



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

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# Master Minimum Equipment List (MMEL)

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Revision: 10  
Date: 02/24/2016

## **Bombardier Challenger** CL-600/601/601-3A/601-3R/604/605/650

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## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

BOMBARDIER CL-  
600/601/601-3A/601-  
3R/604/605/650REVISION NO. 10  
DATE: 02/24/2016

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3A/601-3R/604/605/650

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LOG OF REVISIONS

REV NO.	DATE	PAGE NUMBERS	INITIALS
ORIGINAL	04/12/1984	ALL PAGES	
1	02/09/1990	ALL PAGES	
1a	02/16/1994	HIGHLIGHTS OF REV.,DEFINITIONS 21-1,21-2,21-3,21-4,21-5,21-6,30-1, 30-2, 30-3,30-4,34-1, 34-2,34-3,34-4, 34-5,34-6,34-7, 34-8,34-9,36-1,36-2, 71-1, 74-1,76-1	
2	09/25/1995	HIGHLIGHTS OF REV.,DEFINITIONS, 21-1,21-2,21-3, 21-4,21-5, 21-6,21-7,22-1,22-2,22-3,23-1, 23-2,23-3,23-4,23-5, 24-1,24-2, 24-3,25-1,25-2, 25-3,25-4, 26-1,26-2,26-3,26-4, 27-1,27-2,28-1, 28-2,28-3,28-4,29-1, 29-2,29-3 29-4,30-1,30-2, 30-3,30-4,31-1,31-2,32-1,33-1, 33-2 33-3,33-4, 33-5,33-6,33-7 34-1,34-2,34-3, 34-4,34-5 34-6, 34-7,34-8,34-9,34-10, 34-11, 34-12, 35-1,35-2,36-1,36-2, 49-1,52-1,52-2,71-1 73-1,74-1,74-2, 76-1, 77-1 78-1,79-1	
3	04/12/1996	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, 22-1,22-2,22-3,22-4, 22-5,23-1, 23-2,23-3,23-4, 23-5,23-6, 23-7,24-1,24-2, 24-3, 24-4,24-5,24-6,25-1, 25-2,25-3,25-4, 26-1,26-2, 26-3,26-4,26-5,27-1,27-2, 27-3,28-1,28-2,28-3, 28-4, 28-5,28-6,28-7,28-8,28-9, 28-10,29-1, 29-2, 29-3,29-4, 30-1, 30-2,30-3,30-4,30-5, 30-6, 30-7,31-1,31-2,31-3,32-1,32-2, 32-3,33-1, 33-2, 33-3,33-4,33-5,33-6,33-7, 34-1,34-2,34-3, 34-4,34-5, 34-6,34-7,34-8,34-9,34-10,34-11, 34-12,34-13, 34-14,34-15,35-1,35-2,35-3,36-1, 36-2, 49-1,52-1,52-2,52-3,71- 1, 73-1,73-2, 74-1,74-2,74-3,76-1,77-1,78-1,79-1	
4	03/26/2002	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, 22-1,22-2,22-3,22-4, 22-5,22-6, 22-7, 22-8,23-1, 23-2,23-3, 23-4,23-5,23-6, 23-7, 23-8,24-1,24-2,24-3, 24-4,24-5,24-6,25-1, 25-2, 25-3,25-4,25-5,25-6,25-7, 26-1,26-2,26-3, 26-4,26-5, 26-6,27-1,27-2,27-3,27-4, 27-5,27-6,28-1,28-2,28-3,28-4, 28-5,28-6,28-7,28-8, 28-9,28-10,28-11,28-12,29-1, 29-2,29- 3,29-4, 30-1, 30-2, 30-3,30-4,30-5,30-6,30-7, 31-1, 31-2,31-3, 31-4,32-1,32-2,32-3,32-4,32-5,33-1, 33-2,33-3,33-4,33-5,33-6, 33-7,34-1,34-2,34-3, 34-4, 34-5,34-6,34-7,34-8,34-9,34-10, 34-11, 34-12, 34-13,34-14, 34-15,34-16,34-17,34-18, 34-19, 34-20,35-1,35-2,35-3,36-1, 36-2,38-1, 38-2,45-1,49-1, 52-1, 52-2,52-3,52-4,71-1, 73-1, 73-2,74-1,74-2,74-3,76-1,76-2, 77-1,78-1,79-1	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: BOMBARDIER CL-600/601/601-3A/601-3R/604/605/650	REVISION NO. 10 DATE: 02/24/2016	PAGE NO. III
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REV NO.	DATE	PAGE NUMBERS	INITIALS
5	11/17/2003	HIGHLIGHTS OF REV.,DEFINITIONS 21-1,21-2,21-3,21-4,21-5, 21-6,21-7,21-8,21-9, 21-10, 21-11,21-12,22-1,22-2,22-3, 22-4,22-5, 22-6,22-7,22-8, 23-1,23-2,23-3,23-4,23-5, 23-6, 23-7,23-8,23-9,23-10, 24-1,24-2,24-3,24-4,24-5, 25-1,25-2,25-3,25-4,25-5, 25-6,25-7,25-8,25-9, 26-1, 26-2,26-3,26-4,26-5,26-6, 27-1,27-2, 27-3,27-4,27-5, 27-6,27-7,28-1,28-2,28-3, 28-4, 28-5,28-6,28-7,28-8, 28-9,28-10,28-11,28-12, 28-13, 29-1,29-2,29-3,29-4,30-1, 30-2,30-3, 30-4, 30-5,30-6, 30-7,31-1,31-2,31-3,31-4, 31-5, 32-1,32-2,32-3,32-4, 32-5,33-1,33-2,33-3, 33-4, 33-5,33-6,33-7,33-8,33-9, 33-10,33-11, 33-12,34-1,34-2, 34-3,34-4,34-5,34-6,34-7, 34-8,34-9,34-10,34-11,34-12, 34-13,34-14,34-15, 34-16,34-17, 34-18,34-19,34-20,35-1,35-2, 35-3,36-1,36-2,38-1,38-2, 45-1,49-1,52-1, 52-2,52-3, 52-4,52-5,71-1,73-1,73-2, 74-1, 74-2,76-1,76-2,77-1, 78-1,79-1	
6	10/01/2004	HIGHLIGHTS OF REV.,DEFINITIONS 28-1,28-3,28-4,28-5,28-6, 28-7,28-8,28-9,28-10, 28-11, 28-12,28-13,28-14,28-15	
7	05/20/2005	HIGHLIGHTS OF REV.,DEFINITIONS Control Page VIII, 30-1,30-2,30-3,30-4,30-5, 30-6, 30-7	
8	8/21/2007	ALL PAGES	
8a	8/5/2010	Cover Page, Table of Contents, Log of Revisions V, Control Page VI, VII, VIII, VIX, Highlights of Change X, 24-1,24-2, 24-3, 24-4, 24-5, 24-6, 24-7, 24-8, 27-2, 29-1,30-4, 30-5, 30-6, 30-7, 32-4.	
9	06/21/2013	Cover Page, Table of Contents II, Log of Revisions III – V, Control Pages VI-IX, Highlights of Change X, Definitions XI, Preamble XII, 21-1, 2-2, 21-4, 21-5, 21-6, 22-1 thru 22-6, 23-1 thru 23-9, 24-1 thru 24-4, 24-6, 24-7, 25-5 thru 25-11,26-1 thru 26-3, 27-2, 28-2 thru 28-7, 28-9, 29-2, 29-3, 30-3 thru 30-5, 30-7, 31-9, 32-2, 32-3, 33-4, 33-5, 33-9, 34-1 thru 34-6, 34-8 thru 34-11, 34-17 thru, 34-25, 35-3, 36-1, 38-1, 38-2, 46-1 thru 46-3, 52-3, 52-4, 56-1, 71-1, 73-1, 73-2, 74-1, 77-4, 78-1, 79-1.	
9a	02/13/2014	Cover Page, Control Page III, thru V, Highlights of Change VII, Definitions VIII, Preamble IX, 22-1, 22-2, 22-5, 23-3, 23-5, 23-8, 30-6, 31-3 thru 31-7, 31-10, 33-5, 34-3, 34-10, 34-11, 34-21 thru 34-26, 45-1, 46-2.	
10	02/24/2016	All	

## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:  
BOMBARDIER CL-600/601/601-  
3A/601-3R/604/605/650

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	21-2	Revision 10	02/24/2016
	21-3	Revision 10	02/24/2016
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	21-5	Revision 10	02/24/2016
	21-6	Revision 10	02/24/2016
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22 - Auto Flight	22-1	Revision 10	02/24/2016
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23 - Communications	23-1	Revision 10	02/24/2016
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	23-6	Revision 10	02/24/2016
	23-7	Revision 10	02/24/2016
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24 - Electrical Power	24-1	Revision 10	02/24/2016
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	24-6	Revision 10	02/24/2016
	24-7	Revision 10	02/24/2016
25 - Equipment/Furnishings	25-1	Revision 10	02/24/2016
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	25-3	Revision 10	02/24/2016
	25-4	Revision 10	02/24/2016
	25-5	Revision 10	02/24/2016
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	25-11	Revision 10	02/24/2016

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	26-3	Revision 10	02/24/2016
	26-4	Revision 10	02/24/2016
	26-5	Revision 10	02/24/2016
27 - Flight Controls	27-1	Revision 10	02/24/2016
	27-2	Revision 10	02/24/2016
	27-3	Revision 10	02/24/2016
	27-4	Revision 10	02/24/2016
28 - Fuel	28-1	Revision 10	02/24/2016
	28-2	Revision 10	02/24/2016
	28-3	Revision 10	02/24/2016
	28-4	Revision 10	02/24/2016
	28-5	Revision 10	02/24/2016
	28-6	Revision 10	02/24/2016
	28-7	Revision 10	02/24/2016
	28-8	Revision 10	02/24/2016
	28-9	Revision 10	02/24/2016
29 - Hydraulic Power	29-1	Revision 10	02/24/2016
	29-2	Revision 10	02/24/2016
	29-3	Revision 10	02/24/2016
	29-4	Revision 10	02/24/2016
30 - Ice and Rain Protection	30-1	Revision 10	02/24/2016
	30-2	Revision 10	02/24/2016
	30-3	Revision 10	02/24/2016
	30-4	Revision 10	02/24/2016
	30-5	Revision 10	02/24/2016
	30-6	Revision 10	02/24/2016
	30-7	Revision 10	02/24/2016
31 - Indicating/Recording Systems	31-1	Revision 10	02/24/2016
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	31-4	Revision 10	02/24/2016
	31-5	Revision 10	02/24/2016
	31-6	Revision 10	02/24/2016
	31-7	Revision 10	02/24/2016
	31-8	Revision 10	02/24/2016
	31-9	Revision 10	02/24/2016
	31-10	Revision 10	02/24/2016
	31-11	Revision 10	02/24/2016
32 - Landing Gear	32-1	Revision 10	02/24/2016
	32-2	Revision 10	02/24/2016
	32-3	Revision 10	02/24/2016
33 - Lights	33-1	Revision 10	02/24/2016
	33-2	Revision 10	02/24/2016
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34 - Navigation	34-1	Revision 10	02/24/2016
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	34-3	Revision 10	02/24/2016
	34-4	Revision 10	02/24/2016
	34-5	Revision 10	02/24/2016
	34-6	Revision 10	02/24/2016
	34-7	Revision 10	02/24/2016
	34-8	Revision 10	02/24/2016
	34-9	Revision 10	02/24/2016
	34-10	Revision 10	02/24/2016
	34-11	Revision 10	02/24/2016
	34-12	Revision 10	02/24/2016
	34-13	Revision 10	02/24/2016
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	34-15	Revision 10	02/24/2016
	34-16	Revision 10	02/24/2016
	34-17	Revision 10	02/24/2016
	34-18	Revision 10	02/24/2016
	34-19	Revision 10	02/24/2016
	34-20	Revision 10	02/24/2016
	34-21	Revision 10	02/24/2016
	34-22	Revision 10	02/24/2016
	34-23	Revision 10	02/24/2016
	34-24	Revision 10	02/24/2016
	34-25	Revision 10	02/24/2016
	34-26	Revision 10	02/24/2016
	34-27	Revision 10	02/24/2016
35 - Oxygen	35-1	Revision 10	02/24/2016
	35-2	Revision 10	02/24/2016
	35-3	Revision 10	02/24/2016
36 - Pneumatic	36-1	Revision 10	02/24/2016
38 - Water/Waste	38-1	Revision 10	02/24/2016
	38-2	Revision 10	02/24/2016
45 - Central Maintenance Computer	45-1	Revision 10	02/24/2016
46 - Information Systems	46-1	Revision 10	02/24/2016
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49 - Airborne Auxiliary Power	49-1	Revision 10	02/24/2016
52 - Doors	52-1	Revision 10	02/24/2016
	52-2	Revision 10	02/24/2016
	52-3	Revision 10	02/24/2016
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71 - Powerplant	71-1	Revision 10	02/24/2016
73 - Engine Fuel & Control	73-1	Revision 10	02/24/2016
	73-2	Revision 10	02/24/2016
74 - Ignition	74-1	Revision 10	02/24/2016
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CONTROL PAGE

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76 - Engine Controls	76-1	Revision 10	02/24/2016	
	76-2	Revision 10	02/24/2016	
	77 - Engine Indicating	77-1	Revision 10	02/24/2016
		77-2	Revision 10	02/24/2016
	77-3	Revision 10	02/24/2016	
	77-4	Revision 10	02/24/2016	
	78 - Engine Exhaust	78-1	Revision 10	02/24/2016
79 - Engine Oil	79-1	Revision 10	02/24/2016	

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HIGHLIGHTS OF CHANGE

Revision 10 incorporates changes to each page header to include the marketing designation '650' under AIRCRAFT:

In addition, Revision 10 incorporates relief for Challenger 650 Avionics Block Upgrade for ATA items 23-11-4, 34-34-1, 34-42-2, 34-43-1, 34-54-1, 34-61-1, 34-61-2, 34-61-5, and 34-61-6. The '650' marketing designation was added to all relief items that are applicable to the 605 with no technical change.

Policy letters PL-72, 76, 77, 79, 83, 106, and 116 were updated.

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DEFINITIONS

Insert definitions from latest Policy Letter PL-25.

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PREAMBLE

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

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PAGE NO:  
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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

20-1 Heat Exchanger Fan  
 (Footwarmer-Demist)  
 (600, 601, 601-3A)

C 1 0

24-1 Cockpit Displays  
 Cooling Exhaust Fan  
 (604, 605, 650)

C 1 0

(M) May be inoperative provided:  
 a) Both packs are operative, and  
 b) Fan is deactivated.

NOTE: During ground operations at ambient  
 temperatures above 40 degrees C  
 (104 degrees F), operation of  
 electrical/Avionics equipment must be limited  
 to 30 minutes unless at least one Air  
 Conditioning Pack is operating and cabin  
 doors are CLOSED as per AFM.

30-1 Emergency  
 Pressurization  
 System  
 (600, 601, 601-3A)

C 1 0

(O) May be inoperative provided airplane is operated  
 unpressurized.

30-2 Cabin Altitude  
 Warning System  
 (600, 601, 601-3A,  
 601-3R)

C 1 0

(O) May be inoperative provided Cabin Altitude Aural  
 (Horn) Warning System is operative.

1) Visual  
 (CABIN PRESS  
 LOW light)

C 1 0

(O) May be inoperative provided airplane is operated  
 unpressurized.

(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

30-2 Cabin Altitude  
 Warning System  
 (600, 601, 601-3A,  
 601-3R)  
 (Cont'd)

2) Aural (Horn)  
 \*\*\*

D 1 0

(O) May be inoperative provided Cabin Altitude Visual (Light) Warning System is operative.

C 1 0

May be inoperative provide aircraft is operated at or below 10,000 feet MSL.

C 1 0

(O) May be inoperative provided aircraft is operated unpressurized.

30-3 Cabin Altitude  
 Indicator (600, 601,  
 601-3A, 601-3R)

C 1 0

(O) May be inoperative provided:  
 a) Cabin Differential Pressure Indicator is operative, and  
 b) A chart is provided to convert Cabin Differential Pressure to Cabin Altitude.

C 1 0

(O) May be inoperative provided:  
 a) Pressurization System is considered inoperative, and  
 b) Airplane is operated unpressurized.

30-4 Cabin Differential  
 Pressure Indicator  
 (600, 601,601-3A,  
 601-3R)

C 1 0

(O) May be inoperative provided:  
 a) Cabin Altitude Indicator is operative, and  
 b) A chart is provided to convert cabin altitude to Cabin Differential Pressure.

C 1 0

(O) May be inoperative provided:  
 a) Pressurization System is considered inoperative, and  
 b) Airplane is operated unpressurized.

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AIRCRAFT:  
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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

30-5 Cabin Rate of Climb  
 Indicator (600, 601,  
 601-3A, 601-3R)

C 1 0

(O) May be inoperative provided:  
 a) Cabin Altitude Indicator is operative,  
 b) Cabin Differential Pressure Indicator is  
 operative, and  
 c) Cabin Pressurization Control System Automatic  
 Mode is operative.

C 1 0

(O) May be inoperative provided airplane is operated  
 unpressurized.

30-6 Cabin Pressurization  
 Panel EMER  
 DEPRESS "ON"  
 Switch Light  
 (light function only)  
 (604, 605, 650)

C 1 0

31-1 Cabin Pressurization  
 Control System  
 1) Automatic and  
 Manual Modes

C 2 0

(O) Both may be inoperative provided:  
 a) Airplane is operated unpressurized, and  
 b) Extended overwater operations are prohibited.

NOTE: During ground operations at ambient  
 temperatures above 40 degrees C  
 (104 degrees F), for 604, 605, 650 and  
 45 degrees C (113 degrees F) for all other  
 models, operation of Electrical/Avionics  
 equipment must be limited to 30 minutes  
 unless at least one Air Conditioning  
 Unit/Pack is operating and cabin doors are  
 CLOSED per AFM.

2) Automatic Mode  
 (600, 601, 601-3A,  
 601-3R)

C 1 0

(O) May be inoperative provided:  
 a) Cabin Pressurization Control System Manual  
 Mode is operative, and  
 b) Operations are not conducted more than  
 60 minutes from a suitable airport.

