of ceiling lights may be inoperative provided:</p> <ul style="list-style-type: none"> a) No more than two adjacent and no opposite ceiling lights may be inoperative, b) Cabin interior light brightness control is operative or failed in a bright state, c) Sufficient lighting is operative for cabin crew to perform required duties, and d) Lighting configuration at dispatch is acceptable to the flight crew. <p style="text-align: right;">(cont'd)</p>	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS						
21-01 Cabin Interior Lights (cont'd) 2) 600-2C10, 600-2D15, 600-2D24, 600-2E25 b) A/c with LED Lights	C	-	-			(O) Up to 50% of total length of ceiling upwash lights and up to 50% of sidewall downwash lights may be inoperative provided: a) Inoperative lighting configuration is verified acceptable, b) Brightest state of cabin interior light brightness control is available, c) Sufficient lighting is operative for cabin crew to perform required duties, and d) Lighting configuration at dispatch is acceptable to the flight crew.
21-02 Stair Lights	D	3	0			
23-01 Boarding Lights (600-2B19)	D	-	0			
23-02 Entrance Lights (600-2C10, 600-2D15, 600-2D24, 600-2E25)	D	3	0			May be inoperative provided sufficient lighting for cabin crew is available to perform required duties.
24-01 Passenger Notice System (No Smoking / Fasten Seat Belts)	C	1	0			(O) May be inoperative provided: a) PA system is operative, and b) Procedures are established and used to alert flight attendants and notify passengers when seat belts are to be fastened and smoking is prohibited.
1) Automatic function	C	1	0			(O) May be inoperative provided: a) Manual control function is verified operative, and b) Alternate procedures are established and used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS						
24-01 Passenger Notice System (No Smoking / Fasten Seat Belts) (cont'd)						
2) No Smoking/ Fasten Seat Belt Signs	C	-	0	(O) May be inoperative provided: a) PA system is operative, and b) Procedures are established and used to alert flight attendants and notify passengers when seat belts are to be fastened and smoking is prohibited.		
	C	-	-	(O) One or more may be inoperative provided passenger or flight attendant seats from which a sign is illegible or missing shall not be occupied and must be blocked and placarded "DO NOT OCCUPY".		
31-01 Service Lights	D	-	0			
32-01 Maintenance Lights	D	-	0			
41-01 Landing Lights						
1) 600-2B19	C	4	3			
	C	4	2	Two may be inoperative provided: a) Both Taxi/Recognition Lights are operative, and b) Taxi/Recognition Lights are switched OFF whenever airplane is stationary in excess of 10 minutes.		
	C	4	0	All may be inoperative provided aircraft is not operated at night.		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
33 LIGHTS				
41-01 Landing Lights (cont'd) 2) 600-2C10, 600-2D15, 600-2D24, 600-2E25				
a) Nose Light	C	1	0	May be inoperative provided: a) Both Wing Landing Lights are operative, and b) Both Taxi/Recognition Lights are operative.
	C	1	0	May be inoperative provided aircraft is not operated at night.
b) Wing Lights	C	2	1	One may be inoperative provided the associated Taxi/Recognition Light is operative.
	C	2	0	Both may be inoperative provided aircraft is not operated at night.
41-02 Taxi/Recognition Lights	C	2	0	Both may be inoperative provided aircraft is not operated at night.
1) 600-2B19	C	2	0	Both may be inoperative provided two Landing Lights are operative.
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	2	0	Both may be inoperative provided all Landing Lights are operative
41-03 Pulsating Landing Lights System *** (600-2B19)	D	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Landing Light System is verified operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
33 LIGHTS				
42-01 Navigation Lights				
1) Wing Tip Position Light Bulbs	C	4	2	One light bulb may be inoperative at each wing tip.
	C	4	0	All may be inoperative provided aircraft is not operated at night.
2) Aft Position Light Bulbs	C	2	1	
	C	2	0	Both may be inoperative provided aircraft is not operated at night.
43-01 Wing Inspection Lights	C	2	0	Both may be inoperative provided: a) Ground de-icing procedures do not require their use, and b) A portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.
	C	2	0	Both may be inoperative provided aircraft is not operated at night.
44-01 High Intensity Anti-Collision Strobe Lights	C	3	0	May be inoperative provided aircraft is not operated at night.
44-02 Low Intensity Red Beacon Lights	B	2	1	Bottom light may be inoperative.
45-01 Sterile Light System ***	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
46-01 Tail Flood Lights (Logo Lights) ***	D	2	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
33 LIGHTS				
51-01 Cabin Emergency Lights	A	-	0	(O) May be inoperative provided: a) Assigned aircraft crew are the only occupants of the aircraft, b) No crew occupies area of affected lights, c) Alternate procedures are established and used, and d) Repairs are made within one flight.
1) 600-2B19				
a) Ceiling Level Emergency Floodlights	C	4	2	Two ceiling floodlights may be inoperative provided they are not adjacent to each other.
b) Floor Level Emergency Floodlights A/c without ModSum TC601R101462, or TC601R101470, or TC601R101520	C	2	2	Three out of five light bulbs within each floor floodlight may be inoperative.
c) Floor Level Emergency Floodlights A/c with ModSum TC601R101462, or TC601R101470, or TC601R101520	C	1	1	Three out of five bulbs within each floodlight may be inoperative.

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				2. NUMBER INSTALLED
			3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS AND EXCEPTIONS
33 LIGHTS				
51-01 Cabin Emergency Lights (cont'd)				
1) 600-2B19 (cont'd)				
d) Ceiling Level Lighted Exit Signs (Curved Signs)	C	3	3	Each exit sign may have 50% of its internal lights inoperative, except that both tip lights in exit sign must be operative.
e) Lighted Exit Signs	C	4	4	Each exit sign may have 50% of it's internal lights inoperative.
f) Floor Level Lighted Exit Signs A/c with ModSum TC601R101462, or TC601R101470, or TC601R101520	C	4	4	Three out of five bulbs within each sign may be inoperative.
				(cont'd)