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 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

31-1 Cabin Pressurization  
 Control System  
 (Cont'd)

2) Automatic Mode  
 (600, 601, 601-A,  
 601-3R)  
 (Cont'd)

C 1 0

(O) May be inoperative provided:  
 a) Total fuel carried includes at least 50% more than  
 fuel load required for the planned flight, and  
 b) Airplane is operated at or below 300 kts. when  
 airplane is at or below 12,500 feet.

3) Automatic Mode  
 (604, 605, 650)

C 1 0

May be inoperative provided:  
 a) Cabin Pressurization Control System Manual  
 Mode is operative, and  
 b) Operations are not conducted more than  
 60 minutes from a suitable airport.

4) Manual Mode

C 1 0

May be inoperative provided:  
 a) Cabin Pressurization Control System Automatic  
 Mode is operative,  
 b) Operations are not conducted more than  
 60 minutes from a suitable airport, and  
 c) Extended overwater operations are prohibited.

32-1 Outflow Valve/Safety  
 Valves

B 2 0

(M)(O) One or both may be inoperative provided:  
 a) Affected Valve(s) is secured OPEN,  
 b) Airplane is operated unpressurized at or below  
 10,000 feet MSL,  
 c) Extended overwater operations are prohibited,  
 and,  
 d) Takeoffs and landings must not be conducted on  
 runways that may lead to imminent ditching.

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 SEQUENCE NUMBERS  
 & ITEM

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

33-1 Cabin Pressure  
 Acquisition Module  
 (CPAM)

1) (604)

C

1

0

(O) May be inoperative provided:  
 a) Airplane is operated unpressurized, and  
 b) Extended overwater operations are prohibited.

2) (605, 650)

C

2

1

May be inoperative provided:  
 a) Automatic Mode of Pressurization Control  
 System is operative, and  
 b) Airplane is not operated more than 60 minutes  
 from a suitable airport.

C

2

0

(O) May be inoperative provided:  
 a) Airplane is operated unpressurized, and  
 b) Extended overwater operations are prohibited.

33-2 Standby Cabin  
 Altimeter  
 (604)

C

1

0

(O) May be inoperative provided flight planning allows for  
 descent to unpressurized flight altitudes in event of a  
 CPAM failure.

51-1 Air Conditioning  
 Units (ACUs)  
 (600, 601, 601-3A,  
 601-3R)

C

2

1

May be inoperative provided:  
 a) Ram Air Vent Valve is operative,  
 b) Associated cowl anti-ice is selected ON when  
 airplane is operated above FL 400, and  
 c) Operations are not conducted more than  
 60 minutes from a suitable airport.

C

2

1

May be inoperative provided:  
 a) Total fuel carried includes at least 50% more than  
 fuel load required for the planned flight; and  
 b) Airplane speed is limited to 300 KIAS when at or  
 below 12,500 feet.

(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

51-1 Air Conditioning  
Units (ACUs)  
(600, 601, 601-3A,  
601-3R)  
(Cont'd)

C 2 0

(O) Both may be inoperative provided:  
a) Ram Air Vent Valve is operative, and  
b) Airplane is operated unpressurized.

NOTE : During ground operations at ambient  
temperatures above 45° C (113° F),  
operation of electrical/avionics equipment  
must be limited to 30 minutes unless at least  
one ACU is operating and cabin doors are  
CLOSED as per AFM.

51-2 Air Conditioning  
Packs  
(604, 605, 650)

C 2 1

(O) May be inoperative provided:  
a) Ram Air Vent Valve is operative,  
b) Associated cowl anti-ice is selected ON when  
airplane is operated above FL 400, and  
c) Operations are not conducted more than  
60 minutes from a suitable airport.

C 2 0

(O) May be inoperative provided:  
a) Ram Air Vent Valve is operative, and  
b) Airplane is operated unpressurized.

NOTE: During ground operations at ambient  
temperatures above 40 degrees C  
(104 degrees F), operation of  
electrical/avionics equipment must be limited  
to 30 minutes unless at least one pack is  
operating and cabin doors are CLOSED as  
per AFM.

51-3 Air Conditioning Pack  
"L/R FAIL"  
Switchlight  
(light function only)  
(604, 605, 650)

C 2 0

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& ITEM

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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

51-4 Cabin Pressurization  
Panel  
"FAIL/MANUAL"  
Switchlight  
(light function only)  
(604, 605, 650)

B

1

0

(O) May be inoperative provided manual and automatic modes are verified operative on EICAS.

51-5 Vapor Cycle Cooling  
System  
(604)  
\*\*\*

D

1

0

52-1 Ram Air Vent Valve

C

1

0

(M) May be inoperative CLOSED provided:  
a) Valve is deactivated CLOSED, and  
b) Both ACUs/Packs are operative.

C

1

0

(M) May be inoperative OPEN provided:  
a) Valve is deactivated OPEN,  
b) RH ACU/Pack is operative,  
c) LH ACU/Pack is selected OFF,  
d) Associated (LH) cowl anti-ice is selected ON when airplane is operated above FL 400, and  
e) Operations are not conducted more than 60 minutes from a suitable airport.

53-1 Right Hand  
Footwarmer Demist  
Pressure Regulating  
and Shut-Off Valve  
(600, 601, 601-3A)

C

1

0

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

61-1 Temperature Control System

1) Cockpit Modes (NORMAL, STANDBY, MANUAL)

C 3 1

C 3 0

Any or all may be inoperative provided all Cabin modes are operative.

2) Cabin Modes (NORMAL, STANDBY, MANUAL)

C 3 1

C 3 0

Any or all may be inoperative provided all Cockpit Modes are operative.

61-2 Cabin Temperature Indicating System (600, 601, 601-3A, 601-3R)

C 1 0

61-3 EICAS "CABIN TEMP" Indication (604, 605, 650)

C 1 0

61-4 Cockpit Heat System (601-3R, 604)

C 1 0

(M) May be inoperative provided affected system is deactivated.

61-5 Remote Temperature Control System (604)  
 \*\*\*

D 1 0

61-6 Pilots Heated Mats (605, 650)

C 4 0

(M) Any or all may be inoperative provided heated mats are deactivated.

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1. SYSTEM,  
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4. REMARKS AND EXCEPTIONS

22 AUTOFLIGHT

10-1 Autopilot Systems

1) 600, 601

B 1 0

(M) (O) Except when enroute operations or approach procedures require its use, may be inoperative provided:  
a) Automatic Cabin Pressurization Control System is operative, and  
b) System is deactivated after Mach Trim test is verified operative each flight day.

a) Roll axis channel

C 2 1

(O) May be inoperative provided opposite roll channel and roll monitor are verified operative prior to each flight.

b) Pitch axis channel

C 2 1

(O) May be inoperative provided opposite pitch channel is verified operative prior to each flight.

2) 601-3A, 601-3R

C 2 1

(M) Except where enroute operations or approach procedures require dual autopilot systems, may be inoperative provided system is deactivated.

NOTE: Autopilot and Transponder must use same ADC data for RVSM Operations.

B 2 0

(M) Except when enroute operations or approach procedures require its use, may be inoperative provided Automatic Cabin Pressurization Control System is operative.

3) 604, 605, 650, 601 with STC #ST01497CH-D (AFCS)

C 2 1

Except where enroute operations or approach procedures require dual autopilot systems, may be inoperative provided alternate AFCS is selected.

NOTE: For 604, autopilot and Transponder must use same ADC data for RVSM Operations.

B 2 0

(M) Except when enroute operations or approach procedures require its use, may be inoperative provided Automatic Cabin Pressurization Control System is operative.

a) VNAV Mode Switch

C 1 0

May be inoperative provided enroute operations or approach procedures are not dependent on its use.

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 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

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4. REMARKS AND EXCEPTIONS

22 AUTOFLIGHT

10-2 Flight Directors

1) 600, 601,  
 601-3A, 601-3R

C

2

1

(O) May be inoperative provided approach or operating procedures are not dependent on its use.

NOTE 1: Associated TOGA switch will be inoperative.

NOTE 2: Flight Director and Transponder must use same ADC data for RVSM Operations.

B

2

0

(O) Except where enroute operations or approach procedures require its use, both may be inoperative.

NOTE 1: Associated TOGA switches will be inoperative.

NOTE 2: Autopilot will be inoperative.

2) 604, 605, 650  
 (FCC channels)

C

4

3

NOTE: Associated autopilot (AFCS 1 or 2) will be inoperative.

C

4

2

(O) May be inoperative provided AFCS 1 or 2 is operative.

B

4

1

(O) Except where enroute operations or approach procedures require its use, three may be inoperative provided:

- a) AFCS 1 and 2 are considered inoperative, and
- b) One yaw damper is verified operative.

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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

11-1 Autopilot Disconnect  
Switches  
(Control Wheel  
Buttons)

C

2

1

(O) May be inoperative provided:

- a) It is verified on every originating check that both control wheel autopilot disconnect switches can disengage the stick pusher function of stall protection system,
- b) Autopilot is not used below 1,500 feet AGL, and
- c) Approach minimums do not require use of autopilot.

B

2

0

(O) May be inoperative provided:

- a) It is verified on every originating check that both control wheel autopilot disconnect switches can disengage stick pusher function of stall protection system, and
- b) Autopilot is not used.

11-2 Touch Control  
Steering (TCS)  
Switches (600, 601,  
601-3A, 601-3R)

C

2

0

11-3 AP/FD Sync  
Switches  
(604, 605, 650)

C

2

0

11-4 Takeoff/Go-Around  
(TOGA) Switches

C

2

0

(O) May be inoperative provided alternate procedures are established and used.

11-5 Flight Guidance  
Computers  
(601-3A, 601-3R)

C

2

1

May be inoperative provided operations are not conducted more than 60 minutes from a suitable airport.

NOTE: Each FGC provides Mach Trim, Yaw Damper, Autopilot and Flight Director functions independent of other FGC. Failure of the second FGC after dispatch will result in complete loss of these functions and AFM restrictions would apply.

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1. SYSTEM,  
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& ITEM

REPAIR CATEGORY

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4. REMARKS AND EXCEPTIONS

22 AUTOFLIGHT

12-1 V-Speed Auto-Synchronization System (604)

13-1 Input/Output Concentrator (IOC) (Integrated Avionics Processing System)

1) (604, 601 with STC # ST01479CH-D) (Without Autothrottle System)

2) (605, 650, 604 with Autothrottle System)

C 1 0

C 4 3

C 4 3

May be inoperative provided V Speed settings are made manually by each pilot.

NOTE: "SPEED REFS INDEP" status message will be displayed on EICAS if selected speeds are different.

(M)(O) May be inoperative provided:

- a) Remaining IOCs are verified operative before each flight, and
- b) T/O Configuration Warning System is verified operative before first flight of the day.

NOTE 1: "IAPS DEGRADED" status message will be displayed on EICAS.

NOTE 2: Although takeoff configuration warning system remains operative, "T/O CONFIG OK" advisory message is inhibited.

(M)(O) May be inoperative provided:

- a) Remaining IOC's are verified operative before each flight,
- b) T/O Configuration Warning System is verified operative before first flight of the day, and
- c) Autothrottle system is considered inoperative if failed IOC is the 1A quadrant.

NOTE 1: "IAPS DEGRADED" status message will be displayed on EICAS.

NOTE 2: Although takeoff configuration warning system remains operative, "T/O CONFIG OK" advisory message is inhibited.

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REPAIR CATEGORY

2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

22 AUTOFLIGHT

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
20-1 Mach Trim System	C	1	0	May be inoperative provided autopilot is engaged in flight.
	C	1	0	May be inoperative provided Airplane speed is limited to 250 KIAS/0.7 Mach when autopilot is not engaged.  NOTE: Autopilot must be engaged during RVSM Operations.
20-2 Yaw Damper Channels	C	2	1	(O) May be inoperative provided rudder is verified centered before each flight.
20-3 Yaw Rate Gyros (600, 601)	C	2	1	May be inoperative provided Standby Attitude Indicator is operative.
30-1 *** Auto Throttle (604)	C	1	0	May be inoperative provided Auto Throttle is selected to OFF.
30-2 Autothrottle System (605, 650)	D	1	0	(M) May be inoperative provided Autothrottle is deactivated.
1) Autothrottle Disconnect Pushbutton Switch (On Thrust Lever)	D	2	1	(O) May be inoperative provided Engage/Disengage Pushbutton Switch is verified operative.
	D	2	0	May be inoperative provided Autothrottle System is considered inoperative.

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1. SYSTEM,  
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 & ITEM

REPAIR CATEGORY

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4. REMARKS AND EXCEPTIONS

22 AUTOFLIGHT

30-2 Autothrottle System  
 (605, 650)  
 (Cont'd)

2) Autothrottle Mode  
 Status Display  
 (MSD)

D

2

1

May be inoperative on non-flying pilot side and autothrottle system is not used on that side.

D

2

0

May be inoperative provided Autothrottle system is considered inoperative.

3) Autothrottle  
 N2 Sync PBA

D

1

0

4) Engage LED  
 Annunciator

D

2

1

D

2

0

May be inoperative provided Mode Status Display (MSD) on flying pilot side is operative.

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATION

11-1 Communication Systems (VHF, UHF)

1) Frequency Transfer Indication

    a) MFD Frequency Transfer Symbol (605, 650)

    b) RTU Frequency Transfer Symbol (604)

2) Frequency Transfer Button/Key

    a) RTU Frequency Transfer line selection key (604)

3) Frequency Selector Button/Knob

    a) Cursor Control Panel (CCP) Frequency Selector Knob (605, 650)

D	-	-	
C	2	0	
C	2	0	
C	2	0	
C	2	1	
C	2	1	

Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Battery Bus and not required for emergency procedures.

NOTE: VHF # 1 must be operative.

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATION

11-1 Communication  
 Systems (VHF, UHF)  
 (Cont'd)

3) Frequency  
 Selector  
 Button/Knob  
 (Cont'd)

b) FMS CDU  
 Frequency  
 Selection  
 (604, 605, 650)

c) RTU Frequency  
 Selector Knob  
 (604)

d) Control Unit  
 Frequency  
 Selector Knobs  
 (600, 601,  
 601-3A,  
 601-3R)

4) Frequency  
 Indication

a) MFD Frequency  
 Indication  
 (605, 650)

b) RTU Frequency  
 Indication  
 (604)

c) Control Unit  
 Frequency  
 Indication  
 (600, 601,  
 601-3A,  
 601-3R)

C

2

1

One side may be inoperative.

C

2

1

C

4

2

One knob may be inoperative on each Control Unit.

C

4

2

C

2

1

C

2

1

C

4

2

One frequency indication may be inoperative on each Control Unit.

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATION

11-2	COMM Control Head # 2 (COMM Digital Frequency Selector/ LED Display Units) (601-3A, 601-3R)	C	1	0	May be inoperative provided FMS CDU tuning capability is operative.
11-3	Inflight Telephone System ***	D	-	0	
11-4	Datalink System (605, 650, 601 with STC # ST01497CH-D)*** (Includes CPDLC and ADS-C functions)***	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.
1)	Controller Pilot Data Link Communications (CPDLC) (Aircraft with SB 605-23-007, or SB 605-23-008, or SB 650-23-007 or SB 650-23-008)	C	2	0	(O) May be inoperative where routine procedures require its use provided alternate procedures are established and used.
		D	2	0	May be inoperative provided operating regulations do not require its use.

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATION

11-4 Datalink System  
 (605, 650, 601  
 with STC  
 # ST01497CH-D)\*\*\*  
 (Includes  
 CPDLC  
 and  
 ADS-C  
 functions)\*\*\*  
 (Cont'd)

1) Controller Pilot  
 Data Link  
 Communications  
 (CPDLC)  
 (Aircraft with  
 SB 605-23-007,  
 or  
 SB 605-23-008,  
 or  
 SB 650-23-007  
 or  
 SB 650-23-008)  
 (Cont'd)

a) CPDLC  
 Incoming  
 Message  
 Visual  
 Alerting  
 (CDU and  
 EICAS)

C 2 0

May be inoperative where routine procedures require its use provided Incoming Message Aural Alerting (chime) is operative.

D 2 0

May be inoperative provided operating regulations and routine operations do not require the use of CPDLC.

2) Automatic  
 Dependent  
 Surveillance  
 Contract  
 (ADS-C)  
 \*\*\*

C 2 0

(O) May be inoperative where routine procedures require its use provided alternate procedures are established and used.

D 2 0

May be inoperative provided operating regulations 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

12-1 High Frequency (HF)  
Communication  
System

C

-

1

(O) May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided:

- a) Aircraft SATVOICE system operates normally,
- b) SATVOICE services are available as a LRCS over the intended route of flight,
- c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and
- d) Alternate procedures are established and used.

D

-

-

Any in excess of those required by 14 CFR may be inoperative.

21-1 Selective Call  
Systems (SELCAL)  
\*\*\*

C

-

0

(O) May be inoperative provided alternate procedures are established and used.

D

-

0

May be inoperative provided procedures do not require its use.

1) Channels

C

-

0

(O) May be inoperative provided alternate procedures are established and used

D

-

0

(O) May be inoperative provided procedures do not require its use.

21-2 Satellite  
Communications  
(SATCOM) Systems  
\*\*\*

D

-

0

D

1

0

May be inoperative provided routine procedures do not require its use.

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 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATION

31-1 Passenger Address  
 (PA) System

1) Passenger  
 Configuration

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 Compartment/Cabin Interphone System  
 and aural alerting (chime) operates normally.

NOTE: Any station function(s) that operates normally  
 may be used.

2) Cargo  
 Configuration

D 1 0

41-1 Crewmember  
 Interphone System

1) Flight Deck to  
 Cabin, Cabin to  
 Flight Deck  
 Functions

B 1 0

(O) May be inoperative provided:  
 a) PA system operates normally, and can be used  
 as alternate communications link between the  
 flight compartment and cabin and,  
 b) Alternate communications procedures between  
 affected Flight Attendants station(s) are  
 established and used.

2) Flight Deck to  
 Ground

C - 0

(M)(O) May be inoperative provided alternate procedures  
 are established and used.

D - 0

May be inoperative provided procedures do not require its  
 use.

50-1 Cockpit Speakers

C 2 0

One or both may be inoperative provided:  
 a) Aural alerts, messages and other communications  
 which are normally routed through speakers are  
 audible through headsets,  
 b) Headsets are installed and used by each person  
 on flight compartment duty, and  
 c) Spare headset is available in flight compartment.

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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

50-2 Cabin Alerting  
System  
(Chime/Light)

1) Flight Deck Call  
Light

B 1 0

May be inoperative provided flight deck chime is  
operative.

NOTE: Flight deck chime must always be operative.

2) Flight Attendant/  
Cabin Call Lights  
\*\*\*

B - 0

(O) May be inoperative provided:  
a) Passenger Address System is operative, and  
b) Affected Light is not used for Lavatory Smoke  
Detector Alerting, and  
c) Alternate procedures for contacting flight  
attendants are established and used.

3) Flight Attendant/  
Cabin Chimes  
\*\*\*

B - 0

(O) May be inoperative provided:  
a) Passenger Address System is operative, and  
b) Affected Light is not used for Lavatory Smoke  
Detector Alerting, and  
c) Alternate procedures for contacting flight  
attendants are established and used.

50-3 Pre-recorded  
Announcement  
(Passenger Briefing)  
System  
\*\*\*

C 1 0

(O) May be inoperative provided alternate procedures are  
established and used.

50-4 Lavatory Speakers

C - 0

(O) May be inoperative provided alternate procedures are  
established and used.

51-1 Headset Boom  
Microphones

1) Holder of an Air  
Carrier or  
Commercial  
Operator  
Certificate

A - 0

May be inoperative provided:  
a) Associated hand microphone is installed and  
operates normally, and  
b) Repairs are made within 3 flight days.

D - -

Any in excess of those required by regulation may be  
inoperative.

(Cont'd)

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 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATION

51-1 Headset 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 microphone is installed and  
 operates normally, and  
 b) Repairs are made in accordance with applicable  
 regulations.

D - -

Any in excess of those required by regulation may be  
 inoperative.

51-2 Flight Deck Hand  
 Microphones  
 \*\*\*

1) Holder of an Air  
 Carrier or  
 Commercial  
 Operator  
 Certificate

C - 0

May be inoperative provided  
 a) Associated boom microphone operates normally  
 and,  
 b) Each (Control Wheel) Press-to-Talk Switch is  
 operative.

D - -

Any in excess of those required by regulation may be  
 inoperative.

2) Operator other  
 than a holder of  
 an air carrier or  
 commercial  
 operator  
 certificate

C - 0

May be inoperative provided  
 a) Associated boom microphone operates normally  
 and,  
 b) Each (Control Wheel) Press-to-Talk Switch is  
 operative.

D - -

Any in excess of those required by regulation may be  
 inoperative.

51-3 Press-To-Talk (PTT)  
 Switches  
 (Control Wheel) (600,  
 601, 601-3A,  
 601-3R)

C 2 0

One or both may be inoperative provided:  
 a) Switch(es) are not stuck in the transmit position,  
 and  
 b) Flight Deck Hand Microphone on affected 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

23 COMMUNICATION

51-4 RT/IC Switches  
 (Pilot/Co-Pilot)  
 (604, 605, 650, 601  
 with STC  
 # ST01497CH-D)

C 4 2

One or two may be inoperative provided:  
 a) Switch is not failed in transmit mode;  
 b) One RT/IC switch operates normally for each  
 crewmember; and  
 c) Hand held microphone on affected side is  
 operative.

51-5 Headset Earphones/  
 Headphones  
 1) Holder of an Air  
 Carrier or  
 Commercial  
 Operator Certificate

C - 1

May be inoperative provided associated flight deck  
 speaker operates normally.

D - -

Any in excess of those required by regulation may be  
 inoperative.

a) Active Noise  
 Cancelling/  
 Reduction  
 Function

D - 0

May be inoperative provided normal audio function of  
 headset is operative.

2) Operator other than  
 a holder of an air  
 carrier or  
 commercial  
 operator certificate

C - 1

May be inoperative provided associated flight deck  
 speaker operates normally.

a) Active Noise  
 Cancelling/  
 Reduction  
 Function

D - 0

May be inoperative provided normal audio function of  
 headset is operative.

71-1 Cockpit Voice Recorder  
 (CVR) System  
 \*\*\*

1) Flight Data  
 Recorder (FDR)  
 installed

A 1 0

(M) May be inoperative provided:  
 a) Flight Data Recorder (FDR) is operates normally,  
 and  
 b) Repairs are made within 3 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

23 COMMUNICATION

71-1 Cockpit Voice Recorder  
 (CVR) System  
 \*\*\*  
 (Cont'd)

a) Recorder  
 Independent  
 Power Supply  
 (RIPS)  
 (605 aircraft with  
 SB 605-23-006)  
 (650 aircraft with  
 SB 650-23-006)

C

1

0

(M) May be inoperative provided it is removed and CVR  
 directly installed.

2) No Flight Data  
 Recorder (FDR)  
 installed

A

1

0

(M) May be inoperative provided repairs are made within  
 3 flight days

a) Recorder  
 Independent  
 Power Supply  
 (RIPS)  
 (605 aircraft with  
 SB 605-23-006)  
 (650 aircraft with  
 SB 650-23-006)

C

1

0

(M) May be inoperative provided it is removed and CVR  
 directly installed.

3) Operators other  
 than a holder of an  
 air carrier or  
 commercial  
 operator certificate

A

1

0

May be inoperative provided repairs are made in  
 accordance with applicable 14 CFRs.

a) Recorder  
 Independent  
 Power Supply  
 (RIPS)  
 (605 aircraft with  
 SB 605-23-006)  
 (650 aircraft with  
 SB 650-23-006)

C

1

0

(M) May be inoperative provided it is removed and CVR  
 directly installed.

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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

71-2 Electronic Checklist  
 (604, 605, 650, 601  
 with STC  
 # ST01497CH-D)  
 \*\*\*

D

1

0

(O) May be inoperative provided alternate procedures are established and used.

71-3 Electronic Voice  
 Checklist  
 \*\*\*

D

-

0

(O) May be inoperative provided alternate procedures are established and used.

81-1 Radio Tuning Units  
 (RTU) Number Two  
 (604)

C

1

0

May be inoperative provided:  
 a) One FMS unit is operative, and  
 b) Cross-side tuning on radio control panel is operative.

NOTE 1: If remaining RTU fails, to restore ATC, ATC selector switch, on the Reversionary/Inhibit panel, must be selected from STBY to 1.

NOTE 2: Also, if remaining RTU fails, all RTU mode selections plus TCAS, ATC 2, DME HOLD and HF will be lost, however, COM/NAV frequency tuning will be available through FMS.

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1. SYSTEM,  
SEQUENCE NUMBERS  
& ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL

21-1 Engine Integrated  
Drive Generators  
(IDGs)

1) 601-3A, 601-3R  
with  
(SB 601-0568)

A

2

1

(M)(O) May be inoperative provided:  
a) Inoperative generator GEN 1/2 switch is selected to OFF,  
b) APU and its generator is operated continuously throughout flight,  
c) Cross-side Hydraulic AC Motor Pump ACMP (1B or 2B) is selected to ON,  
d) Airplane is operated at or below FL 200,  
e) If operative IDG or APU generators have P/Ns 720845, 720845A, or 720845B, they must have achieved an operational life in excess of 150 operating hours, and  
f) Repairs are made after one flight.

2) 604  
with  
(SB 604-49-006  
and  
SB 604-24-020)

A

2

1

(M)(O) May be inoperative provided:  
a) Inoperative generator GEN 1/2 switch is selected to OFF,  
b) APU and its generator is operated continuously throughout flight,  
c) Cross-side Hydraulic AC Motor Pump ACMP (1B or 2B) is selected to ON,  
d) Airplane is operated at or below FL 200, and  
e) Repairs are made after one flight.

B

2

1

(M) May be inoperative provided:  
a) Inoperative generator GEN 1/2 switch is selected to OFF,  
b) APU and its generator is operated continuously throughout flight,  
c) Cross-side Hydraulic AC Motor Pump (ACMP) (1B or 2B) (29-11-1) is considered inoperative, and  
d) Airplane is operated at or below FL 200.

(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

21-1 Engine Integrated Drive  
 Generators  
 (IDGs)  
 (Cont'd)

3) 605, 650

A

2

1

May be inoperative provided:

- a) Inoperative generator GEN 1/2 switch is selected to OFF,
- b) APU and its generator is operated continuously throughout flight,
- c) Cross-side Hydraulic AC Motor Pump ACMP (1B or 2B) is selected to ON,
- d) Airplane is operated at or below FL 200, and
- e) Repairs are made after one flight.

B

2

1

May be inoperative provided:

- a) Inoperative generator GEN 1/2 switch is selected to OFF,
- b) APU and its generator is operated continuously throughout flight,
- c) Cross-side Hydraulic AC Motor Pump (ACMP) (1B or 2B) (29-11-1) is considered inoperative, and
- d) Airplane is operated at or below FL 200.

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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

22-1 Auxiliary Power Unit  
 (APU) AC Loadmeter

1) Aircraft with IDG  
 P/Ns 720845,  
 720845A,  
 720845B

C

1

0

(M) May be inoperative provided:  
 a) Any main generator with these P/Ns has more  
 than 150 operating hours,  
 b) APU generator is not used, and  
 c) APU generator switch is selected to OFF/RESET.

2) Aircraft with  
 other IDG P/Ns

C

1

0

May be inoperative provided:  
 a) APU generator is not used, and  
 b) APU generator switch is selected to OFF/RESET.

22-2 Auxiliary Power Unit  
 (APU) Generator  
 System

1) Aircraft with IDG  
 P/Ns 720845,  
 720845A,  
 720845B

C

1

0

(M) May be inoperative provided any main generator with  
 these P/Ns has more than 150 operating hours.

2) Aircraft with  
 other IDG P/Ns

C

1

0

23-1 Air Driven Generator  
 (ADG)  
 Auto-Deployment  
 System

C

1

0

(M) May be inoperative provided Auto-Deployment  
 System is deactivated.

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1. SYSTEM,  
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 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

24 ELECTRICAL

30-1 Main Airplane  
 Batteries  
 (600, 601, 601-3A,  
 601-3R)  
 \*\*\*

D

-

0

(M) Additional Main Airplane Battery may be inoperative provided:  
 a) Affected Battery is isolated by disconnecting and securing battery cables, and  
 b) Associated Battery Charger is deactivated.

30-2 Battery Charger  
 Systems  
 (600, 601, 601-3A,  
 601-3R)  
 \*\*\*

D

-

0

(M) Additional Main Battery Charger may be inoperative provided:  
 a) Associated Main Battery is isolated by disconnecting and securing battery cables, and  
 b) Affected Battery Charger is deactivated.

30-3 APU Start Battery  
 (600, 601\*\*\*)  
 (601-3A)

D

1

0

30-4 Refueling Panel  
 Battery  
 \*\*\*

D

1

0

(M) May be inoperative provided Main Airplane Battery can be used to fuel airplane.

30-5 Battery Ammeter  
 \*\*\*

D

-

0

31-1 TRU Cooling Fans

1) 600, 601

C

3

1

(M) One or two may be inoperative provided:  
 a) ESS TRU Cooling Fan is operative, and  
 b) Forward equipment doors are opened for stationary ground operations when OAT is >30°C.

2) 601-3A, 601-3R,  
 604, 605, 650

C

4

2

(M) One or two may be inoperative provided:  
 a) ESS TRU 1 & 2 Cooling Fans are operative, and  
 b) Forward equipment doors are opened for stationary ground operations when OAT is >30°C.

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& ITEM

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4. REMARKS AND EXCEPTIONS

24 ELECTRICAL

32-1 Main Battery

1) (604)

A

1

0

(M) May be inoperative provided:

- a) APU Battery is operative,
- b) APU Battery Charger is operative,
- c) Boarding lights are considered inoperative,
- d) Service lights are considered inoperative,
- e) APR is selected OFF,
- f) Operations are conducted in accordance with AFM APR inoperative performance data, and
- g) Repairs are made within 1 flight day.

2) (605, 650)

A

1

0

(O)(M) May be inoperative provided:

- a) APU Battery is operative,
- b) APU Battery Charger is operative,
- c) Boarding lights are considered inoperative,
- d) Service lights are considered inoperative, and
- e) Repairs are made within 1 flight day

32-2 Main Battery Charger

1) (604)

A

1

0

(M) May be inoperative provided:

- a) Main Battery is considered inoperative,
- b) APU Battery is operative,
- c) APU Battery Charger is operative,
- d) Boarding lights are considered inoperative,
- e) Service lights are considered inoperative,
- f) APR is selected off,
- g) Operations are conducted in accordance with AFM APR inoperative performance data, and
- h) Repairs are made within 1 flight day.

(Cont'd)

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4. REMARKS AND EXCEPTIONS

24 ELECTRICAL

32-2 Main Battery Charger  
(Cont'd)

2) (605, 650)

A

1

0

(M)(O) May be inoperative provided:  
a) Main Battery is considered inoperative,  
b) APU Battery is operative,  
c) APU Battery Charger is operative,  
d) Boarding lights are considered inoperative,  
e) Service lights are considered inoperative,  
f) Repairs are made within 1 flight day.

32-3 APU Battery  
(604, 605, 650)

A

1

0

(M) May be inoperative provided:  
a) Main Battery is operative,  
b) Main Battery Charger is operative,  
c) Both Engine Integrated Drive Generators are  
operative,  
d) Operations are conducted in day VMC, and  
e) Repairs are made within 1 flight day.

NOTE 1: External DC power can be used to start APU  
if required.

NOTE 2: External DC power may be required for  
refueling.

32-4 APU Battery Charger  
(604, 605, 650)

A

1

0

(M) May be inoperative provided:  
a) APU Battery is considered inoperative after APU  
is started,  
b) Main Battery is operative,  
c) Main Battery Charger is operative,  
d) Both Engine Integrated Drive Generators are  
operative,  
e) Operations are conducted in day VMC, and  
f) Repairs are made within 1 flight day.

NOTE 1: External DC power can be used to start APU  
if required.

NOTE 2: External DC power may be required for  
refueling.

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4. REMARKS AND EXCEPTIONS

24 ELECTRICAL

32-5 Battery Temperature  
 Monitors  
 \*\*\*

D - 0

41-1 AC External Power  
 System

C 1 0

41-2 AC External Power  
 "AVAIL/IN USE"  
 Switch Lights  
 (light function only)  
 (604, 605, 650)

C 2 0

42-1 DC External Power  
 System

C 1 0

42-2 DC Power Main Bus  
 Switch Light  
 (light function only)  
 (604, 605, 650)

C 1 0

42-3 DC External Power  
 "IN USE" Light  
 (604, 605, 650)

C 1 0

42-4 AC/DC Utility  
 Switch light  
 (light function only)  
 (605, 650)

C 1 0

|

|

|

|

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REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 FURNISHINGS

10-2	Chart Holders	C	-	0	
	1) Integrated Lights	C	2	0	May be inoperative provided cockpit lighting configuration is acceptable to crewmembers.
11-1	Pilot seats				
	1) Lumbar supports	C	2	0	May be inoperative provided: a) Lumbar support position is at lowest position, and b) Seat is acceptable to affected crewmember.
	2) Arm rests	C	4	0	(M) May be inoperative or missing provided: a) Affected arm rest is secured in upright position, b) Egress is not impaired, and c) Seat is acceptable to affected crewmember.
	3) Height Adjustments	B	2	0	(M) May be inoperative provided: a) Seat is secured in vertical position acceptable to affected crewmember, b) Fore/Aft Adjustment is verified operative, and c) Egress is not impaired.
	4) Fore/Aft Adjustments	B	2	0	(M) May be inoperative provided: a) Seat is secured in fore/aft position acceptable to affected crewmember, b) Height Adjustment is verified operative, and c) Egress is not impaired.
	5) Recline Adjustments	B	2	0	(M) May be inoperative provided backrest is secured in a position acceptable to affected crewmember.

(Cont'd)

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:  
 BOMBARDIER CL-  
 600/601/601-3A/601-  
 3R/604/605/650

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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

11-1	Pilot Seats (Cont'd)					
	6) Thigh Supports	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	
	7) Seat Belt Inertia Reel	C	2	0	May be inoperative in rearward position (locked position).	
11-2	Cockpit Sunvisors	C	2	0	May be inoperative or missing provided there are no visual restrictions to crewmembers.	
11-3	Glareshield Retractable Visors					
	1) (604)	C	2	0	(O) May be inoperative or missing provided visor is secured in retracted position or removed.	
	2) (605, 650)	C	2	0	(O) May be inoperative or missing provided visor is secured in retracted position or removed and flight is restricted to day only.	
12-1	Observer Seat (s)					
	1) Primary Observer Seat (Including associated equipment)	A	-	-	May be inoperative provided: a) A passenger seat in passenger cabin is made available to the FAA inspector for performance of official duties, and b) Repairs are made within 2 flight days.	
		A	-	-	May be inoperative provided: a) Secondary observer's seat is made available to the FAA inspector for performance of official duties, and b) Repairs are made within 2 flight days.	

(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

25 FURNISHINGS

12-1 Observer Seat  
 (Cont'd)

- 1) Primary  
 Observer Seat  
 (Including  
 associated  
 equipment)  
 (Cont'd)

A - -

May be inoperative provided:

- a) Required minimum safety equipment (safety belt and oxygen) is available to the FAA inspector for performance of official duties,
- b) Seat is acceptable to the FAA inspector for performance of official duties, and
- c) Repairs are made within 2 flight days.

NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.

NOTE 2: Pilot-in-command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

- 2) Additional  
 Observer  
 Seat(s)  
 (including  
 associated  
 equipment)  
 \*\*\*

D - 0

NOTE: Pilot-in-command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

(Cont'd)

U.S. DEPARTMENT OF TRANSPORTATION

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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

12-1 Observer Seat  
(Cont'd)

3) Observer Seat  
Not required by  
14 CFR  
(including  
associated  
equipment)

D

-

0

NOTE: Pilot-in-command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

13-1 Crewmember Shoulder  
Harness

B

-

-

As required by 14 CFR.