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<p>33 LIGHTS</p> <p>51-01 Cabin Emergency Lights (cont'd)</p> <p>1) 600-2B19 (cont'd)</p> <p>g) Electroluminescent Floor Proximity Emergency Escape Path Marking System A/c without ModSum TC601R101462, or TC601R101452, or TC601R101520</p>	C	1	1	<p>Up to 50% of the individual floor-mounted lighting strips may be inoperative provided they are not adjacent to each other. Strips with orange overlays at the Service Door must be operative.</p> <p>(cont'd)</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>33 LIGHTS</p> <p>51-01 Cabin Emergency Lights (cont'd)</p> <p>1) 600-2B19 (cont'd)</p> <p>h) Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape ***</p> <p>A/c with ModSum TC601R101462, or TC601R101452, or TC601R101520</p>	C	1	1	<p>May be damaged or segment(s) missing provided:</p> <ul style="list-style-type: none"> a) Length of the affected section(s) does not exceed 8 in. (20 cm), b) Affected section(s) is not attached to the overwing exit marker cross sections, c) Overwing exit marker cross sections are not affected, d) Aft cabin cross-aisle section is not affected, e) Interval between affected sections on the same side is not less than 128 in. (326 cm.), f) Interval between affected sections on the opposite side is not less than 60 in. (153 cm.), and g) Maximum total length of the affected sections on both sides does not exceed 48 in. (120 cm). <p>NOTE: For the purpose of this item, the term "damaged" implies a degradation of the path marking system strip/tape that prevents the system to perform its intended functions (permanent stain masking the path marking system strip/tape).</p> <p style="text-align: right;">(cont'd)</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
33 LIGHTS				
51-01 Cabin Emergency Lights (cont'd)				
2) 600-2C10				
a) Ceiling Level Emergency Floodlights	C	-	-	Two lights may be inoperative provided they are not adjacent to each other.
b) Floor Level Emergency Floodlights	C	2	0	
c) Ceiling Level Lighted Exit Signs (Curved Signs)	C	3	3	Each exit locator may have 50% of its internal lights inoperative, except that tip lights in exit sign must be operative.
d) Lighted Exit Signs	C	4	4	Each exit sign may have 50% of its internal lights inoperative.
e) Floor Level Lighted Exit Signs	C	4	4	Each floor proximity exit sign may have 50% of its internal lights inoperative.
				(cont'd)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>33 LIGHTS</p> <p>Cabin Emergency Lights (cont'd)</p> <p>2) 600-2C10 (cont'd)</p> <p>f) Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape</p>	C	1	1	<p>May be damaged or segment(s) missing provided:</p> <ul style="list-style-type: none"> a) Length of the affected section(s) does not exceed 8 in. (20 cm), b) Affected section(s) is not attached to the overwing exit marker cross sections, c) Overwing exit marker cross sections are not affected, d) Interval between affected sections on the same side is not less than 128 in. (326 cm.), e) Interval between affected sections on the opposite side is not less than 60 in. (153 cm.), and f) Maximum total length of the affected sections on both sides does not exceed 72 in. (180 cm). <p>NOTE: For the purpose of this item, the term "damaged" implies a degradation of the path marking system strip/tape that prevents the system to perform its intended functions (permanent stain masking the path marking system strip/tape).</p> <p style="text-align: right;">(cont'd)</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
33 LIGHTS				
51-01 Cabin Emergency Lights (cont'd)				
3) 600-2D15, 600-2D24				
a) Ceiling Level Emergency Flood Lights	C	8	5	Three lights may be inoperative provided they are not adjacent to each other.
b) Floor Level Emergency Floodlights	C	2	0	
c) Ceiling Level Lighted Exit Signs (Curved Signs)	C	3	3	Each exit locator may have 50% of its internal lights inoperative, except that tip lights in exit sign must be operative.
d) Lighted Exit Signs	C	6	6	Each exit sign may have 50% of its internal lights inoperative.
e) Floor Level Lighted Exit Signs	C	6	6	Each floor proximity exit sign may have 50% of its internal lights inoperative.
				(cont'd)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>33 LIGHTS</p> <p>51-01 Cabin Emergency Lights (cont'd)</p> <p>3) 600-2D15, 600-2D24 (cont'd)</p> <p>f) Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape</p>	C	1	1	<p>May be damaged or segment(s) missing provided:</p> <ul style="list-style-type: none"> a) Length of the affected section(s) does not exceed 8 in. (20 cm), b) Affected section(s) is not attached to the overwing exit marker cross sections, c) Overwing exit marker cross sections are not affected, d) Interval between affected sections on the same side is not less than 128 in. (326 cm.), e) Interval between affected sections on the opposite side is not less than 60 in. (153 cm.), and f) Maximum total length of the affected sections on both sides does not exceed 88 in. (220 cm). <p>NOTE: For the purpose of this item, the term "damaged" implies a degradation of the path marking system strip/tape that prevents the system to perform its intended functions (permanent stain masking the path marking system strip/tape).</p> <p style="text-align: right;">(cont'd)</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>33 LIGHTS</p> <p>51-01 Cabin Emergency Lights (cont'd)</p> <p>4) 600-2E25</p> <p>a) Ceiling Level Emergency Floodlights</p> <p>b) Floor Level Emergency Floodlights</p> <p>c) Ceiling Level Lighted Exit Signs (Curved Signs)</p> <p>d) Lighted Exit Signs</p> <p>e) Floor Level Lighted Exit Signs</p>					<p>Up to five lights may be inoperative provided they are not adjacent to each other.</p> <p>Each exit locator may have 50% of its internal lights inoperative, except that tip lights in exit sign must be operative.</p> <p>Each exit sign may have 50% of its internal LED lights inoperative.</p> <p>Each floor proximity exit sign may have 50% of its internal LED lights inoperative.</p> <p style="text-align: right;">(cont'd)</p>	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>33 LIGHTS</p> <p>51-01 Cabin Emergency Lights (cont'd)</p> <p>4) 600-2E25 (cont'd)</p> <p>f) Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape</p>	C	1	1	<p>May be damaged or segment(s) missing provided:</p> <ul style="list-style-type: none"> a) Length of the affected section(s) does not exceed 8 in. (20 cm), b) Affected section(s) is not attached to the overwing exit marker cross sections, c) Overwing exit marker cross sections are not affected, d) Interval between affected sections on the same side is not less than 128 in. (326 cm), e) Interval between affected sections on the opposite sides is not less than 60 in. (153 cm), and f) Maximum total length of the affected sections on both sides does not exceed 88 in. (220 cm). <p>NOTE: For the purpose of this item, the term "damaged" implies a degradation of the path marking system strip/tape that prevents the system to perform its intended functions (permanent stain masking the path marking system strip/tape).</p>		

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			2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS AND EXCEPTIONS	
33 LIGHTS					
51-02 Exterior Emergency Lights	C	-	0		All may be inoperative provided aircraft is not operated at night.
	A	-	0		(O) May be inoperative provided:
				<ul style="list-style-type: none"> a) Assigned aircraft crew are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day. 	
1) 600-2B19	C	8	6		One of two rearward overwing lights on each side of the aircraft may be inoperative.
2) 600-2D15, 600-2D24, 600-2E25	C	8	6	The forward overwing emergency light on each side of the aircraft may be inoperative.	
51-03 Emergency Lights "OFF" Light (light function only) (600-2B19)	C	1	0		

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				2. NUMBER INSTALLED		
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				4. REMARKS AND EXCEPTIONS		
34 NAVIGATION						
12-01 Integrated Standby Instruments (ISI) (600-2B19***, 600-2C10, 600-2D15, 600-2D24, 600-2E25) 1) NAV Function 2) Attitude Function	C B	1 1	0 0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast VFR- on-Top conditions, and c) Source selector is selected to NORMAL with each side fed from its on-side AHRS/IRS.		
14-01 Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations, i.e. RVSM, do not require its use, c) Aircraft does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within three flight days.		
1) Aural Alert	C	-	1			
2) Visual Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.		
21-01 Attitude Heading Reference System (AHRS) Fans	C	2	0	May be inoperative provided: a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.		

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	2.	3.	4.	
	NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH	
	REMARKS AND EXCEPTIONS			
34 NAVIGATION				
22-01 Non-stabilized Magnetic Compass (Standby Compass)	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, and b) Operations are conducted 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 and used in conjunction with approved Free Gyro Navigation Techniques.
23-01 Standby Attitude Indicator (600-2B19)	B	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Source selector is selected to NORMAL with each side fed from its on-side AHRS/IRS.

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	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
34 NAVIGATION				
25-01 Source Select Panel Switches				
1) ATTD/HDG, DSPL CONT	C	2	0	Both may be inoperative provided: a) PFD/MFD are not selected to a common source, b) Standby Attitude Indicator/ISI Attitude function is operative, and c) Standby Magnetic Compass Indicator is operative.
2) AIR DATA	C	1	0	Except where enroute operations require its use, may be inoperative.
30-01 Microwave Landing System (MLS) Receiver (600-2B19)	D	-	0	As required by regulations.
32-01 Head-up Guidance System ***	D	1	0	(M) May be inoperative provided approach procedures are not dependent on its use.
41-01 Weather Radar System	C	1	-	As required by regulations.
41-02 Weather Radar Control Panels	C	-	1	
	C	-	-	As required by regulations.