15-1 FAA Flight Inspection  
Panel System  
(FAA equipped 601,  
604)  
\*\*\*

D

-

0

May be inoperative provided procedures are not dependent on its use.

20-1 Passenger Seats

D

-

0

(M) May be inoperative provided:  
a) Seat does not block an emergency exit,  
b) Seat does not restrict any passenger from access to main aircraft aisle, and  
c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY".

NOTE 1: A seat with an inoperative seat belt is considered to be inoperative.

NOTE 2: Inoperative seat(s) do not affect required number of flight attendants.

NOTE 3: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.

(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

25 FURNISHINGS

20-1

Passenger Seats  
 (Cont'd)

1) Recline  
 Mechanism

D - -

(M) May be inoperative and seat occupied provided seat is secured in upright position.

D - -

May be inoperative and seat occupied provided seat back is immovable in full upright position.

2) Moveable  
 Armrest  
 \*\*\*

D - -

(M) May be inoperative and seat occupied provided armrest is secured in upright position.

a) Armrest  
 with Recline  
 Mechanism

D - -

(M) May be inoperative 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.

b) Armrest  
 without  
 Recline  
 Mechanism

D - -

(M) 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.

3) Track/Swivel  
 Mechanism  
 \*\*\*

D - -

(M) May be inoperative and seat occupied provided seat is secured in normal takeoff position.

4) Seat Belt Air  
 Bag  
 Restraint  
 Systems  
 \*\*\*

a) Seat Belt  
 Air Bags  
 Required  
 by 14 CFR

D - -

May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".

b) Seat Belt  
 Air Bags  
 Not  
 Required  
 by 14 CFR

D - -

May be inoperative or disconnected provided seat belt operates normally.

U.S. DEPARTMENT OF TRANSPORTATION

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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

20-2 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", and  
 c) Procedures are established to alert Cabin Crew  
 of inoperative restraining bars.

20-3 Cabin Seat Storage  
 Door (Under Seat)  
 \*\*\*

D

-

0

(M)(O) May be inoperative or missing provided:  
 a) If missing, contents must be relocated,  
 b) If inoperative, door must be closed and secured  
 and contents relocated, and  
 c) If contents contain emergency equipment, the  
 equipment must be relocated and accessible for  
 the passenger or the seat must be considered  
 inoperative. If the relocated emergency  
 equipment is an approved means of flotation, the  
 passenger must be briefed on its location and the  
 equipment must be accessible to the passenger  
 while seated.

20-4 Divan Seat Berthing  
 Belt  
 \*\*\*

D

-

0

May be inoperative or missing provided divan seat is not  
 used for berthing.

20-5 Cabin Gasper Vents

D

-

0

29-1 Cabin Power Outlet

D

-

0

(M) May be inoperative provided affected outlet 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

25 FURNISHINGS

30-1 Storage Bin(s)/Cabin,  
Galley, and Lavatory  
Storage Compartment/  
Closets

C

-

-

(M) May be inoperative provided:  
a) Procedures are established to secure 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:  
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 crewmembers and passengers of inoperative bins, compartments 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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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 FURNISHINGS

50-1 Cargo Restraint  
 Systems

A - -

(M) May be inoperative or missing provided:  
 a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual, or Weight and Balance Document) are observed, and  
 b) Repairs are made prior to the completion of the next heavy maintenance visit.

C - -

May be inoperative or missing provided baggage compartment remains empty.

60-1 Flotation Equipment  
 (Crew and Passenger)  
 \*\*\*

D 1 -

As required by 14 CFR.

60-2 Emergency Locator  
 Transmitter  
 (ELT)  
 \*\*\*

1) Survival Type  
 ELTs

D - -

Any in excess of those required by 14 CFR may be inoperative or missing.

2) Fixed ELTs

A 1 0

(M) May be inoperative provided:  
 a) System is deactivated, and  
 b) Repairs are made within 90 days.

A 1 0

May be missing provided repairs are made within 90 days.

D - -

(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.

D - -

Any in excess of those required by 14 CFR may be inoperative or missing.

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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

60-3 Passenger  
 Convenience/NEF  
 Items

1) Non-Essential  
 Equipment  
 Furnishings  
 (NEF)  
 \*\*\*

-

0

May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program.  
 The NEF program, procedures and processes are outlined in the operator's (insert name) Manual.  
 (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.

NOTE: EXTERIOR LAVATORY DOOR ASHTRAYS ARE NOT CONSIDERED NEF ITEMS.

60-4 Airshow Cockpit  
 Monitor System  
 \*\*\*

D

1

0

(M) May be inoperative provided system is deactivated.

60-5 Security System  
 \*\*\*

D

1

0

60-6 Flashlights/Flashlight  
 Holders

1) Flashlights

C

-

0

May be inoperative or missing provided affected crewmember has a flashlight or equivalent characteristics readily available.

2) Holders

C

-

0

May be inoperative or missing provided alternate stowage provisions are provided.

60-7 Emergency Vision  
 Assurance System  
 (EVAS)  
 \*\*\*

D

2

0

May be inoperative or missing.

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

25 FURNISHINGS

60-8 "FASTEN SEAT BELT  
WHILE SEATED" sign  
or placard

C

-

-

One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.

60-9 Emergency Medical  
Equipment

1) Automatic External  
Defibrillator (AED)  
and/or Associated  
Equipment

A

-

0

(O) May be incomplete, missing or inoperative provided:  
a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and  
b) Repairs or replacements are made within 1 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 cannot be mistaken for a fully serviceable unit, and  
b) Repairs or replacements are made within 1 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

-

-

(O) If more than one is required by 14 CFR, 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 cannot be mistaken for a fully serviceable unit, and  
b) Repairs or replacements are made within 1 flight.

D

-

-

Any in excess of those required by 14 CFR may be incomplete, missing, or 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

70-1 Galley/Cabin Waste  
 Receptacles Access  
 Doors/Covers

C

-

-

(M)(O) May be inoperative provided:  
 a) The container is empty and the access is secured  
 to prevent waste introduction into the  
 compartment, and  
 b) Procedures are established to ensure that  
 sufficient galley/cabin waste receptacles are  
 available to accommodate all waste that may be  
 generated on a flight.

70-2 Exterior Lavatory  
 Door Ashtrays

1) Airplanes with  
 multiple exterior  
 lavatory door  
 ashtrays installed

A

-

-

Up to and including 50% may be missing or inoperative  
 for 10 days.

A

-

-

More than 50% may be missing or inoperative for 3 days

NOTE: Crew lavatories are excluded in the total  
 airplane exterior lavatory door ashtray count.

2) Airplanes with  
 only one exterior  
 lavatory door  
 ashtray installed

A

1

0

May be missing or inoperative for 10 days.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

10-1 APU Fire Detection  
 System  
 1) (600, 601, 601-3A,  
 601-3R)

C

1

0

(M) May be inoperative provided:

- a) If both main generators have P/Ns 720845, 720845A, and 720845B they must have more than 150 operating hours, and
- b) APU is not used.

C

1

0

(M) May be inoperative provided:

- a) If both main generators have P/Ns 720845, 720845A, and 720845B, they must have more than 150 operating hours,
- b) APU is used on ground for engine start only,
- c) APU is pneumatically loaded only,
- d) APU enclosure access panels are opened,
- e) APU is visually monitored,
- f) A functioning portable fire extinguisher is available in the area near the APU,
- g) Total APU operating time shall not exceed 5 minutes, and
- h) APU is not used after engine start.

2) (604,605, 650)

C

1

0

May be inoperative provided APU is considered inoperative and is not used.

C

1

0

May be inoperative provided:

- a) APU is used on ground for engine start only,
- b) APU is pneumatically loaded only,
- c) APU enclosure access panels are opened,
- d) APU is visually monitored,
- e) A functioning portable fire extinguisher is available in the area near the APU,
- f) Total APU operating time shall not exceed 5 minutes, and
- g) APU is not used after engine start.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

10-2 Lavatory Smoke  
 Detection Systems  
 \*\*\*

1) Passenger  
 Configuration

C - -

(M)(O) For each lavatory, lavatory smoke detection system may be inoperative provided:

- a) Lavatory Waste receptacle is empty,
- b) Associated Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and
- c) Lavatory is used only by crewmembers.

NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

D - 0

Any in excess of that required by 14 CFR may be inoperative.

2) Cargo  
 Configuration

D - 0

10-3 Baggage  
 Compartment Fire  
 Detection/  
 Suppression System  
 \*\*\*

C - 0

(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.

NOTE 1: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.

NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection system (not suppression).

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

14-1 Main Landing Gear  
 Bay Overheat  
 Detection System

A

1

0

(M)(O) May be inoperative provided:  
 a) Brakes are inspected before each flight,  
 b) After takeoff landing gear is left extended for  
 10 minutes, and  
 c) Takeoff is not conducted in icing conditions  
 and/or on contaminated runways, and  
 d) Repairs are made within 1 flight day.  
  
 NOTE: In case of engine failure after V1,  
 performance is the prime consideration and  
 landing gear should be retracted normally until  
 performance penalty with gear down is not a  
 problem.

20-1 Lavatory Fire  
 Extinguisher System  
 \*\*\*

1) Passenger  
 Configuration

C

-

-

For each lavatory, lavatory fire extinguisher system may  
 be inoperative provided associated Lavatory Smoke  
 Detection system operates normally.

(M)(O) For each lavatory, lavatory fire extinguisher  
 system may be inoperative provided:

- a) Lavatory waste receptacle is empty,
- b) Associated lavatory door is locked closed and  
 placarded "INOPERATIVE – DO NOT ENTER",  
 and
- c) Lavatory is used only by crewmembers.

NOTE: These provisos are not intended to prohibit  
 lavatory use or inspections by crewmembers.

1) Cargo  
 Configuration

D

-

0

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

20-2 Fuselage Fire  
 Extinguishing  
 System  
 (Total Flood)  
 \*\*\*

C 1 0

(M)(O) May be inoperative provided:  
 a) Fire Extinguisher bottles control valve is secured  
 CLOSED in aft equipment bay,  
 b) "Total Flood" Circuit Breaker is OPENED and  
 collared using an approved maintenance  
 procedure, and  
 c) AFM "Fuselage Fire" procedures are used.

20-3 Baggage  
 Compartment Smoke  
 Detection System  
 \*\*\*

C 1 0

20-4 Galley Fire  
 Extinguishing  
 System  
 \*\*\*

C 1 0

20-5 APU FIREX Bottle  
 Low Pressure Switch  
 1) (600, 601,  
 601-3A, 601-3R,  
 604)

C 1 0

(M)(O) May be inoperative provided:  
 a) If both main generators have P/Ns 720845,  
 720845A, and 720845B they must have more  
 than 150 operating hours,  
 b) APU is used for ground operations only  
 c) Firex bottle charge pressure is visually verified at  
 bottle pressure gauge prior to each APU start,  
 d) APU Fire Detection System is operative,  
 e) APU enclosure access panels are kept closed,  
 and  
 f) APU is not used after engine start.

(Cont'd)

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

20-5 APU FIREX Bottle  
 Low Pressure Switch  
 (605, 650)

2) (605, 650)

C

1

0

(M)(O) May be inoperative provided:

- a) APU is used for ground operations only,
- b) Firex bottle charge pressure is visually verified at bottle pressure gauge prior to each APU start,
- c) APU Fire Detection System is operative,
- d) APU enclosure access panels are kept closed, and
- e) APU is not used after engine start.

25-1 Portable Fire  
 Extinguishers

D

-

-

Any in excess of those required by 14 CFR may be inoperative or missing provided:

- 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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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

27 FLIGHT CONTROLS

05-1 Control Surface  
 Position Indicating  
 Systems

1) FLT SPLR L/R  
 AILERON L/R  
 ELEVATOR L/R  
 RUDDER  
 (600, 601,  
 601-3A, 601-3R)

C 7 0

(M)(O) Any or all indicator(s) may be inoperative provided:

- a) Affected indicator is covered, and
- b) Associated Control Surface is visually checked for full, free, and correct movement prior to each flight.

2) EICAS  
 Indications  
 (FLT SPLR, AIL,  
 RUDDER)  
 (604, 605, 650)

C 5 0

(O) Any or all may be inoperative provided associated Control Surface is visually checked for full, free, and correct movement prior to each flight.

3) EICAS  
 Indications  
 (ELEV)  
 (604, 605, 650)

C 1 0

(O) May be inoperative provided:

a) L/H

- a) Associated Control Surface is visually checked for full, free and correct movement prior to each flight, and
- b) Autopilot is not engaged below 1,500 feet AGL.

b) R/H

C 1 0

(O) May be inoperative provided associated control surface is visually checked for full, free, and correct movement prior to each flight.

05-2 Ground Spoiler  
 Control Surface  
 Indications  
 (LH & RH)  
 (604, 605, 650)

C 2 0

(M) One or both may be inoperative provided:

- a) "ARM" mode is operative,
- b) Ground Spoilers switch is selected to AUTO, and
- c) Ground spoilers are verified stowed before each takeoff.

NOTE: "PROX SYS FAULT" status message appears with "GND SPLRS" caution message.

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REPAIR CATEGORY

2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

27 FLIGHT CONTROLS

05-3	Servo Monitor System (600, 601, 601-3A, 6013R)	C	1	0	(M)(O) May be inoperative provided: a) All Powered Control Units (PCUs) are checked before takeoff to ensure correct operation using each hydraulic system individually, and b) Parking Brake SOV is verified OPEN.
05-4	LH/RH Flight Spoiler Indication (Glareshield) (600, 601, 601-3A, 601-3R)	C	2	1	(O) May be inoperative provided: a) Flight Spoiler Control Surface Position Indication is operative, b) Flight Spoiler Indication on center pedestal is verified operative prior to each flight, c) Flight Spoilers are verified stowed before takeoff, and d) Flight Spoilers are not used during approach.
12-1	Aileron Trim System	B	1	0	May be inoperative provided: a) Autopilot is operative, b) Aileron Trim System is centered, and c) Main fuel tanks left and right are balanced prior to takeoff.
35-1	Stall Warning Switch Lights (Light function only) (604)	C	2	1	(O) May be inoperative provided shaker and pusher are checked verified operative prior to each flight.
40-1	Trim Indicators (Ailerons, Rudder)	C	2	1	(O) May be inoperative provided the associated control surface is checked visually as being in the appropriate takeoff position prior to each takeoff.

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4. REMARKS AND EXCEPTIONS

27 FLIGHT CONTROLS

50-1 Flap Power Drive  
Unit (PDU) Motors

C

2

1

(M) May be inoperative provided:  
a) Affected motor is deactivated,  
b) Operations are conducted in accordance with  
AFM Supplement 14, (Operations with Airplane  
Systems Inoperative), and (600, 601, 601-3A,  
601-3R),  
c) Operations are conducted in accordance with  
AFM Supplement 8, (Operations with Airplane  
Systems Inoperative) (604, 605, 650).

NOTE: With only one motor operational, flaps will  
operate at half speed.

52-1 Rudder Pedal  
Adjustment  
Mechanism

C

2

0

(M)(O) May be inoperative provided:  
a) Rudder pedals position is acceptable to the  
affected crewmember, and  
b) Rudder and brake pedals are checked for full and  
unrestricted movement at both pilot stations.

NOTE: Full range of operation must be available to  
the crewmember in seated position.

60-1 Ground Spoiler  
Manual Arming  
Switch (600 with  
SB 600-0452  
601 with  
SB 601-0113,  
A/C 3060 & subs,  
604, 605, 650)

C

1

0

(O) May be inoperative provided the ground spoiler  
automatic deployment is verified operative before each  
flight.

60-2 Flight Spoiler Lights  
Flashing Feature  
(600 with  
SB 600-0385,  
601 with  
SB 601-0040  
A/C 3013 &  
3018 to 3990)

C

2

0

May be inoperative provided:  
a) Flight Spoilers are not used below 700 feet AGL,  
b) Flight spoilers are not used when flaps are  
extended, and  
c) All flight spoilers indications are operative.

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4. REMARKS AND EXCEPTIONS

27 FLIGHT CONTROLS

67-1 Ground Spoiler  
System  
1) 600, 601

C

1

0

(O) May be inoperative provided:  
a) System is selected to OFF,  
b) Ground spoilers are verified retracted prior to  
each flight, and  
c) AFM Performance Chart entitled "Landing  
Distance (Without Ground Spoilers)" is used.

NOTE: Service Bulletin 600-0368 must be installed  
on the 600, or Service Bulletin 601-0020 must  
be installed on the 601.

2) 601-3A, 601-3R

C

1

0

(O) May be inoperative provided:  
a) System is selected to OFF,  
b) Ground spoilers are verified retracted prior to  
each flight, and  
c) AFM Performance Chart entitled "Landing  
Distance (Without Ground Spoilers)" is used.

3) 604, 605, 650

C

1

0

(O) May be inoperative provided:  
a) System is selected to DISARM,  
b) Ground spoilers are verified retracted prior to  
each flight, and  
c) Operations are conducted in accordance with  
AFM Supplement 8 (Operations with Airplane  
Systems inoperative).

67-2 Ground Spoiler  
System  
(Auto-Deployment  
Function) (600, 601,  
601-3A, 601-3R)

C

1

0

May be inoperative provided airplane is operated in  
accordance with AFM Limitations.

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4. REMARKS AND EXCEPTIONS

28 FUEL

11-1	Water Drain Valves
13-1	Tail Cone Fuel Tank System (601, 601-3A,***)(601-3R)
13-2	Tail Tank Fuel System (including Saddle Tanks) (604, 605, 650)
13-3	Turbulator Vanes (Fuel Jettison Mast, Tail Tank Fuel Systems) (**601, **601-3A 601-3R)

C	-	4
C	1	0
C	1	0
C	2	0

May be inoperative provided:

- a) One drain valve at each wing tank, lowest level point is operative,
- b) Main Boost Pump drain valves are operative, and
- c) There is no evidence of leakage.