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34 NAVIGATION					
42-01 Ground Proximity Warning System	A	-	0	(O) May be inoperative provided: a) Alternate Procedures are established and used, and b) Repairs are made within two flight days.	
1) Modes 1 – 4 (Terrain Avoidance)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
2) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
3) Glideslope Deviation (Mode 5)	B	1	0		
4) Advisory Callouts (Mode 6)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
(cont'd)					

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34 NAVIGATION					
42-01 Ground Proximity Warning System (cont'd) 5) Windshear Mode (Mode 7) a) 600-2B19 (a/c without ModSum TC601R15984 and without ModSum TC601R17138) b) 600-2B19 (a/c with ModSum TC601R15984 or TC601R17138) 600-2C10, 600-2D15, 600-2D24, 600-2E25 6) TAWS (EGPWS) ***	C	1	0	(M)(O) May be inoperative provided: a) Alternate procedures are established and used, b) Flap position transmitters are verified operative, and c) Takeoffs and landings are not conducted in known or forecast windshear conditions. (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
42-02 GRND PROX TERRAIN Switch Guard ***	C	1	0		
42-03 GRND PROX FLAP Switch Guard ***	C	1	0	May be inoperative provided the switch is verified pressed out or not illuminated prior to each departure and approach.	

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34 NAVIGATION							
43-01 Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.			
	C	-	0	(M)(O) May be inoperative provided: a) Not required by regulations, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.			
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display Systems(s)	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 flying pilot side.			
2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on 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.			
3) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) 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 use of TCAS.			

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34 NAVIGATION							
44-01 Radio Altimeter							
1) 600-2B19	C	-	1	(M) May be inoperative provided approach minimums are not dependent on its use.			
2) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	-	1	(M) May be inoperative provided: a) Approach minimums are not dependent on its use, and b) Spoiler/Stabilizer Subsystem of SSCS is considered inoperative. NOTE: "SPLR/STAB FAULT" status message will be displayed on EICAS.			
44-02 Radio Altimeter Test Switches							
1) Single Radio Altimeter Installation	C	2	1	One may be inoperative provided RAD ALT test function on the operative side is performed prior to each flight.			
2) Dual Radio Altimeter Installation ***	C	2	1	One may be inoperative provided: a) RAD ALT test function on the operative side is performed prior to each flight, and b) Associated Radio Altimeter with the operative test switch is operative.			
45-01 IRS Fan *** (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	0				

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34 NAVIGATION						
50-01 Long Range Navigation Systems						
1) INS/IRS (Navigation Function only)	C	-	0	(O) May be inoperative provided: a) Procedures do not require its use, b) Affected IRS Navigation Function is disabled through FMS, and c) For any IRS is in ATT mode, the associated Flight Director Modes are considered inoperative.		
2) LORAN, GPS, etc.	C	-	-	As required by regulations.		
51-01 Marker Beacon Systems	C	2	0	May be inoperative provided approach procedures do not require its use.		
51-02 VHF Navigation Systems (VOR/ILS)	C	2	-	As required by regulations.		
52-01 Automatic Direction Finding (ADF) System	C	-	-	As required by regulations.		
53-01 Distance Measuring Equipment Systems (DME)	C	2	-	As required by regulations.		

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34 NAVIGATION							
54-01 ATC Transponders and Automatic Altitude Reporting Systems	B	-	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 regulations may be inoperative.			
1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by regulations	A	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.			
54-02 Automatic Dependent Surveillance – Broadcast (ADS-B Out) (600-2C10, 600-2D15, 600-2D24 600-2E25) ***	C	2	0	(O) May be inoperative where routine procedures require its use provided alternate procedures are established and used. NOTE: Any ADS-B Out function which operates normally may be used.			
	D	2	0	May be inoperative provided operating regulations do not require its use.			

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34 NAVIGATION							
61-01 Flight Management Systems (600-2B19, 600-2C10, 600-2D15, 600-2D24 **), (600-2E25)	C	-	-			(M) (O) Except where enroute operations require its use, all may be inoperative provided: a) Alternate procedures are established and used, b) Alternate means for initializing IRS is available for IRS equipped aircraft, and c) Both RTUs are operative.	
1) 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.	
61-02 FMS/MDC Data Loader ***	D	1	0				

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
35 OXYGEN					
10-01 Observer's Oxygen System	A	1	0	0	May be inoperative provided: a) Observer's Seat is considered inoperative, and b) Repairs are made within two flight days.
10-02 "OXY LO PRESS" Caution Message	A	1	1	1	(O) May be displayed provided: a) Oxygen pressure is checked to be above minimum required oxygen pressure before each flight, b) EICAS Crew Oxygen Pressure Readout is operative, c) Crew oxygen pressure is monitored during flight, and d) Repairs are made within one flight day.
11-02 Oxygen Pressure Switch (600-2C10, 600-2D15, 600-2D24, 600-2E25)	B	1	0	0	(M) May be inoperative provided: a) Oxygen cylinder pre-charged pressure is checked prior to each flight, b) Oxygen cylinder control valve is verified OPEN prior to each flight, and c) Pilot and Copilot Masks are verified operative prior to each flight.
12-01 Flight Crew Oxygen Pressure Indications					
1) EICAS Readout	C	1	0	0	(M)(O) May be inoperative provided Ground Service Panel Pressure Gauge or Bottle Pressure Gauge is operative and checked prior to each flight.
2) Ground Service Panel Pressure Gauge	C	1	0	0	May be inoperative provided EICAS Readout is operative and checked prior to each flight.
	C	1	0	0	(M) May be inoperative provided Bottle Pressure Gauge is operative and checked prior to each flight.
3) Bottle Pressure Gauge	C	1	0	0	
12-02 High Pressure Discharge Indicator	C	1	0	0	(O) May be damaged or missing provided: a) At least two pressure indications are verified operative after failure occurrence, and b) Crew oxygen bottle pressure is checked within limits before each flight.

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	NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
35 OXYGEN				
20-03 Lavatory Passenger Oxygen System	C	-	0	(O) May be inoperative provided: a) Lavatory is not used for any purpose, and b) Lavatory door is locked and placarded "INOPERATIVE DO NOT ENTER"
	C	-	0	(O) May be inoperative provided flight is conducted at or below FL 250. NOTE: These provisos are not intended to preclude lavatory inspections by a crew member.
31-01 Portable Oxygen Dispensing Units	C	-	-	Any in excess of those required by regulations may be inoperative provided: a) Inoperative unit is removed from passenger cabin, and b) Required distribution is maintained.
31-02 Protective Breathing Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.

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35 OXYGEN

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36 PNEUMATICS						
11-02 Pressure Regulating SOV (PRSOV) 1) 600-2C10	C	2	1	(M)(O) May be inoperative provided: a) Associated PRSOV is secured CLOSED, b) Opposite HPV is operative, c) Opposite Engine Cowl Anti- Ice SOV is operative, d) APU is operative, e) APU Load Control Valve is operative, f) Operations are conducted at or below FL 310, g) Operations are not conducted in known or forecast icing conditions, and h) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		
2) 600-2D15, 600-2D24	C	2	1	(M)(O) May be inoperative provided: a) Associated PRSOV is secured CLOSED, b) Opposite HPV is operative, c) Opposite Engine Cowl Anti- Ice SOV is operative, d) APU is operative, e) APU Load Control Valve is operative, f) Operations are conducted at or below FL 250, g) Operations are not conducted in known or forecast icing conditions, and h) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		

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<p>36 PNEUMATICS</p> <p>11-02 Pressure Regulating SOV (PRSOV) (cont'd)</p> <p>2) 600-2D15, 600-2D24 (cont'd)</p> <p>3) 600-2E25</p>	<p>B</p> <p>C</p>	<p>2</p> <p>2</p>	<p>1</p> <p>1</p>	<p>(M)(O) May be inoperative provided:</p> <p>a) Associated PRSOV is secured CLOSED,</p> <p>b) Opposite HPV is operative,</p> <p>c) Opposite Engine Cowl Anti-Ice SOV is operative,</p> <p>d) APU is operative,</p> <p>e) APU Load Control Valve is operative,</p> <p>f) Operations are conducted at or below FL 310,</p> <p>g) Maximum number of cabin occupants (including Flight Attendants) is equal to or less than 82,</p> <p>h) Operations are not conducted in known or forecast icing conditions, and</p> <p>i) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and</p> <p>j) Operations are conducted in accordance with AFM Supplement (Air-conditioning - Airplane Dispatch in Single Pack Configuration).</p>		

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36 PNEUMATICS						
11-03 High Pressure Valve (HPV) 1) 600-2C10	C	2	1	(M)(O) May be inoperative provided: a) Associated HPV is secured CLOSED, b) Opposite Engine Cowl Anti- Ice SOV is operative, c) APU is operative, d) APU Load Control Valve is operative, e) Operations are conducted at or below FL310, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		
2) 600-2D15, 600-2D24	C	2	1	(M)(O) May be inoperative provided: a) Associated HPV is secured CLOSED, b) Opposite Engine Cowl Anti- Ice SOV is operative, c) APU is operative, d) APU Load Control Valve is operative, e) Operations are conducted at or below FL 250, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).		

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36 PNEUMATICS						
11-03 High Pressure Valve (HPV) (cont'd) 2) 600-2D15, 600-2D24 (cont'd)	B	2	1	(M)(O) May be inoperative provided: a) Associated HPV is secured CLOSED, b) Opposite Engine Cowl Anti-Ice SOV is operative, c) APU is operative, d) APU Load Control Valve is operative, e) Operations are conducted at or below FL 310, f) Maximum number of cabin occupants (including Flight Attendants) is equal to or less than 82, g) Operations are not conducted in known or forecast icing conditions, h) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and i) Operations are conducted in accordance with AFM Supplement (Air-conditioning - Airplane Dispatch in Single Pack Configuration).		
3) 600-2E25	C	2	1	(M)(O) May be inoperative provided: a) Associated HPV is secured CLOSED, b) Opposite Engine Cowl Anti-Ice SOV is operative, c) Operations are conducted at or below FL 250, d) Ground operation for Air Conditioning is conducted using APU bleed, e) Operations are not conducted in known or forecast icing conditions, and f) Operations are conducted in accordance with AFM Supplements (Performance Penalties for Operation with Airplane Systems Inoperative).		

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	C	2. NUMBER INSTALLED			
		2	3. NUMBER REQUIRED FOR DISPATCH		
			2	1	
36 PNEUMATICS					
11-04 Pack Inlet Pressure Sensors (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	0		
12-01 Bleed Air L/R 14th Stage SOVs (600-2B19)	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 is deactivated, stowed, and LOCKED in forward thrust position, d) Operations are not conducted in known or forecast icing conditions, and e) Operations are conducted in accordance with AFM performance data for one Thrust Reverser inoperative.	
12-02 Bleed Air ISOL Valve (Cross-Bleed Valve) 1) 600-2C10	C	1	0	(M)(O) May be inoperative OPEN provided: a) ISOL valve is secured OPEN, b) Bleed source selector switch is selected either to L ENG or R ENG, c) Bleed valves selector switch is selected to MANUAL, d) PRSOV and HPV on selected side are operative, e) Operations are conducted at or below FL310, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	

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<p>36 PNEUMATICS</p> <p>12-02 Bleed Air ISOL Valve (Cross-Bleed Valve) (cont'd)</p> <p>2) 600-2D15, 600-2D24</p>	C	1	0	<p>(M)(O) May be inoperative OPEN provided:</p> <ul style="list-style-type: none"> a) ISOL valve is secured OPEN, b) Bleed source selector switch is selected either to L ENG or R ENG, c) Bleed valves selector switch is selected to MANUAL, d) PRSOV and HPV on selected side are operative, e) Operations are conducted at or below FL 250, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). 		
	B	1	0	<p>(M)(O) May be inoperative OPEN provided:</p> <ul style="list-style-type: none"> a) ISOL valve is secured OPEN, b) Bleed source selector switch is selected either to L ENG or R ENG, c) Bleed valves selector switch is selected to MANUAL, d) PRSOV and HPV on selected side are operative, e) Operations are conducted at or below FL 310, f) Maximum number of cabin occupants (including Flight Attendants) is equal to or less than 82, g) Operations are not conducted in known or forecast icing conditions, and h) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and i) Operations are conducted in accordance with AFM Supplement (Air-conditioning - Airplane Dispatch in Single Pack Configuration). <p style="text-align: right;">(cont'd)</p>		

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36 PNEUMATICS				
12-02 Bleed Air ISOL Valve (Cross-Bleed Valve) (cont'd) 3) 600-2E25	C	1	0	(M)(O) May be inoperative OPEN provided: a) ISOL valve is secured OPEN, b) Bleed valves selector switch is selected to MANUAL, c) PRSOV and HPV on selected side are operative, d) Operations are conducted at or below FL 250, e) Ground operation for Air Conditioning is conducted using APU, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplements (Performance Penalties for Operation with Airplane Systems Inoperative).
21-01 Bleed Air Leak Detection System (600-2B19) 1) 10th Stage Sensing Loops (A & B) 2) 14th Stage Sensing Loops 3) Anti-Ice Sensing Loop	C	2	1	(O) Either loop A or B may be inoperative provided neither loop is failed OPEN. (M) May be inoperative provided affected Bleed Air 14th Stage SOV is considered inoperative. (M) May be inoperative provided: a) Wing ANTI-ICE switch is selected OFF, b) Both Ice Detection Systems are operative, and c) Operations are not conducted in known or forecast icing conditions.

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36 PNEUMATICS						
21-02 BLEED AIR 14th Stage "L/R DUCT FAIL/CLOSED" Switch Lights (light function only) (600-2B19)	C	2	0			
21-03						RESERVED
21-04 BLEED AIR 10th Stage "DUCT FAIL/CLOSED" Switch Lights (light function only) (600-2B19)	C	2	0			
21-05 BLEED AIR 10th Stage ISOL "OPEN" Switch Light (light function only) (600-2B19)	C	1	0			