(M) May be inoperative provided:

- a) Tail tank remains empty, and
- b) Tail Tank Refuel/Defuel SOVs are verified CLOSED.

(M) May be inoperative provided:

- a) Tail tank refuel/defuel SOVs are verified CLOSED,
- b) Tail tank is empty,
- c) Aux tank is fueled as per AMM Chapter 12, and
- d) CG for fuel distribution of all fuel added is calculated to be aft of the Takeoff Limit Line (ref. AFM).

NOTE: If it is necessary to add fuel to Aux tanks, precautions should be taken to keep the airplane CG in safe limits at all times.

(M) One or both may be damaged or missing provided:

- a) Tail Tank remains empty, and
- b) Tail Tank Refuel/Defuel SOVs are verified CLOSED.

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4. REMARKS AND EXCEPTIONS

28 FUEL

13-4 Turbulator Vanes  
(Fuel Jettison Mast,  
Tail Tank Fuel  
Systems)  
(604, 605, 650)

C

2

0

(M) One or both may be damaged or missing provided:  
a) Tail Tank Refuel/Defuel SOVs are verified  
CLOSED.  
b) Tail Tank is empty, and  
c) Aux tank is fueled as per AMM Chapter 12.

NOTE: If it is necessary to add fuel to AUX tanks,  
precaution should be taken to keep airplane  
CG in safe limits at all times.

15-1 Transfer Ejectors  
(Aux Tank)

B

2

1

May be inoperative provided Auxiliary Fuel Tank and Tail  
Tank remain empty.

15-2 Crossfeed Shutoff  
Valves  
(600, 601, \*\*\*)  
(601-3A, 601-3R)

C

2

0

One or both may be inoperative provided:  
a) Affected Valve is verified CLOSED,  
b) All Fuel Quantity Indications are operative,  
c) Aileron Trim System is operative, and  
d) Airplane is operated in accordance with AFM  
procedures if fuel crossfeed is required.

15-3 Tail Tank Transfer  
Boost Pumps  
(604, 605, 650)

A

1

0

(M) May be inoperative provided:  
a) Pump is deactivated,  
b) Secondary pump is operative,  
c) Fuel jettison system is verified operative before  
each flight, and  
d) Repairs are made within 3 flight days.

(Cont'd)

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4. REMARKS AND EXCEPTIONS

**28 FUEL**  
 15-3 Tail Tank Transfer Boost Pumps (604, 605, 650) (Cont'd)  
 2) Secondary  
 15-4 Crossflow Shutoff Valves  
 1) Left to Aux Right to Aux (604, 605, 650)  
 23-1 Fuel (Boost) Pumps  
 1) 600, 601, 601-3A, 601-3R  
 (Cont'd)

A	1	0
C	2	0
A	2	1

(M) May be inoperative provided:  
 a) Pump is deactivated,  
 b) Primary pump is operative,  
 c) Fuel jettison system is verified operative before each flight, and  
 d) Repairs are made within 3 flight days.

One or both may be inoperative provided:  
 a) Affected valve is verified CLOSED,  
 b) All Fuel Quantity Indications/EICAS Readouts are operative,  
 c) Aileron Trim System is operative, and  
 d) Airplane is operated in accordance with AFM procedures if fuel crossflow is required.

(M)(O) May be inoperative provided:  
 a) Affected fuel boost pump is selected OFF and deactivated,  
 b) If left boost pump is inoperative, APU is operated continuously throughout flight and APU generator is verified operative prior to flight,  
 c) AFM performance corrections for APU ON are applied,  
 d) Both fuel feed line check valves are verified operative prior to first flight,  
 e) Crossfeed (Left to Right, Right to Left) SOVs are operative, and  
 f) Repairs are made within 1 flight day.

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4. REMARKS AND EXCEPTIONS

28 FUEL

23-1 Fuel (Boost) Pumps  
 (Cont'd)

2) 604, 605, 650

A

2

1

(M)(O) May be inoperative provided:  
 a) Affected fuel boost pump is selected OFF and deactivated,  
 b) If left boost pump is inoperative, APU is operated continuously throughout flight and APU generator is verified operative prior to flight,  
 c) AFM performance corrections for APU ON are applied,  
 d) Both fuel feed line check valves are verified operative prior to first flight,  
 e) Crossflow (Left to Aux, Right to Aux) SOVs are operative, and  
 f) Repairs are made within 1 flight day.

23-2 Fuel Boost Pump  
 "INOP/ON" Switch  
 Lights  
 (Light function only)  
 (604, 605, 650)

C

2

0

25-1 APU Fuel Pump

C

1

0

(M) May be inoperative provided:  
 a) APU is operated for a maximum of 10 minutes from start-up to shutdown,  
 b) APU is used only to start one engine,  
 c) APU generator adapter temperature is below 40 degrees C prior to engine start,  
 d) APU is started with left main engine Electrical Fuel Pump, and  
 e) APU is shutdown and considered inoperative in flight.

C

1

0

(M) May be inoperative provided APU is not used and is considered inoperative.

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4. REMARKS AND EXCEPTIONS

28 FUEL

25-2	APU Fuel Shutoff Valves	C	2	0	(M) One or both may be inoperative closed provided APU is not used.
25-3	APU Negative G Feed Check Valve.	C	1	0	(O) May be inoperative provided flight operations are not dependent on use of the APU.
27-1	Single Point Pressure Refueling System	C	1	0	(O) May be inoperative provided alternate refueling procedures are established and used.
	1) External Refuel/Defuel Control Panel	C	1	0	May be inoperative provided internal Refuel/Defuel control panel is operative.
	2) Internal Refuel/Defuel Control Panel ***	D	1	0	
	a) Fuel Quantity Display	D	1	0	(O) May be inoperative provided alternate means is used to determine the amount of fuel.
27-2	Refuel/Defuel Shut-Off Valves				
	1) Left, Right, Aux	C	3	0	(O) Any or all may be inoperative provided: a) Alternate refueling procedures are established and used, b) Crewmembers ensure that calculated static airplane CG with full mission fuel load is aft of the fwd airplane takeoff limit line (ref. AFM), and c) Fuel Quantity Indication Systems (cockpit) are operative.
	2) Tail	C	2	0	(O) One or both may be inoperative closed provided Aux and Tail Fuel Tanks remain empty.
	(Cont'd)				

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4. REMARKS AND EXCEPTIONS

28 FUEL

27-2 Refuel/Defuel  
Shut-Off Valves  
(Cont'd)

2) Tail  
(Cont'd)

C 2 0

(O) One or both may be inoperative open provided:

- a) Alternate refueling procedures are established and used,
- b) Crewmembers ensure that calculated static airplane CG with full mission fuel load is aft of the fwd airplane takeoff limit line (ref. AFM), and
- c) Left, Right, Aux Refuel/Defuel SOVs are closed.

27-3 Refuel/Defuel  
Adapter Cap

C 1 0

(M) May be inoperative or missing provided:

- a) Refuel/Defuel adapter is visually checked for contamination before each refueling,
- b) Adapter poppet is visually checked closed after each refueling,
- c) No leakage can be detected after refueling is complete, and
- d) All Refuel/Defuel SOVs are verified closed after each refueling.

40-1 EICAS Bulk Fuel  
Temperature  
Indication  
(604, 605, 650)

C 1 0

(M)(O) May be inoperative provided:

- a) Bulk Fuel is verified to be greater than -20 degrees C before dispatch, and
- b) Total Air Temperature (TAT) is not below -50 degrees C for a continuous period of 2 hours.

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4. REMARKS AND EXCEPTIONS

28 FUEL

41-1 Fuel Quantity  
 Indicating Systems  
 (Cockpit) (600, 601,  
 601-3A, 601-3R)

1) Main Fuel Tanks  
 Left and Right

C

2

1

(M)(O) May be inoperative provided:

- a) Alternate gravity refueling procedures are established and used,
- b) Both main tanks are visually confirmed full,
- c) Total fuel carried includes 10% more than the required fuel load for the planned flight,
- d) Aux fuel Tank Quantity Indicating System is operative or Aux Fuel Tank is empty,
- e) Fuel Flow Indicating Systems and associated engine instruments are operative,
- f) Gravity Crossflow SOV is verified operative,
- g) Crossfeed SOVs remain closed,
- h) Lateral fuel balance is maintained during flight,
- i) Fuel Totalizer is considered inoperative,
- j) After takeoff, power is set by matching fuel flow indications on both engines, and
- k) An in-flight log of fuel burned is maintained.

2) Aux Fuel Tank  
 (Without Tail  
 Tank installed)

C

1

0

(M) May be inoperative provided Auxiliary Fuel Tank remains empty.

(Cont'd)

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4. REMARKS AND EXCEPTIONS

28 FUEL

41-1 Fuel Quantity  
Indicating Systems  
(Cockpit) (600, 601,  
601-3A, 601-3R)  
(Cont'd)

2) Aux Fuel Tank  
(Without Tail  
Tank installed)  
(Cont'd)

C

1

0

(O) May be inoperative provided:

- a) Auxiliary Fuel Tank is completely filled,
- b) Left and Right Main Fuel Tank Quantity Indicating systems are operative,
- c) Fuel Flow Indicating Systems and associated engine instruments are operative,
- d) After takeoff, power is set by matching fuel flow indications on both engines, and
- e) An in-flight log of fuel burned is maintained.

C

1

0

(M)(O) May be inoperative provided:

- a) AUX Fuel Tank is de-fueled each refueling,
- b) AUX Fuel Tank is refueled with a known quantity of fuel,
- c) Required Aux Fuel Tank fuel is increased by 10%,
- d) Left and Right Main Fuel Tank Quantity Indicating system are operative,
- e) Fuel Flow Indicating Systems and associated engine instruments are operative,
- f) AUX Fuel Tank is verified to empty at the appropriate time,
- g) After takeoff, power is set by matching fuel flow indications on both engines, and
- h) An in-flight log of fuel burned is maintained.

(Cont'd)

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4. REMARKS AND EXCEPTIONS

28 FUEL

41-1 Fuel Quantity  
 Indicating Systems  
 (Cockpit) (600, 601,  
 601-3A, 601-3R)  
 (Cont'd)

3) Aux Fuel Tank  
 (With Tail Tank  
 installed)

4) Fuel Totalizer

41-2 EICAS Aux and Total  
 Fuel Tank Quantity  
 Readouts  
 (604, 605, 650)

41-3 EICAS Tail Tank and  
 Total Fuel Quantity  
 Readouts  
 (604, 605, 650)

41-4 Fuel Computer  
 Channels  
 (604, 605, 650)

42-1 Rotorburst Fuel Line  
 Gauge  
 (604, 605, 650)

\*\*\*

C

1

0

(M) May be inoperative provided Aux and Tail Fuel Tanks remain empty.

C

1

0

C

2

0

(M) One or both may be inoperative provided Aux and Tail tanks remain empty.

C

2

0

(M) One or both may be inoperative provided:

- a) Tail tank remains empty,
- b) Aux Fuel Tank is fueled as per AMM Chapter 12, and
- c) Crewmembers ensure that calculated static airplane CG with full mission fuel load is aft of the fwd airplane takeoff limit line (ref. AFM)

B

2

1

May be inoperative provided:

- a) Both Transfer Ejectors are operative,
- b) Both Crossflow SOVs are operative,
- c) Both Fuel Flow Readouts are operative,
- d) Fuel Used on FMS is operative, and
- e) Opposite IRS is operative.

D

1

0

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4. REMARKS AND EXCEPTIONS

29 HYDRAULICS

11-1 Hydraulic AC Motor  
 Pumps (ACMP)  
 (Systems 1 and 2)  
 (604, 605, 650)

1) ACMP 1B

C 1 0

(M) May be inoperative provided:  
 a) All other hydraulic pumps are operative,  
 b) Affected pump is deactivated and selected OFF,  
 c) Nosewheel Steering is operative,  
 d) Both Thrust Reverser Systems are operative, and  
 e) Operations are conducted in accordance with  
 AFM Supplement (Operations with Airplane  
 Systems Inoperative).

2) ACMP 2B

C 1 0

(M) May be inoperative provided:  
 a) All other hydraulic pumps are operative,  
 b) Affected pump is deactivated and selected OFF,  
 c) Ground Spoilers are operative,  
 d) Nosewheel Steering is operative,  
 e) Both Thrust Reverser Systems are operative,  
 f) Both Anti-Skid System Channels are operative,  
 g) Takeoff or landing is not conducted from a  
 contaminated runway, and  
 h) Operations are conducted in accordance with  
 AFM Supplement (Operations with Airplane  
 Systems Inoperative).

11-2 Hydraulic  
 Accumulator  
 Pressure Gauges  
 (Systems 1, 2 and 3)

C 3 0

(M) All may be inoperative provided accumulator pre-charge pressure is checked using a suitable gauge before the first flight of each day.

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4. REMARKS AND EXCEPTIONS

29 HYDRAULICS

11-3	Hydraulic Accumulators (Systems 1,2,3)	C	3	1	System 1 and/or System 2 accumulator(s) may be inoperative provided System 3 is operative.
11-4	Hydraulic Heat Exchanger Cooling Fan (600, 601, 601-3A, 601-3R)	C	1	0	(M)(O) May be inoperative provided are established to limit ground operation of hydraulic systems 1 and 2 to 30 minutes when OAT is above 113 degrees F.
11-5	Hydraulic "AUTO" Switches (Electric Pumps) (604, 605, 650)	C	3	0	Any or all may be inoperative provided affected pumps are manually selected ON before takeoff and landing.
11-6	Return Manifold Filters – Differential Pressure Indicators	A	3	0	(M) Any or all may be inoperative provided: a) Filter element is verified free of any metal contaminant, and b) Repairs are made within one flight day.
12-1	Electric Pump (System 3A) (ACMP)	A	1	0	May be inoperative provided: a) All other hydraulic pumps (engine driven and electrical) are operative. b) 3B pump is operated continuously throughout the flight, and c) Repairs are made within 1 flight day.
31-1	Hydraulic Pressure Indicators (Cockpit) (600, 601, 601-3A, 601-3R)	C	3	2	May be inoperative provided: a) All four Electric Motor Driven Hydraulic Pumps are operative, b) Hydraulic Pump Low Pressure Caution Light for associated system is operative, c) Hydraulic HI TEMP Caution Light for associated system is operative, and d) Brake Pressure Indicator is operative.

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REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

29 HYDRAULICS

31-2 Hydraulic Reservoir  
 Quantity Indicators  
 (Systems 1, 2 and 3)  
 (Cockpit)  
 (600, 601, 601-3A,  
 601-3R)

C

3

0

(M) Any or all may be inoperative provided:  
 a) Quantity in associated reservoir is checked before  
 each flight,  
 b) Associated Hydraulic Pressure Indicator is  
 operative,  
 c) Associated Hydraulic Pump Low Pressure  
 Caution Light is operative, and  
 d) Associated Hydraulic HI TEMP Caution Light is  
 operative.

31-3 EICAS Hydraulic  
 Pressure Readout  
 Indicating Systems  
 (604, 605, 650)

C

3

0

(O) Any or all may be inoperative provided associated  
 pressure switches are operative.

32-1 EICAS Hydraulic  
 Reservoir Quantity  
 Readouts  
 (Systems 1, 2 and 3)  
 (604, 605, 650)

C

3

0

(M) Any or all may be inoperative provided the quantity in  
 associated reservoir(s) is checked on the reservoir sight  
 glass prior to each flight.

34-1 Hydraulic Pump Low  
 Pressure Switches

C

6

3

May be inoperative provided:  
 a) At least one Low Pressure Switch is operative for  
 each Hydraulic System, and  
 b) Associated Hydraulic Pressure and Quantity  
 Indicating Systems are verified operative.

35-1 Hydraulic HI TEMP  
 Caution Lights  
 (Systems 1, 2 and 3)  
 (600, 601, 601-3A,  
 601-3R)

C

3

2

May be inoperative provided:  
 a) Associated Hydraulic Pressure Indicator is  
 operative,  
 b) Associated Hydraulic Quantity Indicator is  
 operative, and  
 c) Hydraulic Heat Exchanger Cooling Fan is  
 operative (Systems 1 and 2 only).

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

29 HYDRAULICS

37-1 Hydraulic Pump Low  
 Pressure Caution  
 Lights  
 (light function only)  
 (ELEC PUMP,  
 L ENG PUMP,  
 R ENG PUMP)  
 (600, 601, 601-3A,  
 601-3R)

C

6

3

One per system may be inoperative provided:  
 a) Associated Hydraulic Pressure Indicator is  
 operative,  
 b) Associated Hydraulic Reservoir Quantity Indicator  
 is operative, and  
 c) Associated Hydraulic HI TEMP Caution Light is  
 operative.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

30 ICE PROTECTION

12-1 Wing Anti-ice System

1) Auto Control  
 (600)

C 1 0

(M) May be inoperative provided Wing Anti-ice System Manual Control is operative.

C 1 0

May be inoperative provided:  
 a) Both Ice Detection Systems are operative, and  
 b) Airplane is not operated in known or forecast icing conditions.

2) Manual Control  
 (600)

C 1 0

May be inoperative provided Wing Anti-ice System Auto Control is operative.

C 1 0

May be inoperative provided:  
 a) Both Ice Detection Systems are operative, and  
 b) Airplane is not operated in known or forecast icing conditions.

3) Normal Control

a) (601), (601-3A,  
 601-3R with  
 SB 601-0575)  
 (604 with  
 SB 604-30-002  
 and airplane  
 S/N 5583 and  
 subsequent)  
 (605, 650)

C 1 0

(M) May be inoperative provided Wing Anti-ice System Standby Control is operative.

C 1 0

May be inoperative provided:  
 a) Both Ice Detection Systems are operative, and  
 b) Airplane is not operated in known or forecast icing conditions.

(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

30 ICE PROTECTION

12-1 Wing Anti-ice System  
 (Cont'd)

3) Normal Control  
 (Cont'd)

b) (601-3A,  
 601-3R  
 without  
 SB 601-0575)  
 (604 without  
 SB  
 604-30-002)

C

1

0

May be inoperative provided:

- a) Both Ice Detection Systems are operative, and
- b) Airplane is not operated in known or forecast icing conditions.