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36 PNEUMATICS					
21-06	Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	1	System redundancy may be degraded as indicated by "DUCT MON FAULT" status message.
	1) Anti-Ice Loops	C	2	0	Both Loops (A and B) may be inoperative provided: a) Wing ANTI-ICE switch is selected OFF, and b) Operations are not conducted in known or forecast icing conditions.
	2) Cowl Loops				
	a) Left	C	2	0	Both Loops (A and B) may be inoperative provided: a) At least one Right Cowl Loop is operative, b) Right Cowl Anti-Ice SOV is operative, c) Right PRSOV is operative, d) Right HPV is operative, e) Left cowl ANTI-ICE switch is selected OFF, and f) Operations are not conducted in known or forecast icing conditions.
	b) Right	C	2	0	Both Loops (A and B) may be inoperative provided: a) At least one Left Cowl Loop is operative, b) Left Cowl Anti-Ice SOV is operative, c) Left PRSOV is operative, d) Left HPV is operative, e) Right cowl ANTI-ICE switch is selected OFF, and f) Operations are not conducted in known or forecast icing conditions.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>36 PNEUMATICS</p> <p>21-06 Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)</p> <p>3) Bleed Loops (cont'd)</p> <p>a) Left (600-2C10)</p>	C	2	0	<p>(O) Both loops (A and B) may be inoperative provided:</p> <ul style="list-style-type: none"> a) At least one Right Bleed Loop (A or B) is operative, b) Right PRSOV is operative, c) Right HPV is operative, d) Right Air Conditioning Pack is operative, e) Bleed source selector switch is selected to the R ENG, f) Bleed Air ISOL Valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU Load Control Valve is operative, j) Cross bleed start procedure is not used for engine start, k) Operations are conducted at or below FL 310, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). <p style="text-align: right;">(cont'd)</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>36 PNEUMATICS</p> <p>21-06 Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)</p> <p>3) Bleed Loops (cont'd)</p> <p>b) Left (600-2D15, 600-2D24)</p>	C	2	0	<p>(O) Both loops (A and B) may be inoperative provided:</p> <ul style="list-style-type: none"> a) At least one Right Bleed Loop (A or B) is operative, b) Right PRSOV is operative, c) Right HPV is operative, d) Right Air Conditioning Pack is operative, e) Bleed source selector switch is selected to the R ENG, f) Bleed Air ISOL Valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU Load Control Valve is operative, j) Cross bleed start procedure is not used for engine start, k) Operations are conducted at or below FL 250, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). <p style="text-align: right;">(cont'd)</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>36 PNEUMATICS</p> <p>21-06 Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)</p> <p>3) Bleed Loops (cont'd)</p> <p>b) Left (600-2D15, 600-2D24) (cont'd)</p>	B	2	0	<p>(O) Both loops (A and B) may be inoperative provided:</p> <ul style="list-style-type: none"> a) At least one Right Bleed Loop (A or B) is operative, b) Right PRSOV is operative, c) Right HPV is operative, d) Right Air Conditioning Pack is operative, e) Bleed source selector switch is selected to the R ENG, f) Bleed Air ISOL Valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU Load Control Valve is operative, j) Cross bleed start procedure is not used for engine start, k) Operations are conducted at or below FL 310, l) Maximum number of cabin occupants (including Flight Attendants) is equal to or less than 82, m) Operations are not conducted in known or forecast icing conditions, n) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and o) Operations are conducted in accordance with AFM Supplement (Air-conditioning - Airplane Dispatch in Single Pack Configuration). <p style="text-align: right;">(cont'd)</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>36 PNEUMATICS</p> <p>21-06 Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)</p> <p>3) Bleed Loops (cont'd)</p> <p>c) Left (600-2E25)</p>	C	2	0	<p>(O) Both loops (A and B) may be inoperative provided:</p> <ul style="list-style-type: none"> a) At least one Right Bleed Loop (A or B) is operative, b) Both PRSOV are operative, c) Both HPV are operative, d) Both Engine Cowl Anti-Ice SOV are operative, e) Right Air Conditioning Pack is operative, f) Operations are conducted at or below FL 250, g) Ground operation for Right Air Conditioning Pack is conducted using engine bleed, h) Operations are not conducted in known or forecast icing conditions, and i) Operations are conducted in accordance with AFM Supplements (Performance Penalties for Operation with Airplane Systems Inoperative) and (Air Conditioning – Single Pack Operation). <p style="text-align: right;">(cont'd)</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>36 PNEUMATICS</p> <p>21-06 Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)</p> <p>3) Bleed Loops (cont'd)</p> <p>d) Right (600-2C10)</p>	C	2	0	<p>(O) Both loops (A and B) may be inoperative provided:</p> <ul style="list-style-type: none"> a) At least one Left Bleed Loop (A or B) is operative, b) Left PRSOV is operative, c) Left HPV is operative, d) Left Air Conditioning Pack is operative, e) Bleed source selector switch is selected to the L ENG, f) Bleed Air ISOL Valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU Load Control Valve is operative, j) Cross bleed start procedure is not used for engine start, k) Operations are conducted at or below FL 310, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). <p style="text-align: right;">(cont'd)</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>36 PNEUMATICS</p> <p>21-06 Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)</p> <p>3) Bleed Loops (cont'd)</p> <p>e) Right (600-2D15, 600-2D24)</p>	C	2	0	<p>(O) Both loops (A and B) may be inoperative provided:</p> <ul style="list-style-type: none"> a) At least one Left Bleed Loop (A or B) is operative, b) Left PRSOV is operative, c) Left HPV is operative, d) Left Air Conditioning Pack is operative, e) Bleed source selector switch is selected to the L ENG, f) Bleed Air ISOL Valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU Load Control Valve is operative, j) Cross bleed start procedure is not used for engine start, k) Operations are conducted at or below FL 250, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). <p style="text-align: right;">(cont'd)</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>36 PNEUMATICS</p> <p>21-06 Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)</p> <p>3) Bleed Loops (cont'd)</p> <p>e) Right (600-2D15, 600-2D24) (cont'd)</p>	B	2	0	<p>(O) Both loops (A and B) may be inoperative provided:</p> <ul style="list-style-type: none"> a) At least one Left Bleed Loop (A or B) is operative, b) Left PRSOV is operative, c) Left HPV is operative, d) Left Air Conditioning Pack is operative, e) Bleed source selector switch is selected to the L ENG, f) Bleed Air ISOL Valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU Load Control Valve is operative, j) Cross bleed start procedure is not used for engine start, k) Operations are conducted at or below FL 310, l) Maximum number of cabin occupants (including Flight Attendants) is equal to or less than 82, m) Operations are not conducted in known or forecast icing conditions, n) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and o) Operations are conducted in accordance with AFM Supplement (Air-conditioning – Airplane Dispatch in Single Pack Configuration). <p style="text-align: right;">(cont'd)</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>36 PNEUMATICS</p> <p>21-06 Air Leak Detection System (600-2C10, 600-2D15, 600-2D24, 600-2E25) (cont'd)</p> <p>3) Bleed Loops (cont'd)</p> <p>f) Right (600-2E25)</p>	C	2	0	<p>(O) Both loops (A and B) may be inoperative provided:</p> <ul style="list-style-type: none"> a) At least one Left Bleed Loop (A or B) is operative, b) Both PRSOV are operative, c) Both HPV are operative, d) Both Engine Cowl Anti-Ice SOV are operative, e) Left Air Conditioning Pack is operative, f) Operations are conducted at or below FL 250, g) Ground operation for Left Air Conditioning Pack is conducted using APU or engine bleed, h) Operations are not conducted in known or forecast icing conditions, and i) Operations are conducted in accordance with AFM Supplements (Performance Penalties for Operation with Airplane Systems Inoperative) and (Air Conditioning – Single Pack Operation). 		

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1. SYSTEM,
SEQUENCE NUMBERS &
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2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38 WATER & WASTE						
10-01 Potable Water Systems	C	-	-			(M) Individual components may be inoperative provided: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> a) System is drained, and b) Procedures are established to ensure that system is not serviced.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38 WATER & WASTE						
30-01 Lavatory Waste System	C	-	-			<p>(M) Individual components may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. <p>NOTE: Any portion of system which operates normally may be used.</p>
30-02 Lavatory Service Indicator Lights	C	-	0			<p>(M) Associated lavatory system(s) may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated components are deactivated or isolated to prevent leaks, b) Pilot-in-command will determine if flight duration is acceptable with a forward lavatory unusable, and c) Associated lavatory door is secured closed and placarded, INOPERATIVE- DO NOT ENTER. <p>NOTE: These provisos are not intended to prohibit inspections by crewmembers.</p> <p>May be inoperative provided alternate procedures are established and used.</p> <p>NOTE: Waste tanks require a precharge of 8.7 L (2.3 US gallons).</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
45 CENTRAL MAINTENANCE SYSTEMS				
45-01 Maintenance Diagnostic Computer (MDC)	B	1	0	(M) May be inoperative provided alternate procedures are established and used.
45-02 MAINT Switch Guard	B	1	0	May be inoperative, broken or missing.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

45 CENTRAL
MAINTENANCE
SYSTEMS

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
46 INFORMATION SYSTEMS				
20-01 Electronic Flight Bag Systems (EFBs) (Class 2) ***				
1) Data Connectivity	C	2	0	(O) May be inoperative provided alternative procedures are established and used.
	D	2	0	May be inoperative provided procedures do not require its use.
2) Power Connection	C	2	0	(O) May be inoperative provided alternative procedures are established and used.
	D	2	0	May be inoperative provided procedures do not require its use.
3) Mounting Device	C	2	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternative procedures are established and used.
	D	2	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.

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1. SYSTEM,
SEQUENCE NUMBERS &
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REPAIR CATEGORY

2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

46 INFORMATION
SYSTEMS

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2.	3.	4.	
	NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS
49 AUXILIARY POWER				
10-01 Auxiliary Power Unit (APU)				
1) 600-2B19	C	1	0	(M) May be inoperative provided: a) APU is deactivated, b) Intake door is visually verified CLOSED, and c) Both Integrated Drive Generators (IDG) are operative. NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.
	C	1	0	(M) May be inoperative provided: a) APU is deactivated, b) Aircraft speed is limited to 300 knots, and c) Both Integrated Drive Generators (IDG) are operative. NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.
2) 600-2C10, 600-2D15, 600-2D24	C	1	0	(M) May be inoperative provided: a) APU is deactivated, b) Intake door is visually verified CLOSED, and c) Both Integrated Drive Generators (IDG) are operative. NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.
	C	1	0	(M) May be inoperative provided: a) APU is deactivated, b) Aircraft speed is limited to 220 knots, and c) Both Integrated Drive Generators (IDG) are operative. NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2.	NUMBER	INSTALLED	
			3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS AND EXCEPTIONS
49 AUXILIARY POWER				
10-01 Auxiliary Power Unit (APU) (cont'd)				
3) 600-2E25	C	1	0	(M)(O) May be inoperative provided: a) APU is deactivated, b) Intake door is visually verified CLOSED, c) Both Integrated Drive Generators (IDG) are operative, and d) Cabin occupants limited per table. NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.
	C	1	0	(M)(O) May be inoperative provided: a) APU is deactivated, b) Aircraft speed is limited to 220 knots, c) Both Integrated Drive Generators (IDG) are operative, and d) Cabin occupants limited per table. NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49 AUXILIARY POWER						
14-01 APU Air Intake Door Linear Actuator						
1) 600-2B19	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) APU is not used, b) Aircraft speed is limited to 300 knots, and c) Both Integrated Drive Generators are operative. 		
	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Intake door is deactivated CLOSED and b) APU is considered inoperative. 		
	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Intake door is deactivated OPEN, b) APU is operated continuously during flight or aircraft speed is limited to 300 knots if APU is OFF, c) AFM performance corrections for APU ON are applied, and d) APU Battery and APU Battery Charger System is operative. 		

(cont'd)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49 AUXILIARY POWER						
14-01 APU Air Intake Door Linear Actuator (cont'd)						
2) 600-2C10,	C	1	0	(O) May be inoperative provided:	<ul style="list-style-type: none"> a) APU is not used, b) Aircraft speed is limited to 220 knots, and c) Both Integrated Drive Generators (IDG) are operative. 	
600-2D15, 600-2D24, 600-2E25					<p>NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.</p>	
3) 600-2C10,	C	1	0	(M)(O) May be inoperative provided:	<ul style="list-style-type: none"> a) Intake door is deactivated OPEN, b) APU is operated continuously during flight or aircraft speed is limited to 220 knots if APU is OFF, and c) AFM performance corrections for APU ON are applied. 	
600-2D15,						
600-2D24						
4) 600-2E25	C	1	0	(M)(O) May be inoperative provided:	<ul style="list-style-type: none"> a) Intake door is deactivated CLOSED, and b) APU is considered inoperative. 	
43-01 APU START/STOP "START/AVAIL" Switch Light (light function only)	C	1	0			

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
				2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
				4. REMARKS AND EXCEPTIONS	
49 AUXILIARY POWER					
51-01	APU Load Control Valve (LCV)				
	1) 600-2B19	C	1	0	(M) May be inoperative provided it is secured CLOSED. NOTE: APU is available as source of electrical power only, if required.
	2) 600-2C10, 600-2D15, 600-2D24	C	1	0	(M) May be inoperative provided: a) APU LCV is secured CLOSED, and b) Bleed Valves are selected to "Manual" on the Bleed Air Control Panel. NOTE: APU is available as a source of electrical power only, if required.
	3) 600-2E25	C	1	0	(M)(O) May be inoperative provided: a) APU LCV is secured CLOSED, and b) Bleed Valves are selected to "Manual" on the Bleed Air Control Panel. NOTE: APU is available as a source of electrical power only, if required.
51-02	APU Surge Control Valve (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	May be inoperative CLOSED provided: a) APU is not operated above 17,000 feet, and b) Operations are not dependent on use of APU.
51-03	APU LCV "FAIL/OPEN" Switch Light (light function only) (600-2B19)	C	1	0	
61-01	Electronic Control Unit (ECU)	C	1	0	May be inoperative provided APU is considered inoperative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
49 AUXILIARY POWER				
61-02 APU Sub-system (600-2C10, 600-2D15, 600-2D24, 600-2E25)				
1) EGT Sensors	C	2	1	One may be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.
2) Speed Sensors	C	2	1	One may be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.
3) Fuel Filter Delta Pressure Switch	C	2	0	May be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.
4) APU Oil Filter Delta Pressure Switch	C	1	0	May be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.
5) Generator Oil Filter Bypass Indicator	C	1	0	May be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.
6) Oil Temperature Sensor	C	1	0	May be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.
7) Time Totalizing Meter	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS AND EXCEPTIONS
52 DOORS					
11-01 Passenger Door Power Assist System					
1) Power Assist Sub-system	C	1	0	(M)(O) May be inoperative provided: a) Door is verified manually operative (opens and closes) without any interference, b) Counterbalance Forward and Aft sides are operative, and c) Alternate procedures are established and used.	
2) Counterbalance Sub-system					
a) Forward side	C	1	0	(M)(O) May be inoperative provided: a) Door is verified manually operative (opens and closes) without any interference, b) Counterbalance Aft side is operative, and c) Alternate procedures are established and used.	
b) Aft side	C	1	0	(M)(O) May be inoperative provided: a) Door is verified manually operative (opens and closes) without any interference, b) Counterbalance Forward side is operative, and c) Alternate procedures to control manually the support wheel or to support door with cable kit are established and used.	
11-05 Passenger Door Handrail Quick-Release Pins (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1	(M) May be missing provided the associated cable is stowed.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
52 DOORS					
11-06 Passenger Door Support Wheel Assembly	C	1	0	(M)(O) May be inoperative or missing provided: a) Support Wheel Assembly is deactivated, b) Alternate procedures to support door with cable kit are established and used, and c) Placarded stairway loading limitations are maintained.	
21-01 Doors and Overwing Emergency Exits	A	-	-	(O) One overwing emergency exit or one door may be inoperative provided: a) No passengers are carried except aircraft crew, b) Affected door or emergency exit is verified CLOSED, LATCHED, and LOCKED before each departure, and c) Repairs are made within three flight days.	
31-01 Balance Springs					
1) Cargo Compartment Door (600-2B19)	C	2	1	(M) May be inoperative provided door is verified operative (opens and closes) without interference and affected spring is deactivated. NOTE: Door may close faster.	
2) Aft Cargo Compartment Door (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1	(M) May be inoperative provided door is verified operative (opens and closes) without any interference and affected spring is deactivated. NOTE: Door may close faster.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>52 DOORS</p> <p>35-01 Forward Cargo Compartment Protector Kits (600-2C10, 600-2D15, 600-2D24, 600-2E25)</p> <p>1) A/c without ModSum LE670T11781 (Door Protector Kit)</p> <p>2) A/c with ModSum LE670T11781 (Vent Flap Protector Kit)</p>	<p>D</p> <p>D</p> <p>D</p> <p>D</p>	<p>-</p> <p>-</p> <p>-</p> <p>-</p>	<p>0</p> <p>0</p> <p>0</p> <p>0</p>	<p>(M) May be inoperative provided:</p> <p>a) Affected protector kit is removed,</p> <p>b) Associated cargo compartment door is visually inspected for damage and checked for correct operation, and</p> <p>c) Associated cargo compartment or sub-compartment remains empty.</p> <p>(M) May be inoperative provided:</p> <p>a) Affected protector kit is removed,</p> <p>b) Associated cargo compartment door is visually inspected for damage and checked for correct operation, and</p> <p>c) Associated Cargo Compartment Door Restraint Nets are verified operative and properly installed after every cargo/baggage loading.</p> <p>(M) May be inoperative provided:</p> <p>a) Affected protector kit is removed,</p> <p>b) Associated vent flap mechanism is visually inspected for damage and checked for correct operation, and</p> <p>c) Associated cargo compartment or sub-compartment remains empty.</p> <p>(M) May be inoperative provided:</p> <p>a) Affected protector kit is removed,</p> <p>b) Associated vent flap mechanism is visually inspected for damage and checked for correct operation, and</p> <p>c) Associated Cargo Compartment Door Restraint Nets are verified operative and properly installed after every cargo/baggage loading</p>		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52 DOORS							
51-01 Flight Deck Security Door (FAR 25.795 Compliant)							
1) Door Latch	A	1	0	May be inoperative provided: a) Door Dead Bolt is operative, b) Door Dead Bolt is used to lock and unlock the door, and c) Repairs are made within two flight days.			
2) Flight Deck Door Panel Pressure Relief Latches	A	-	0	May be inoperative in the latched position provided repairs are made within two flight days.			
3) Dead Bolt	A	1	0	May be inoperative provided repairs are made within two flight days.			
51-02 C&D Zodiac Enhanced Flight Deck Security Door Automatic Locking/Access/Control Systems (FAR 25.795 Compliant) (ST01408LA) (600-2B19) ***							
1) Flight Deck Access Panel System (Keypad, Door Chime)	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.			
a) LEDs	C	3	0	(O) May be inoperative provided alternate procedures are established and used.			
b) Door Bell Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.			