4) Standby Control  
 (601, 601-3A,  
 601-3R, 604,  
 605, 650)

C

1

0

May be inoperative provided Wing Anti-ice System Normal Control is operative.

C

1

0

May be inoperative provided:

- a) Both Ice Detection systems are operative, and
- b) Airplane is not operated in known or forecast icing conditions.

12-2 Wing Anti-ice System  
 Modulating and  
 SOVs.

C

2

0

One or both may be inoperative CLOSED provided:

- a) Both Ice Detection Systems are operative, and
- b) Airplane is not operated in known or forecast icing conditions.

12-3 Wing Anti-Ice  
 Isolation Valve

C

1

0

May be inoperative OPEN.

C

1

0

May be inoperative CLOSED provided:

- a) Both Ice Detection Systems are operative, and
- b) Airplane is not operated in known or forecast icing conditions.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

30 ICE PROTECTION

20-1 Engine Cowl Anti-Ice  
 Pressure Regulating  
 and SOVs.

C

2

1

(M) May be inoperative provided:  
 a) Valve is secured CLOSED,  
 b) Both Ice Detection Systems are operative,  
 c) Airplane is not operated in known or forecast  
 icing conditions, and  
 d) Associated ACU/Pack is selected ON above  
 FL 400.

20-2 Engine Cowl Anti-ice  
 Pressure Relief  
 Blow-off Valves

C

2

1

May be inoperative OPEN provided:  
 a) Associated Thrust Reverser is verified operative  
 prior to each flight,  
 b) Associated Bleed Air 14<sup>th</sup> Stage SOV is  
 operative, and  
 c) Operations are conducted in accordance with  
 AFM Supplement 14, (Operations with Airplane  
 Systems Inoperative).

1) (601)  
 (601-3A, 601-3R)

2) (604, 605, 650)

C

2

1

May be inoperative OPEN provided:  
 a) Associated Thrust Reverser is verified operative  
 prior to each flight,  
 b) Associated Bleed Air 14<sup>th</sup> Stage SOV is  
 operative, and  
 c) Operations are conducted in accordance with  
 AFM Supplement 8, (Operations with Airplane  
 Systems Inoperative).

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

30 ICE PROTECTION

31-1 Probe Heaters

1) Pitot Probes

B

2

1

(M) May be inoperative provided:

- a) Airplane is not operated in visible moisture (including standing water and slush) in any form,
- b) Both Ice Detection Systems are operative,
- c) Airplane is not operated in known or forecast icing conditions, and
- d) Airplane is operated in day VMC only.

2) Static Probes

B

2

1

(M) May be inoperative provided:

- a) Airplane is not operated in visible moisture (including standing water and slush) in any form,
- b) Both Ice Detection Systems are operative,
- c) Airplane is not operated in known or forecast icing conditions, and
- d) Airplane is operated in day VMC only

3) Angle of Attack Vanes

B

2

1

(M) May be inoperative provided:

- a) Airplane is not operated in visible moisture (including standing water and slush) in any form,
- b) Both Ice Detection Systems are operative,
- c) Airplane is not operated in known or forecast icing conditions, and
- d) Airplane is operated in day VMC only.

4) TAT Probe

B

1

0

(M) May be inoperative provided:

- a) Airplane is not operated in visible moisture (including standing water and slush) in any form,
- b) Both Ice Detection Systems are operative,
- c) Airplane is not operated in known or forecast icing conditions, and
- d) Airplane is operated in day VMC only.

(Cont'd)

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MASTER MINIMUM EQUIPMENT LIST

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 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

30 ICE PROTECTION

31-1 Probe Heaters  
 (Cont'd)

5) Standby Pitot  
 Probe  
 (604, 605, 650)

C 1 0

(M) May be inoperative provided:  
 a) Airplane is not operated in visible moisture  
 (including standing water and slush) in any form,  
 b) Both Ice Detection Systems are operative,  
 c) Airplane is not operated in known or forecast  
 icing conditions,  
 d) Airplane is operated in day VMC only, and  
 e) Both Pitot Probes Heaters are operative

6) AUX Angle of  
 Attack Vane  
 Heater  
 (604, 605, 650)  
 \*\*\*

C 1 0

(M) May be inoperative provided:  
 a) Airplane is not operated in visible moisture,  
 (including standing water and slush) in any form,  
 b) Both Ice Detection Systems are operative,  
 c) Airplane is not operated in known or forecast  
 icing conditions, and  
 d) Airplane is operated in day VMC only.

31-2 Speed Command  
 Attitude Thrust  
 (SCAT) Vane Heater  
 (600, 601)  
 STC SA4770SW  
 \*\*\*

D 1 0

(M) May be inoperative provided:  
 a) SCAT Vane Heater is deactivated, and  
 b) Airplane is not operated in known or forecast  
 icing conditions.

41-1 Left and Right  
 Windshield and Left  
 and Right Side  
 Window Heating  
 Systems

C 4 3

One may be inoperative provided:  
 a) Airplane is not operated in known or forecast  
 icing conditions, and  
 b) Pilot's (Left) Side Window heating is operative.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

30 ICE PROTECTION

41-2 Enhanced Vision System - Ice Protection System (605 aircraft with SB 605-31-002 and 605-34-010, 601 aircraft with SB 605-34-010) (650 aircraft with SB 650-31-002 and 650-34-006) \*\*\*

1) IR Window - DE-MIST function

C 2 0

(M) One or both may be inoperative provided:  
 a) EVS Ice Protection is deactivated,  
 b) Operations are not conducted in known or forecast icing conditions,  
 c) One ice detection system is operative, and  
 d) EVS is not used when the image is affected.

NOTE: With IR Window heat inoperative, the image may degrade in high humidity conditions to the point of disappearance, as IR Window misting increases. EVS must not be used if the image is affected.

D 2 0

(M) One or both may be inoperative provided:  
 a) IR Window and EVS fairing are removed as an assembly and replaced with an approved blanking plate, and  
 b) EVS system (STC) is considered inoperative.

C 1 0

May be inoperative provided:  
 a) EVS image is not affected, and  
 b) EVS system de-ice and anti-ice functions operate normally.

NOTE: The image may degrade in high humidity conditions to the point of disappearance, as IR Window misting increases. EVS must not be used if the image is affected.

D 1 0

May be inoperative provided:  
 a) EVS system (STC) is considered inoperative,  
 b) EVS system de-ice and anti-ice functions operate normally, and  
 c) Routine procedures do not require the use of EVS system.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

30 ICE PROTECTION

71-1 Drain Mast Heater

C

1

0

(M) May be inoperative provided:  
 a) Associated sink is not used, and  
 b) Sink and/or coffee water supply is turned off.

80-1 Ice Detection Systems

C

2

1

May be inoperative provided:  
 a) Wing and Engine Cowl Anti-ice Systems are ON when SAT on the ground is 10 degrees C or less and visible moisture in any form is present, and  
 b) Wing and Engine Cowl Anti-Ice Systems are ON when TAT in flight is 10 degrees C or less and visible moisture in any form is present.

A

2

0

Both may be inoperative provided:  
 a) Airplane is not operated in known or forecast icing conditions, and  
 b) Repairs are made within 1 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

31 INDICATING &  
 RECORDING

14-1 Master Warning  
 Switch Lights  
 (Glareshield)  
 (light function only)  
 (604)

C 2 1

14-2 Master Caution  
 Switch Lights  
 (Glareshield)  
 (light function only)  
 (604)

C 2 1

14-3 Master  
 Warning/Caution  
 Pushbutton  
 Annunciators  
 (Glareshield)  
 (605, 650)

1) Warning Lights  
 (light function  
 only)

C 2 1

2) Caution Lights  
 (light function  
 only)

C 2 1

31-1 Flight Data Recorder  
 (FDR) System

1) Holder of an air  
 carrier or  
 commercial  
 operator  
 certificate

C - -

Any in excess of those required by 14 CFR may be  
 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

31 INDICATING &  
 RECORDING

31-1 Flight Data Recorder  
 (FDR) System  
 (Cont'd)

- 1) Holder of an air carrier or commercial operator certificate (Cont'd)

A - 0

May be inoperative provided:

- a) Cockpit Voice Recorder (CVR) operates normally,
- b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:
  - 1. FDR failure occurs after pushback but prior to takeoff, or
  - 2. 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 3 flight days.

FDR Recording Parameters required by 14 CFR

A - -

Up to three parameters may be inoperative provided:

- a) Cockpit Voice Recorder (CVR) operates normally, and
- b) Repairs are made within 20 calendar-days.

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.

(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

31 INDICATING &  
 RECORDING

31-1 Flight Data Recorder  
 (FDR) System  
 (Cont'd)

- 2) Operators other than a holder of an air carrier or commercial operator certificate

C - 1

Any in excess of those required by 14 CFR may be inoperative.

A - 0

May be inoperative provided repairs are made in accordance with applicable 14 CFRs.

40-1 Cursor Control Panel  
 (CCP) (605, 650, 601  
 with STC  
 # ST01221WI-D)

- 1) Joystick

C 2 1

Right side may be inoperative

C 2 1

C 2 0

May be inoperative provided:  
 a) Maintenance Diagnostic Computer is considered inoperative, and  
 b) Graphical Weather function is considered inoperative.

- 2) JSTK Pushbuttons

C 2 0

(Cont'd)

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:  
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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

31 INDICATING &  
 RECORDING

40-1 Cursor Control Panel  
 (CCP) (605, 650,  
 601 with STC  
 # ST01221WI-D)  
 (Cont'd)

3) MEM  
 Pushbuttons

D 6 0

4) CHART  
 Pushbuttons

C 2 0

5) ZOOM  
 Pushbuttons

C 2 1

C 2 0

May be inoperative provided:  
 a) Maintenance Diagnostic Computer is considered  
 inoperative, and  
 b) Graphical Weather function is considered  
 inoperative.

6) Orient  
 Pushbuttons  
 (located under  
 the CHART  
 pushbutton)

C 2 1

C 2 0

May be inoperative provided:  
 a) Maintenance Diagnostic Computer is considered  
 inoperative, and  
 b) Graphical Weather function is considered  
 inoperative.

7) LWR FRMT  
 Pushbuttons  
 (605, 650 only)

C 2 0

8) UPR MENU  
 Pushbuttons  
 (605, 650 only)

C 2 1

(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

31 INDICATING &  
 RECORDING

40-1 Cursor Control Panel  
 (CCP) (605, 650,  
 601 with STC  
 # ST01221WI-D)  
 (Cont'd)

9) LWR MENU  
 Pushbuttons  
 (605, 650 only)

C 2 0

10) ESC Pushbuttons  
 (605, 650 only)

C 2 0

11) PUSH SELECT  
 Pushbuttons  
 (Menu) (605, 650  
 only)

C 2 1

May be inoperative provided the opposite UPR MENU  
 pushbutton is operative.

12) MENU ADV knob  
 (605, 650 only)

C 2 1

May be inoperative provided the opposite UPR MENU  
 pushbutton is operative.

13) DATA knob  
 (Menu) (605, 650  
 only)

C 2 1

May be inoperative provided the opposite UPR MENU  
 pushbutton is operative.

14) TFC Pushbuttons  
 (605, 650 Only)

C 2 0

15) TR/WX Pushbuttons  
 (605, 650 only)

C 2 0

16) SUMRY  
 Pushbuttons (605,  
 650 only)

C 2 0

17) AC ELEC  
 Pushbuttons (605,  
 650 only)

C 2 0

18) HYD Pushbuttons  
 (605, 650 only)

C 2 0

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

31 INDICATING & RECORDING

40-1 Cursor Control Panel (CCP) (605, 650, 601 with STC # ST01221WI-D) (Cont'd)

19) DC ELEC Pushbuttons (605, 650 only)

20) FLT Pushbuttons (605, 650 only)

21) CAS Pushbuttons (605, 650 only)

22) RADIO Pushbuttons (605, 650 only)

23) FREQ Pushbuttons (605, 650 only)

24) 1/2 Pushbuttons (605, 650 only)

25) DME-H Pushbuttons (605, 650 only)

26) IDENT Pushbuttons (605, 650 only)

27) ATC Pushbuttons (605, 650 only)

C	2	0
C	2	0
C	2	1
C	2	1
C	2	1
C	2	1
C	2	1
C	2	1
C	2	1

|

|

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FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:  
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 600/601/601-3A/601-  
 3R/604/605/650

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

31 INDICATING &  
 RECORDING

40-1 Cursor Control Panel  
 (CCP) (605, 650,  
 601 with STC  
 # ST01221WI-D)  
 (Cont'd)

28) PUSH SELECT C 2 1  
 Pushbuttons  
 (Radio)  
 (605, 650 only)

29) RADIO ADV knob C 2 1  
 (605, 650 only)

30) DATA knob C 2 1  
 (Radio)  
 (605, 650 only)

41-1 EICAS Control Panel  
 (ECP) Discrete  
 Buttons  
 (604)

1) Without  
 SB 604-34-033

a) CKLST B 1 0  
 b) RCL B 1 0  
 c) EMER B 1 0  
 d) HYD B 1 0  
 e) ELEC B 1 0  
 f) UP B 1 0  
 g) DN B 1 0  
 h) SKP B 1 0  
 i) F/CTL B 1 0  
 j) Joystick B 1 0

May be inoperative provided UP and DN Discrete  
 Buttons are operative.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

31 INDICATING &  
 RECORDING

41-1 EICAS Control Panel  
 (ECP) Discrete  
 Buttons  
 (604) (Cont'd)

2) With  
 SB 604-34-033

- |             |   |   |   |
|-------------|---|---|---|
| a) CKLST    | B | 1 | 0 |
| b) RCL      | B | 1 | 0 |
| c) EMER     | B | 1 | 0 |
| d) HYD      | B | 1 | 0 |
| e) ELEC     | B | 1 | 0 |
| f) UP/PLAN  | B | 1 | 0 |
| g) DN/SIDE  | B | 1 | 0 |
| h) SKP/3D   | B | 1 | 0 |
| i) F/CTL    | B | 1 | 0 |
| j) Joystick | B | 1 | 0 |

May be inoperative provided UP/PLAN and DN/SIDE  
 Discrete Buttons are operative.

41-2 Data Concentration  
 Unit (DCU)  
 (604)

C - 2

- (O) Any in excess of two may be inoperative provided:
- a) Associated AUDIO WARNING DISABLE switch is selected, and
  - b) Two separate audio warning channels are verified operative before each flight.

NOTE 1: In the event of a DCU 1 failure, both pilots' Master Warning and Master Caution lights will not test during the lamp 1 test.

NOTE 2: In the event of a DCU 2 failure, both pilots' Master Warning and Master Caution lights will not test during the lamp 2 test.

NOTE 3: Aircraft without SB 604-31-003 installed:  
 In the event of either a DCU 1 or 2 failure, a subsequent TRU 2 failure will generate one "HOT" icon ITT engine indication. This icon should be disregarded and the ITT monitored.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:  
 BOMBARDIER CL-  
 600/601/601-3A/601-  
 3R/604/605/650

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

31 INDICATING &  
 RECORDING

50-1 Auto CB Fail Light  
 (10-Channel  
 Annunciator)  
 (600, 601, 601-3A,  
 601-3R)

B

1

0

May be inoperative provided  
 a) Light is not illuminated, and  
 b) BRT/DIM function on the 10-channel annunciator  
 panel is verified operative prior to each flight.

50-2 Voice Advisory  
 System (600, 601,  
 601-3A, 601-3R)  
 \*\*\*

D

-

0

(M) (O) May be inoperative provided:  
 a) System is secured, and  
 b) Alternate procedures are established and used.

50-3 Angle of Attack  
 Indication System  
 (Speed Cue Indexer)  
 (601, 601-3A,  
 601-3R, 604)  
 \*\*\*

C

-

0

(M)(O) May be inoperative provided:  
 a) System is deactivated, and  
 b) Alternate procedures are established and used.

50-4 Speed Command  
 Attitude Thrust  
 (SCAT) Systems  
 (600, 601, 601-3A,  
 601-3R)  
 \*\*\*

D

-

0

(M)(O) May be inoperative provided:  
 a) System is deactivate, and  
 b) Alternate procedures are established and used.

50-5 Canadian Marconi  
 Corp Omega Nav  
 Status Display  
 System WARNING  
 Repeater lights (600)  
 \*\*\*

D

2

1

(M)(O) May be inoperative provided:  
 a) Light is not illuminated,  
 b) All individual warning lights are operative, and  
 c) Alternate procedures are established and used.

50-6 Canadian Marconi  
 ONA-T16 Status  
 Display System  
 \*\*\*

D

1

0

(O) May be inoperative provided alternate procedures are  
 established and used.

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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

31 INDICATING &  
 RECORDING

60-1 Clocks

C - 0

May be inoperative provided a reliable and functioning time-piece is readily available to all flight compartment crewmembers.

1) Universal Time  
 Co-ordination  
 Display (UTC)  
 (605, 650)

C 1 0

2) Flight Time (FT)  
 (605, 650)

C 1 0

3) Chronometer  
 (CHR)  
 (605, 650)

C 1 0

(O) May be inoperative provided alternate procedures are established and used to determine elapsed time.

4) LCD Display  
 Segments/Mode  
 (Annunciations)  
 (605, 650)

C - -

Individual segments or annunciations may be inoperative provided flightcrews can readily determine mode of operation.

61-1 Display Units  
 (EICAS Display No.1  
 or EICAS Display  
 No.2) (604)

B 2 1

61-2 Adaptive Flight  
 Displays (AFD)  
 (605, 650, 601 with  
 STC  
 # ST01497CH-D)

B 4 3

(O) Right Inboard Display may be inoperative provided:  
 a) Two Control Display Units are operative,  
 b) Unaffected displays reversion capabilities are verified operative before each flight, and  
 c) Radio tuning reversion capabilities are verified operative before each flight.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

31 INDICATING &  
 RECORDING

70-1 FAA Flight Inspection  
 Panel System  
 (FAA equipped 601,  
 601-3A, 601-3R, 604)  
 \*\*\*

D

-

0

May be inoperative provided procedures are not  
 dependent on its use.