(cont'd)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
52 DOORS				
51-02 C&D Zodiac Enhanced Flight Deck Security Door Automatic Locking/Access/Control Systems (FAR 25.795 Compliant) (ST01408LA) (600-2B19) *** (cont'd)				
2) Flight Deck Door LOCK FAIL Light	C	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.
3) Flight Deck Door AUTO UNLK Light	C	1	0	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door Chime operates normally.
4) Flight Deck Door Latch	A	1	0	(M)(O) May be inoperative provided: a) Door Dead Bolt is operative, b) Door Dead Bolt is used to lock and unlock the door, and c) Repairs are made within two flight days.
5) Flight Deck Door Panel Pressure Relief Panels	A	2	0	May be inoperative provided: a) Panels are in latched position, and b) Repairs are made within two flight days.
6) Dead Bolt	C	1	0	May be inoperative provided automatic lock controls operate normally.
7) Flight Deck Door Viewing Port	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.

(cont'd)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
52 DOORS				
51-02 C&D Zodiac Enhanced Flight Deck Security Door Automatic Locking/Access/ Control Systems (FAR 25.795 Compliant) (ST01408LA) (600-2B19) *** (cont'd)				
7) Flight Deck Door Viewing Port (cont'd)	C	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.
51-03 C&D Zodiac Enhanced Flight Deck Security Door Automatic Locking/Access/ Control Systems (FAR 25.795 Compliant) (ST01415LA) (600-2C10 600-2D15, 600-2D24, 600-2D25) ***				
1) Flight Deck Access Panel System (Keypad, Door Chime)	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.
a) LEDs	C	3	0	(O) May be inoperative provided alternate procedures are established and used.
b) Door Bell Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
				(cont'd)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2.	3.	4.	REMARKS AND EXCEPTIONS
	NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH		
52 DOORS				
51-03 C&D Zodiac Enhanced Flight Deck Security Door Automatic Locking/Access/ Control Systems (FAR 25.795 Compliant) (ST01415LA) (600-2C10 600-2D15, 600-2D24, 600-2D25) *** (cont'd)				
2) Flight Deck Door LOCK FAIL Light	C	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.
3) Flight Deck Door AUTO UNLK Light	C	1	0	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door Chime operates normally.
4) Flight Deck Door Latch	A	1	0	(M)(O) May be inoperative provided: a) Door Dead Bolt is operative, b) Door Dead Bolt is used to lock and unlock the door, and c) Repairs are made within two flight days.
5) Flight Deck Door Panel Pressure Relief Panels	A	2	0	May be inoperative provided: a) Panels are in latched position, and b) Repairs are made within two flight days.
6) Dead Bolt	C	1	0	May be inoperative provided automatic lock controls operate normally.

(cont'd)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS AND EXCEPTIONS
52 DOORS					
51-03 C&D Zodiac Enhanced Flight Deck Security Door Automatic Locking/Access/Control Systems (FAR 25.795 Compliant) (ST01415LA) (600-2C10 600-2D15, 600-2D24, 600-2D25) *** (cont'd)					
7) Flight Deck Door Viewing Port	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
	C	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.	
70-01 Passenger Door Indication System 1) 600-2B19 without ModSum TC601R13193 (Phase IV Door)	A	1	0	(O) May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Internal green witness marks on six door latch pins are aligned, c) Green witness marks on two upper roll latches are aligned, d) Door lock 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, h) No door warning EICAS messages are displayed, and i) Repairs are made within three flight days.	

(cont'd)

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-2C10/-2D15/-2D24/-2E25

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52 DOORS							
70-01 Passenger Door Indication System (cont'd)							
2) 600-2B19 with ModSum TC601R13193 (Phase IV Door)	A	1	0	(O) May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Internal green witness marks on four door latch pins are aligned, c) Green witness marks on two upper roll latches are aligned, d) Green witness mark on upper lock on upper roll shaft is aligned, e) Door lock flag indicator indicates LOCKED, f) External handle is verified STOWED, g) External pressure vent flap is verified fully CLOSED, h) No door warning EICAS messages are displayed, and i) Repairs are made within three flight days.			
3) 600-2C10, 600-2D15, 600-2D24, 600-2E25	A	1	0	(O) May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Internal green witness marks on four door latch pins are aligned, c) Green witness marks on two upper roll latches are aligned, d) Green witness mark on upper lock on upper roll shaft is aligned, e) Door lock flag indicator indicates LOCKED, f) External handle is verified STOWED, g) External pressure vent flap is verified fully CLOSED, h) No door warning EICAS messages are displayed, i) Ground Valve (Avionics Cooling) is considered inoperative, and j) Repairs are made within three flight days.			

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
52 DOORS					
70-02 Avionic Compartment Door Indication System	C	1	0	May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, and b) Handle is verified STOWED.	
70-03 Overwing Emergency Exit Indication Systems	C	-	0	(O) May be inoperative provided before each flight: a) Affected door is CLOSED, LATCHED and LOCKED, and b) External push plate is verified FLUSH.	
70-04 Cargo Compartment Door Indication System					
1) FWD (600-2C10, 600-2D15, 600-2D24 with modsum 670T31862), (600-2E25)	C	1	0	May be inoperative provided before each flight: a) Door is verified CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Gap between door and fuselage is verified not present.	
2) CTR (600-2D15, 600-2D24 with modsum 670T31862), (600-2E25)	C	1	0	May be inoperative provided before each flight: a) Door is verified CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Gap between door and fuselage is verified not present.	
3) AFT	C	1	0	May be inoperative provided before each flight: a) Door is verified CLOSED, LATCHED and LOCKED, and b) Handle is verified STOWED.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
			2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS AND EXCEPTIONS	
52 DOORS					
70-05 Service Door Indication System					
1) 600-2B19	C	1	0	May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Internal green witness marks are aligned at viewing window, c) Internal handle is verified at LOCKED position, and d) External handle is verified STOWED.	
2) 600-2C10	C	1	0	May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Ground Valve (Avionics Cooling) is considered inoperative.	
3) 600-2D15, 600-2D24, 600-2E25					
a) FWD	C	1	0	May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Ground Valve (Avionics Cooling) is considered inoperative.	
b) AFT ***	C	1	0	May be inoperative provided before each flight: a) Door is CLOSED, LATCHED and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Ground Valve (Avionics Cooling) is considered inoperative.	