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

32 LANDING GEAR

30-1 Landing Gear  
 Selector Handle  
 Anti-Retraction  
 Mechanism

C

1

0

(M) May be inoperative in the LOCKED position (DOWN) provided the downlock release mechanism is operative.

30-2 Landing Gear  
 Retraction System  
 (604, 605, 650)

A

1

0

(M) May be inoperative provided:  
 a) Operations are conducted in accordance with AFM Supplement 6 (Flight with Landing Gear Down),  
 b) Operations are not conducted in known or forecast icing conditions,  
 c) Ground lock pins are installed to ensure all three landing gears are locked down throughout flight,  
 d) In-flight performance information given in the Flight Crew Operating Manual (FCOM), is used,  
 e) Extended overwater operations are prohibited,  
 f) Both pilot headsets are worn,  
 g) Flight Compartment and Cabin Interphone Systems are operative,  
 h) Both Flap Power Drive Units are operative,  
 i) CAT II operations are prohibited, and  
 j) Repairs are made within 1 flight day.

43-1 Brake Accumulator  
 Pressure Gauges

C

2

0

(M) Both may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge before the first flight of each day.

43-2 Brake Pressure  
 Indications (600, 601,  
 601-3A, 601-3R)

C

2

0

(M) Both may be inoperative provided:  
 a) Brake accumulator(s) nitrogen pressure is checked prior to the first flight of each day,  
 b) Capability of brake accumulators to retain adequate hydraulic fluid for brakes is verified prior to the first flight of each day, and  
 c) Hydraulic Pressure Indication is operative.

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

32 LANDING GEAR

44-1 Anti-Skid System  
 Channels  
 (604, 605, 650)

B

2

1

(M) Either inboard or outboard channel may be inoperative provided:  
 a) Anti-skid is selected ON for takeoff and landing,  
 b) Nosewheel Steering is operative,  
 c) Ground Spoilers are operative,  
 d) Both Thrust Reversers are operative, and  
 e) Operations are conducted in accordance with AFM Supplement 8, (Operations with Airplane Systems Inoperative).

45-1 Parking Brake Light  
 (600, 601, 601-3A,  
 601-3R)

C

1

0

(O) May be inoperative provided procedures are established to ensure anti-skid fail lights are illuminated when the Parking Brake is engaged.

47-1 EICAS Brake  
 Pressure Indicating  
 Systems (604, 605,  
 650)

C

2

0

(M) Both may be inoperative provided:  
 a) Brake accumulator(s) nitrogen pressure is checked before the first flight of the day,  
 b) Capability of brake accumulators to retain adequate hydraulic fluid for brakes is verified before the first flight of the day, and  
 c) Hydraulic Pressure Indication is operative.

AIRCRAFT:  
 BOMBARDIER CL-  
 600/601/601-3A/601-  
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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

32 LANDING GEAR

50-2 Remote Nose Gear  
 Door Release  
 Mechanism  
 (Additional Handle  
 and cable  
 mechanism)  
 \*\*\*

D 1 0

(M) May be inoperative in the "DOOR CLOSED" position provided:  
 a) Mechanism is verified to be in the "DOOR CLOSED" position, and  
 b) Actuator arm is secured in the "DOOR CLOSED" position.

D 1 0

(M) May be inoperative in the "DOOR CLOSED" position provided:  
 a) Mechanism is verified to be in the "DOOR CLOSED" position, and  
 b) Actuator arm is removed from the nose wheel well fitting.

60-1 Hard Landing  
 Indication System  
 (604, 605, 650)  
 \*\*\*

D 1 0

(O) May be inoperative provided alternate procedures are established and used.

AIRCRAFT:  
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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

12-1 Lighting Control  
 Panels  
 (Center Pedestal &  
 L/R Facia Panels)  
 (600, 601)

1) Floodlight System

a) BRT/DIM  
 Systems

C

3

0

Any or all may be inoperative provided:  
 a) BRT/DIM switch is selected to OFF position, and  
 b) Brightening System is operative.

C

3

0

May be inoperative provided cockpit lighting is sufficient  
 for crewmembers to perform their duties throughout flight.

b) Brightening  
 Systems

C

3

0

Any or all may be inoperative provided associated  
 BRT/DIM system is operative.

C

3

0

May be inoperative provided cockpit lighting is sufficient  
 for crewmembers to perform their duties throughout flight.

2) Instrument  
 Brightening  
 Systems

C

3

0

May be inoperative provided cockpit lighting is sufficient  
 for crewmembers to perform their duties throughout flight.

3) Floor Light  
 Systems

C

2

0

May be inoperative provided cockpit lighting is sufficient  
 for crewmembers to perform their duties throughout flight.

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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

12-2 Lighting Control  
 Panels  
 (Center Pedestal &  
 L/R Facia Panels)  
 (601-3A, 601-3R)

1) Floodlight  
 System

a) BRT/DIM  
 Systems

C 3 0

Any or all may be inoperative provided:  
 a) BRT/DIM switch is selected to OFF position, and  
 b) Brightening System is operative.

C 3 0

May be inoperative provided cockpit lighting is sufficient  
 for crewmembers to perform their duties throughout  
 flight.

b) Brightening  
 Systems

C 3 0

Any or all may be inoperative provided associated  
 BRT/DIM system is operative.

C 3 0

May be inoperative provided cockpit lighting is sufficient  
 for crewmembers to perform their duties throughout  
 flight.

2) Instrument  
 Brightening  
 Systems

C 3 0

May be inoperative provided cockpit lighting is sufficient  
 for crewmembers to perform their duties throughout  
 flight.

3) Digits  
 Brightening  
 System

C 1 0

May be inoperative provided cockpit lighting is sufficient  
 for crewmembers to perform their duties throughout  
 flight.

4) Floor Light  
 Systems

C 2 0

May be inoperative provided cockpit lighting is sufficient  
 for crewmembers to perform their duties throughout  
 flight.

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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

12-3 PBA BRT/DIM System  
 (10-Channel  
 Annunciator Panel)  
 (600, 601,601-3A,  
 601-3R)

C

1

0

May be inoperative provided DIM mode is operative for night operations.

C

1

0

May be inoperative provided BRT mode is operative for day operations.

12-4 Overhead Instrument  
 Panel Brightening  
 System

C

1

0

May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.

12-5 Lighting Control  
 Panels  
 (Center Pedestal)  
 (604, 605, 650)

C

3

0

May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.

1) Floodlight  
 Brightening  
 Systems  
 (604, 605, 650)

C

3

0

May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.

2) Integrated  
 Brightening  
 Systems  
 (604, 605, 650)

3) Display  
 Brightening  
 Systems

a) (604)

C

3

0

May be inoperative provided Cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.

b) PFD/MFD  
 Brightening  
 Systems  
 (605, 650)

C

2

0

May be inoperative provided Cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.

(Cont'd)

FEDERAL AVIATION ADMINISTRATION

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 600/601/601-3A/601-  
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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

12-5 Lighting Control  
 Panels  
 (Center Pedestal)  
 (604, 605, 650)  
 (Cont'd)

4) Floor Light  
 Brightening  
 Systems  
 (604, 605, 650)

5) Circuit Breaker  
 Panel Brightening  
 System (604)

6) Circuit Breaker  
 Lighting ON/OFF  
 Switch (605, 650)

12-6 Indicator (PBA)  
 Lighting BRT/DIM  
 System  
 (604, 605, 650)

13-1 Cockpit/Flight Deck/  
 Flight Compartment  
 and Instrument Panel  
 Lighting Systems  
 (Excluding EFIS)

(Cont'd)

C 2 0

C 1 0

C 1 0

C 1 0

C 1 0

C - -

May be inoperative provided Cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.

May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.

May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.

May be inoperative provided DIM mode is operative for night operations.

May be inoperative provided BRT mode is operative for day operations.

Individual lights may be inoperative provided:

- a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,
- b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and
- c) Lighting configuration and intensity is acceptable to the flightcrew.

AIRCRAFT:  
 BOMBARDIER CL-  
 600/601/601-3A/601-  
 3R/604/605/650

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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

13-1 Cockpit/Flight Deck/  
 Flight Compartment  
 and Instrument Panel  
 Lighting Systems  
 (Excluding EFIS)  
 (Cont'd)

NOTE 1: Individual button/switch lights and/or  
 annunciators/indications are excluded from  
 this relief.

NOTE 2: Unaided operation (without NVGs) may be  
 permitted with inoperative NVG  
 supplemental lights; cracked or missing  
 filters.

14-1 Map Reading Lights

1) 600, 601, 601-3A  
 601-3R, 604

D 2 0

May be inoperative provided cockpit lighting is sufficient  
 for crewmembers to perform their duties throughout flight.

2) 605, 650

D 4 0

May be inoperative provided cockpit lighting is sufficient  
 for crewmembers to perform their duties throughout flight.

20-1 Cabin Interior Lights

C - -

May be inoperative provided:  
 a) Sufficient lighting is operative to permit the crew  
 to perform their required duties, and  
 b) Lighting configuration upon departure is  
 acceptable to the flightcrew.

20-2 Miscellaneous Lights

1) Boarding and  
 Dome Lights  
 (601, 604)

D - 0

2) Boarding and  
 Cabin Lights  
 (605, 650)

D - 0

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

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

33 LIGHTS

20-3	Lavatory Vanity/ Reading Lights	D	-	0	
3-1	Fasten Seat Belt and No Smoking Warning Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.
25-1	Push Button Annunciator (Light function only) (604, 605, 650)	B	-	-	One lamp may be inoperative in each independent module provided nomenclature remains legible
31-1	Service Lights	D	-	0	
31-2	Service Light Annunciation System (604) ***	D	1	0	
40-1	Navigation Lights				
	1) Wing Tip Position Light Bulbs	C	4	2	Two may be inoperative provided at least one bulb is operative at each position.
		C	4	0	All may be inoperative provided airplane is not operated at night.
	2) Upper Aft Position Light Bulb	C	1	0	May be inoperative provided Lower Aft Position Light is operative.
		C	1	0	May be inoperative provided both winglet lights are operative.
		C	1	0	May be inoperative provided airplane is not operated at night.

(Cont'd)

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:  
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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

40-1 Navigation Lights  
 (Cont'd)

3) Lower Aft Position  
 Light Bulbs  
 (600, 601,  
 601-3A)

C 2 1

C 2 0

Both may be inoperative provided Upper Aft Position Light is operative.

C 2 0

Both may be inoperative provided both winglet lights are operative.

C 2 0

Both may be inoperative provided airplane is not operated at night.

4) Lower Aft Position  
 Light Bulbs  
 (601-3R, 604,  
 605, 650)

C 1 0

May be inoperative provided Upper Aft Position Light is operative.

C 1 0

May be inoperative provided both winglet lights are operative.

C 1 0

May be inoperative provided airplane is not operated at night.

40-2 High Intensity or  
 Strobe Light System

C 1 0

May be inoperative provided airplane is not operated at night.

C 1 0

May be inoperative provided an approved Anti-Collision Beacon Light System meeting all 14 CFR requirements for anti-collisions lights is installed and operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

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

33 LIGHTS

40-3 Anti-Collision Beacon  
 Light System  
 \*\*\*

C

1

0

May be inoperative provided airplane is not operated at night.

C

1

0

May be inoperative provided a Strobe Light System meeting all 14 CFR requirements for anti-collision lights is installed and operative.

40-4 Landing Lights

1) Wing Leading  
 Edge (600, 601)

C

2

1

May be inoperative provided both Taxi/Recognition Lights are operative.

C

2

0

Both may be inoperative provided airplane is not operated at night.

2) Wing Leading  
 Edge and Nose  
 (600, 601 with STC  
 SA4778SW)

C

4

3

C

4

1

Three may be inoperative provided both Taxi/Recognition Lights are operative.

C

4

0

All may be inoperative provided airplane is not operated at night.

3) Wing Leading  
 Edge and Nose  
 (601-3A, 601-3R,  
 604, 605, 650)

C

4

3

C

4

1

Three may be inoperative provided both Taxi/Recognition Lights are operative.

C

4

0

All may be inoperative provided airplane is not operated at night.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

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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

40-5 Pulse Light  
 (Landing Light  
 System)

(600, 601, 601-3A,  
 601-3R, 604)\*\*\*  
 (605, 650)

C

1

0

(M) May be inoperative provided Pulse Light system is deactivated.

40-7 Logo Light System  
 \*\*\*

D

-

0

(M) May be inoperative provided Logo Light System is deactivated.

40-8 Taxi/Recognition  
 Lights (In Leading  
 Edge)

C

2

0

One or both may be inoperative provided affected lights are not required to support inoperative Landing Lights.

40-9 Winglet Lights  
 \*\*\*

C

2

0

43-1 Wing Inspection  
 Lights

C

2

1

May be inoperative provided one Ice Detection System is operative.

C

2

1

May be inoperative provided flight is not conducted in known or forecast icing conditions at night.

C

2

0

May be inoperative provided ground deicing procedures do not require their use.

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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

50-1 Exterior Emergency  
 Lights

C

4

0

Any or all may be inoperative provided airplane is not  
 operated at night.

50-2 Floor Proximity  
 Emergency Escape  
 Path Marking System

C

-

-

Individual lights may be inoperative provided FAA  
 approved minimum acceptable lighting levels specified in  
 one of the following documents are complied with:

- a) FAA Engineering Approval Letter,
- b) FAA approved report of the Type Design Holder,
- c) Limitations and conditions section of the  
 applicable Supplemental Type Certificate (STC),  
 and
- d) An FAA approved report incorporated in the  
 Master Drawing List for the Applicable STC.

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

34 NAVIGATION

10-1 Metric Altimeter  
 (600, 601, 601-3A  
 601-3A, 604)  
 \*\*\*

D 1 0

12-1 Standby Altimeter  
 (600, 601)

C 1 0

May be inoperative provided pilot's altimeter is  
 pneumatic or servo/pneumatic and is operative.

12-2 Integrated Standby  
 Instrument System  
 (ISIS)  
 1) (600, 601, 601-3A,  
 601-3R, 604) \*\*\*

C 1 0

a) Nav Function

b) Attitude  
 Function

B 1 0

May be inoperative provided:  
 a) Operations are conducted in day VMC, and  
 b) Source selector is selected to NORMAL with  
 each side fed from its on-side AHRS/IRS.

2) (605, 650)

a) ILS Function

C 1 0

b) Attitude  
 Function

B 1 0

(M) May be inoperative provided:  
 a) Operations are conducted in day VMC,  
 b) Operations are not conducted into known or  
 forecast over-the-top conditions, and  
 c) Instrument attitude display is covered.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

13-1 True Airspeed (TAS),  
 Static Air  
 Temperature (SAT),  
 Total Air Temperature  
 (TAT), Indicating  
 Systems (600, 601,  
 601-3A, 601-3R)

1) TAS Indication

C

1

0

May be inoperative provided other required systems  
 (FMS, OMEGA, etc.) do not depend on TAS data.

2) SAT Indication

C

1

0

May be inoperative provided:  
 a) TAT is operative,  
 b) Other required systems (FMS, OMEGA, etc.) do  
 not depend on SAT data, and  
 c) TAT/SAT conversion method is provided.

3) TAT Indication

C

1

0

May be inoperative provided SAT is operative.

13-2 Vertical Speed  
 Indicators (VSIs)  
 (600, 601, 601-3A,  
 601-3R)

B

2

1

May be inoperative provided:  
 a) Airplane is operated in day VMC only, and  
 b) Pilot flying airplane has an operative VSI at his  
 or her station.

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 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

34 NAVIGATION

17-1 Altitude Alerting  
 System

1) (600, 601,  
 601-3A, 601-3R

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) Airplane 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 3 flight days.

2) (604, 605, 650,  
 601 with STC  
 # ST01497CH-D)

A

1

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) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and
- d) Altitude tape is operative on both displays, and
- e) Repairs are made within 3 flight days.

a) Aural Alert

C

1

0

May be inoperative provided:

- a) Visual alert operates normally, and
- b) Autopilot with altitude hold and altitude capture operates normally.

b) Visual Alert

C

1

0

May be inoperative provided:

- a) Aural alert operates normally, and
- b) Autopilot with altitude hold and altitude capture operates normally.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

20-1 Attitude Reference  
 System Sensors  
 (Excludes Standby  
 Attitude Indicator)  
 (600, 601)  
 \*\*\*

C - 2

Any in excess of two may be inoperative provided:  
 a) An independent attitude indicating system is  
 operative and available at each pilot's panel, and  
 b) Associated switches are not operated in flight.

21-1 Instrument  
 Comparator Monitor  
 (600, 601)

C 1 0

(O) May be inoperative provided:  
 a) Procedures are established that do not require  
 use of affected system, and  
 b) Approach minimums are not dependent on its  
 use.

21-2 Non-EFIS ADI  
 Annunciators/  
 Displays (600, 601)

1) ADI - Glideslope  
 Pointers

B 2 0

One or both may be inoperative provided they are  
 operative on the adjacent HSI.

B 2 0

One or both may be inoperative provided procedures are  
 not dependent on their use.

2) ADI - Localizer  
 Pointers

B 2 0

One or both may be inoperative provided expanded  
 localizers are operative on the adjacent HSI.

B 2 0

One or both may be inoperative provided procedures are  
 not dependent on their use.

3) ADI - Pitch and  
 Roll Command  
 Bars

B 2 0

One or both may be inoperative provided approach  
 minimums are not dependent on their use.

(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

34 NAVIGATION

21-2 Non-EFIS ADI  
 Annunciators/  
 Displays (600, 601)  
 (Cont'd)

4) ADI - Radio  
 Altimeter Display

C - -

All may be inoperative provided weather minimums or  
 procedures are not dependent on its use.

NOTE: Category II operation prohibited in this  
 configuration.

5) ADI - Rate of  
 Turn Indicators

C 2 0

One or both may be inoperative provided associated  
 inclinometers are operative.

21-3 Non-EFIS HSI  
 Annunciators/  
 Displays (600, 601)

1) HIS  
 Bearing Pointers

C 2 0

One or both may be inoperative provided equivalent  
 display is available on the RMIs.