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REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

52 DOORS

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

73 ENGINE FUEL &
CONTROL

21-01 Full Authority
Digital ENGINE
Control System
(FADEC)
(600-2C10,
600-2D15,
600-2D24,
600-2E25)

A	1	1	System redundancy may be degraded as indicated by "L FADEC FAULT 1" status message provided: a) "R FADEC FAULT 1" status message is not displayed, and b) Repairs are made within 10 days.
A	1	1	System redundancy may be degraded as indicated by "R FADEC FAULT 1" status message provided: a) "L FADEC FAULT 1" status message is not displayed, and b) Repairs are made within 10 days.
A	1	1	(M) System redundancy may be degraded as indicated by "L FADEC FAULT 1" and "R FADEC FAULT 1" status messages provided: a) Not-dispatchable FADEC failures are verified not present on both engines, and b) Repairs are made within 10 days.
A	1	1	System redundancy may be degraded as indicated by "L FADEC FAULT 2" status message provided repairs are made within 30 days.
A	1	1	System redundancy may be degraded as indicated by "R FADEC FAULT 2" status message provided repairs are made within 30 days.

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	2.	3.	4.	
	NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH	
			REMARKS AND EXCEPTIONS	
73 ENGINE FUEL & CONTROL				
31-01 EICAS Fuel Flow "FF" Readouts (600-2B19)	B	2	1	May be inoperative provided all EICAS Fuel Tank Quantity Readouts are operative.
31-02 EICAS Fuel Used Readout (600-2B19)	C	1	0	May be inoperative provided all EICAS Fuel Tank Quantity Readouts are operative.
31-03 Fuel Low Pressure Indicating Systems	B	2	1	(O) May be inoperative provided: a) Both Fuel Boost Pumps are operative, and b) Monitor fuel level and quantity during flight, NOTE: Fuel system check valve test (First flight of day – Before Engine Shutdown) is waived for the inoperative fuel low pressure indication.
31-04 Fuel Feed Temperature Indicating System	C	2	1	One may be inoperative provided icing inhibitor is added to the fuel.
	C	2	1	May be inoperative provided EICAS oil temperature readout is checked to be stable within limits prior to each flight.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS AND EXCEPTIONS	
74 IGNITION				
11-01 Ignition Systems				
1) 600-2B19				
a) A Systems	B	2	1	One may be inoperative provided both B Systems are operative.
b) B Systems	B	2	0	Both may be inoperative provided both A Systems are operative.
				<p>NOTE: Although the Continuous Ignition System remains operative, the "CONT IGNITION" status message and "CONT IGNITION ON" light on overhead panel are inhibited.</p>
				(cont'd)

FEDERAL AVIATION ADMINISTRATION

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>74 IGNITION</p> <p>11-01 Ignition Systems (cont'd) 2) 600-2C10, 600-2D15, 600-2D24, 600-2E25</p> <p>a) A Systems</p> <p>b) B Systems</p> <p>30-01 IGNITION A/B "ARM/ON" Switch Lights (light function only) (600-2B19)</p> <p>30-02 IGNITION CONT "ON" Switch Light (light function only)</p>						
	B	2	1		(O) One may be inoperative provided both B Systems are operative.	
	B	2	0		(O) Both may be inoperative provided both A Systems are operative.	
	C	2	0			
	C	1	0			

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
			2. NUMBER INSTALLED		
76 ENGINE CONTROLS					
10-01	SYNC SEL Switch (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	1	0	
11-01	L & R Engine Speed Control Systems (600-2B19)	C	2	0	(O) Both may be inoperative provided: a) ENG SPEED CONTROL switches are selected OFF for both engines, b) APR is selected OFF, and, c) Operations are conducted in accordance with AFM APR inoperative performance data. NOTE: Thrust levers will not always be aligned when fan speeds are matched.
11-03	Throttle Lever (FADEC) RVDTs (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	4	2	One per throttle lever may be inoperative.
13-01	Automatic Performance Reserve System (APR) (600-2B19)	C	1	0	(O) May be inoperative provided: a) APR is selected OFF, and b) Operations are conducted in accordance with AFM APR inoperative performance data.

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SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

76 ENGINE CONTROLS

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
77 ENGINE INDICATING	B	2	1	One may be inoperative provided: <ul style="list-style-type: none"> a) Operations are not conducted in known or forecast icing conditions, and b) Both Ice Detection Systems are operative. 		
31-01 Engine Vibration Monitoring Indications						

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1. SYSTEM,
SEQUENCE NUMBERS &
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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

77 ENGINE INDICATING

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78 ENGINE EXHAUST						
30-01 Thrust Reverser Systems	C	2	1			(M) One may be inoperative provided: <ul style="list-style-type: none"> a) There is no structural damage to thrust reverser system beyond approved acceptable damage limits, b) Inoperative thrust reverser is deactivated, stowed and locked in forward thrust position, and c) Operations are conducted in accordance with AFM performance data.

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1. SYSTEM,
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REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

78 ENGINE EXHAUST

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS AND EXCEPTIONS			
79 ENGINE OIL					
12-01	Oil Replenishment System ***	D	1	0	(M) May be inoperative provided alternate method for checking engine oil levels and servicing engine oil is established and used.
21-01	Engine Oil Filter Impending Bypass and Chip Detector Panel (Engine Oil Detection Panel)				
	1) 600-2B19 Pre-SB GE 72-0109	C	1	0	(M) May be inoperative provided an alternate maintenance procedure is accomplished and does not exceed 30 flight hours interval(s).
	2) 600-2B19 Post-SB GE 72-0109	C	1	0	(M) May be inoperative provided an alternate maintenance procedure is accomplished and does not exceed 100 flight hours interval(s).
	3) 600-2C10, 600-2D15, 600-2D24, 600-2E25	C	1	0	(M) May be inoperative provided an alternate maintenance procedure is accomplished and does not exceed 100 flight hours interval(s).
30-01	Low Oil Pressure Switch (600-2C10, 600-2D15, 600-2D24, 600-2E25)	A	2	1	(O) May be inoperative OPEN provided: a) Both oil pressure readouts are verified operative, and b) Repairs are made within one flight.
		A	2	1	(M)(O) May be inoperative CLOSED provided: a) Both oil pressure readouts are verified operative, b) Inoperative Low Oil Pressure Switch is deactivated, and c) Repairs are made within one flight.
NOTE: Aural warning "Engine Oil" will not be functional.					

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-2C10/-2D15/-2D24/-2E25

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
<p>79 ENGINE OIL</p> <p>30-03 Engine Oil Level Indications (600-2B19***, 600-2C10, 600-2D15, 600-2D24, 600-2E25)</p>	C	2	0	<p>(M) Both may be inoperative provided:</p> <ul style="list-style-type: none"> a) Engine oil reservoir is refilled within the permissible time interval, and b) There is no evidence of excessive oil consumption. 		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
			2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS AND EXCEPTIONS	
80 STARTING					
10-01 Engine L/R "STOP" Switch Lights (light function only)	C	2	0	Both may be inoperative provided N2 is monitored.	
10-02 Engine "START" Switch Lights (light function only)	C	2	0		
10-03 Air Turbine Starter Speed Cutout Switches (600-2B19)	C	2	1	(O) May be inoperative CLOSED provided: a) Associated Engine STOP Switch Light is operative, b) Engine start is manually terminated, and c) Starter disengagement is confirmed.	
				NOTE: The Air Turbine Starter will be damaged if it is left engaged at or above engine idle speed.	
Starter Air Valves (600-2C10, 600-2D15, 600-2D24, 600-2E25)	C	2	1	(M)(O) One may be inoperative CLOSED provided alternate starting procedures are established and used.	

AIRCRAFT:
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-2C10/-2D15/-2D24/-2E25

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1. SYSTEM,
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REPAIR CATEGORY

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