C 2 0

One or both may be inoperative provided procedures are  
 not dependent on their use.

2) HIS  
 Distance  
 Measuring  
 Equipment  
 (DME) Displays

C 2 0

As required by 14 CFR.

(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

34 NAVIGATION

21-3 Non-EFIS HSI  
 Annunciators/  
 Displays (600, 601)  
 (Cont'd)

3) HSI Glideslope  
 Pointers

B 2 0

One or both may be inoperative provided they are  
 operative on adjacent ADIs.

B 2 0

One or both may be inoperative provided procedures are  
 not dependent on their use.

4) Heading Displays

B 2 1

May be inoperative provided:  
 a) Standby Compass is operative, and  
 b) Adjacent RMI is operative.

5) Localizer  
 Pointers

B 2 0

One or both may be inoperative provided Localizer  
 Pointers are operative on the adjacent ADI.

B 2 0

One or both may be inoperative provided procedures are  
 not dependent on their use.

22-1 Electronic Flight  
 Instrument System  
 (EFIS)  
 (\*\*600, 601\*\*)  
 (601-3A, 601-3R)

1) Symbol  
 Generators

C 3 2

(O) May be inoperative provided:  
 a) EFIS displays at pilot's and copilot's stations are  
 independent, and  
 b) Procedures are established to provide for loss of  
 the associated Multi-Function Display (MFD)  
 system.

(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

34 NAVIGATION

22-1 Electronic Flight  
 Instrument System  
 (EFIS)  
 (\*\*600, 601\*\*)  
 (601-3A, 601-3R)  
 (Cont'd)

2) Multi-Function  
 Display (MFD)  
 unit

C 1 0

(O) May be inoperative provided:  
 a) Procedures are established that do not require  
 use of affected MFD, and  
 b) Weather Radar information is available at each  
 pilot's station, or the Weather Radar System is  
 considered inoperative.

22-2 Turn and Slip  
 Indicators (600, 601)

C 2 0

One or both may be inoperative provided associated  
 Rate of Turn Indications are operative.

23-1 Vertical Navigation  
 System (VNAV)  
 (600, 601)

C 1 0

Except for RVSM Operations, may be inoperative.

23-2 Inertial Reference  
 Systems (IRS)

1) (600, 601)  
 \*\*\*

C - 0

Except when enroute operations require its use, may be  
 inoperative provided:  
 a) An independent attitude indication system is  
 operative on each pilot's panel, and  
 b) An independent directional compass indicating  
 system is operative on each pilot's panel.

(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

34 NAVIGATION

23-2 Inertial Reference  
 Systems (IRS)  
 (Cont'd)

2) (601-3A, 601-3R,  
 604 without  
 Autothrottle  
 System)

C

-

2

Any in excess of two may be inoperative provided:  
 a) An independent attitude indication system is  
 operative on each pilot's panel, and  
 b) An independent directional compass indicating  
 system is operative on each pilot's panel.

3) (605, 650, and  
 604 with  
 Autothrottle  
 System)

C

-

2

Any in excess of two may be inoperative provided:  
 a) An independent attitude indication system is  
 operative on each pilot's panel,  
 b) An independent directional compass indicating  
 system is operative on each pilot's panel, and  
 c) Autothrottle system is considered inoperative  
 when the Left Inertial Reference System is  
 inoperative.

23-3 Inertial Display  
 System  
 (601-3A, 601-3R)

1) Inertial System  
 Display Unit  
 (ISDU)  
 \*\*\*

D

-

0

(O) May be inoperative provided alternate procedures  
 are established and use.

2) Lasertrak -  
 Navigation  
 Display Unit  
 (NDU)  
 \*\*\*

D

-

0

(O) May be inoperative provided alternate procedures  
 are established and use.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

23-4 Emergency Battery  
 Packs for Backup  
 COMM/NAV  
 \*\*\*

D - 0

23-5 IRS Backup Batteries

1) 600, 601\*\*\*

D - 0

2) 601-3A, 601-3R

C - 1

Any in excess of one may be inoperative provided airplane is not operated more than 60 minutes from a suitable airport.

25-1 Directional Compass  
 Systems (Excludes  
 Non-Stabilized  
 Magnetic Standby)

C - 2

Any in excess of two may be inoperative provided:  
 a) An independent directional compass indicating system is operative and available at each pilot's panel, and  
 b) Associated switches are not operated in flight.

27-1 Non-Stabilized  
 Magnetic Compass  
 (Standby)

B 1 0

(O) May be inoperative provided any combination of three Gyros or INS (IRU) stabilized compass system are operative.

B 1 0

(O) May be inoperative provided  
 a) Any combination of two Gyro or INS (IRU) Stabilized Compass systems are operative, and  
 b) Airplane is operated with Dual Independent Navigation Capability, and under Positive Radar Control by ATC on enroute portion of the flight.

B 1 0

(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

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1. SYSTEM,  
SEQUENCE NUMBERS  
& ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

28-1 Standby Attitude  
Indicator  
(third Attitude  
Indicator)  
  
1) 600, 601,  
601-3A, 601-3R,  
604

C - 0

May be inoperative provided not required by 14 CFR.

B - 0

May be inoperative provided:  
a) Operations are conducted in Day VMC only, and  
b) Operations are not conducted into known or  
forecast over-the-top conditions.

32-1 Head-up Guidance  
Systems  
\*\*\*

D 1 0

(M) May be inoperative provided procedures are not  
dependent on its use.

32-2 Enhanced Vision  
System (EVS)  
STC ST02177LA  
(604, 605, 650, 601  
with SB 605-34-010)  
and  
STC ST04011AT\*\*\*

D - 0

(M) May be inoperative provided EVS is deactivated.

NOTE: Where the EVS image is adversely affected,  
EVS system is to be considered inoperative.

1) EVS Yoke  
Switch

D - 0

May be inoperative provided EVS is considered  
inoperative.

2) EVS Control  
Panel

D - 0

May be inoperative provided EVS is considered  
inoperative

34-1 Synthetic Vision  
System (SVS)  
(including Database)  
(605\*\*\*, 650)

D 1 0

(O) May be inoperative provided SVS is deactivated.

NOTE: SVS is considered inoperative if associated  
database is out of date.

40-1 Windshear Alert  
System  
\*\*\*

B - 0

(O) May be inoperative provided alternate procedures are  
established and used.

NOTE: Operators alternate procedures should  
include reviewing windshear avoidance and  
windshear recovery procedures.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

40-2 Stormscope System  
 \*\*\*

D 1 -

As required by 14 CFR.

40-3 Lightning Sensor  
 System  
 \*\*\*

D - 0

As required by 14 CFR.

41-1 Weather Radar  
 System

C 1 -

As required by 14 CFR.

41-2 Graphical Weather  
 System  
 \*\*\*

D 1 0

42-1 Radio Altimeter  
 Systems

C - 1

(O) May be inoperative provided:  
 a) Radio altitude data is either available to, or not  
 required by other required systems, and  
 b) Approach minimums do not require its use.

A - 0

(O) May be inoperative provided:  
 a) Alternate procedures are established and used,  
 and  
 b) Repairs are made within 2 flight days.

NOTE 1: Radio altitude data is required for Autopilot,  
 Flight Director System, TCAS, GPWS  
 (TAWS) and Autothrottle System (ATS).

NOTE 2: (605, 650) (604 with ATS) ATS retard mode is  
 not available when pilot's radio altimeter is  
 inoperative.

NOTE 3: EFIS COMP INOP (Caution) message may  
 be displayed. (604, 605, 650).

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION  
 42-2 Terrain Awareness  
 Warning System  
 (TAWS)  
 (If Class A TAWS  
 Equipment Required)

1) GPWS

A 1 0

(O) May be inoperative provided:  
 a) Alternate procedures are established and used,  
 and  
 b) Repairs are made within 2 flight days.

a) Modes 1-4

A 4 0

(O) May be inoperative provided:  
 a) Alternate procedures are established and used,  
 and  
 b) Repairs are made within 2 flight days.

b) Test mode

A 1 0

May be inoperative provided:  
 a) GPWS is considered inoperative, and  
 b) Repairs are made within 2 flight days.

c) Glideslope  
 Deviation  
 (Mode 5)

C - 1

B - 0

d) Advisory  
 Callouts

B - 0

(O) May be inoperative provided alternate procedures are  
 established and used.

C - 0

(O) May be inoperative provided:  
 a) Advisory callout is not required by 14 CFR, and  
 b) Alternate procedures are established and used.

(Cont'd)

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1. SYSTEM,  
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 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

42-2 Terrain Awareness  
 Warning System  
 (TAWS)  
 (Cont'd)

(If Class A TAWS  
 Equipment Required)  
 (Cont'd)

1) GPWS  
 (Cont'd)

e) Windshear  
 Mode  
 (Reactive)  
 (Mode 7)  
 \*\*\*

2) Terrain System -  
 Forward Looking  
 Terrain  
 Avoidance  
 (FLTA) and  
 Premature  
 Descent Alert  
 (PDA) Functions  
 \*\*\*

3) Terrain Displays

(Cont'd)

B

1

0

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.

C

1

0

(O) May be inoperative provided:

- a) Alternate procedures are established and used, and
- b) Windshear Detection and Avoidance (predictive) operates normally.

B

1

0

(O) May be inoperative provided alternate procedures are established and used.

C

-

1

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 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

42-2 Terrain Awareness  
 Warning System  
 (TAWS)  
 (Cont'd)

4) Runway  
 Awareness and  
 Advisory System  
 (RAAS)  
 (Includes Smart  
 Runway/Smart  
 Landing (SR/SL)  
 functions  
 (605\*\*\*, 650))

(If Class B TAWS  
 Equipment Required)

1) GPWS

a) Modes 1 & 3

b) Test mode

c) Mode 2, 4  
 & 5 \*\*\*

C

1

0

(O) May be inoperative provided the RAAS system is  
 selected OFF.

A

1

0

(O) May be inoperative provided:  
 a) Alternate procedures are established and used,  
 and  
 b) Repairs are made within 2 flight days.

A

2

0

(O) May be inoperative provided:  
 a) Alternate procedures are established and used,  
 and  
 b) Repairs are made within 2 flight days.

A

1

0

May be inoperative provided:  
 a) GPWS is considered inoperative, and  
 b) Repairs are made within 2 flight days.

C

3

0



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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

42-2 Terrain Awareness  
 and Warning System  
 (TAWS)  
 (Cont'd)

(If Class B TAWS  
 Equipment Required)  
 (Cont'd)

4) Runway  
 Awareness and  
 Advisory System  
 (RAAS)  
 (Includes Smart  
 Runway/Smart  
 Landing (SR/SL)  
 functions  
 (605\*\*\*, 650))

If Class C TAWS  
 Equipment

1) TAWS/GPWS  
 \*\*\*

C

1

0

(O) May be inoperative provided the RAAS system is  
 selected OFF.

C

1

0

(O) May be inoperative provided alternate procedures are  
 established and used.

NOTE: Any mode that operates normally may be  
 used.

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1. SYSTEM,  
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 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

43-1 Traffic Collision  
 Avoidance System  
 (TCAS) (605, 650)  
 (600, 601, 601-3A,  
 601-3R,604)\*\*\*  
 (Including TCAS  
 function of the Traffic  
 Surveillance System  
 (TSS)  
 (650))

1) TCAS I

B - 0

(M) May be inoperative provided:  
 a) System is deactivated and secured, and  
 b) Enroute or approach procedures do not require  
 its use.

2) 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) May be inoperative provided:  
 a) It is not required by the 14 CFR,  
 b) System is deactivated and secured, and  
 c) Enroute or approach procedures do not require  
 its use.

(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

34 NAVIGATION

43-1 Traffic Collision  
 Avoidance System  
 (TCAS) (605, 650)  
 (600, 601, 601-3A,  
 601-3R,604)\*\*\*  
 (Including TCAS  
 function of the Traffic  
 Surveillance System  
 (TSS)  
 (650))  
 (Cont'd)

2) TCAS II  
 (Cont'd)

a) Combined  
 Traffic  
 Advisory  
 (TA) and  
 Resolution  
 Advisory  
 (RA) Dual  
 Display  
 Systems

C

2

1

May be inoperative on the non-flying pilot side provided:

- a) TA and RA visual display is operative on the flying pilot side, and
- b) TA and RA audio function is operative on the flying pilot side.

b) Resolution  
 Advisory  
 (RA) Display  
 System(s)

C

2

1

May be inoperative on the non-flying pilot side.

C

-

0

(O) May be inoperative provided:

- a) Traffic Alert (TA) visual display and audio functions are operative,
- b) TA only mode is selected by the crew, and
- c) Enroute or approach procedures do not require its use.

(Cont'd)

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

34 NAVIGATION

43-1 Traffic Collision  
 Avoidance System  
 (TCAS) (605, 650)  
 (600, 601, 601-3A,  
 601-3R,604)\*\*\*  
 (Including TCAS  
 function of the Traffic  
 Surveillance System  
 (TSS)  
 (650))  
 (Cont'd)

2) TCAS II  
 (Cont'd)

c) Traffic Alert  
 (TA) Display  
 System(s)

C - 0

(O) May be inoperative provided:  
 a) Resolution Advisory (RA) visual display and  
 audio functions are operative, and  
 b) Enroute or approach procedures do not require  
 its use.

d) Audio  
 Functions

B 1 0

May be inoperative provided enroute or approach  
 procedures do not require TCAS use.

e) Airspace  
 Selection  
 Function  
 \*\*\*

C - 0

50-1 Long Range  
 Navigation Systems  
 (OMEGA, LORAN,  
 VLF, GPS, etc.)  
 (600, 601, 601-3A,  
 601-3R, 604)  
 \*\*\*

D - -

(O) May be inoperative provided alternate procedures are  
 established and used.

AIRCRAFT:  
 BOMBARDIER CL-  
 600/601/601-3A/601-  
 3R/604/605/650

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

51-1 VHF Navigation  
 Systems (VOR/ILS)

C - -

As required by 14 CFR.

NOTE: May be required for FMS.

51-2 Marker Beacon  
 Systems

C - -

May be inoperative provided approach minimums do not  
 require use of affected system.

51-3 NAV/COM/ADF/ATC  
 System (600, 601\*\*\*)  
 (601-3A, 601-3R)

1) Preselect Tuning

C - 0

May be inoperative provided direct tuning mode is  
 operative.

2) Memory  
 Channels

C - 0

May be inoperative provided direct tuning mode is  
 operative.

51-4 Radio Magnetic  
 Indicators (RMI)

1) (600, 601)

C 2 0

Both may be inoperative provided both HSIs are  
 operative.

2) (601-3A,  
 601-3R)\*\*\*

C - 0

May be inoperative provided both EHSIs are operative.

52-1 Automatic Direction  
 Finding (ADF)  
 Systems

C - -

As required by 14 CFR.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

53-1 Distance Measuring  
 Equipment (DME)  
 Systems

D - -

Any in excess of those required by 14 CFR may be  
 inoperative.

1) DME Repeater  
 Indicators  
 \*\*\*

D - 0

(O) May be inoperative provided alternate procedure is  
 established and used.

54-1 Air Traffic Control  
 (ATC) Transponders  
 and Automatic  
 Altitude Reporting  
 Systems (Includes  
 transponder function  
 of Traffic  
 Surveillance System  
 (TSS)  
 (650))

B 2 0

May be inoperative provided:  
 a) 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 2 1

Any in excess of those required by 14 CFR may be  
 inoperative.

NOTE: Transponder and Flight Director/ Autopilot  
 must use same side ADC data for RVSM  
 operations.

1) Elementary and  
 Enhanced  
 Downlink Aircraft  
 Parameters not  
 Required by  
 14 CFR  
 (601 with STC  
 # ST01497CH-D,  
 604 with  
 SB 604-34-040  
 or  
 SB 604-34-041)  
 (605, 650)

A - 0

May be inoperative provided:  
 a) Operations do not require its use,  
 b) Repairs are made prior to completion of next  
 heavy maintenance visit.

(Cont'd)

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 600/601/601-3A/601-  
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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

54-1 Air Traffic Control  
 (ATC) Transponders  
 and Automatic  
 Altitude Reporting  
 Systems (Includes  
 transponder function  
 of Traffic  
 Surveillance System  
 (TSS)  
 (650))  
 (Cont'd)

2) ADS-B Squitter  
 Transmissions  
 (604 with  
 SB 604-34-058  
 and 605 with  
 SB 605-34-013,  
 or  
 SB 605-34-030)  
 (650)

C

-

0

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Any ADS-B Out function that operates normally may be used.

D

-

0

May be inoperative provided operations do not require its use.

54-2 Remote Transponder  
 Ident Buttons  
 \*\*\*

D

-

0

(M) All may be inoperative provided:

- a) IDENT button had not faulted to ON, and
- b) IDENT button on Transponder Control Unit/RTU is operative.

60-1 Datanav System  
 \*\*\*

C

1

0

(O) May be inoperative provided:

- a) Procedures are established that do not require use of affected system, and
- b) Approved checklists are carried in cockpit.

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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

34 NAVIGATION

60-2 Global Positioning  
System (GPS)  
(605, 650, 601  
with STC  
# ST01497CH-D)

C 2 0

(O) Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used.

D 2 1

May be inoperative except where enroute operations or approach procedures require dual GPS.

61-1 Flight Management  
Systems (FMS)

1) (600, 601)  
\*\*\*

C - 0

(O) Except when operations require its use, may be inoperative provided alternate procedures are established and used.

2) (601-3A, 601-3R)

C - 1

Except when enroute operations require dual FMS use, any in excess of one may be inoperative.

3) (604 without  
SB 604-34-031)

C - 1

Except when enroute operations require dual FMS use, any in excess of one may be inoperative.

NOTE: Autothrottle system is considered inoperative when FMS No. 1 is inoperative (604 with autothrottle system).

4) (604 with  
SB 604-34-031)

C - 1

(O) Except when enroute operations require dual FMS use, any in excess of one may be inoperative.

NOTE 1: Autothrottle system is considered inoperative when FMS No. 1 is inoperative (604 with autothrottle system).

NOTE 2: When operating with a single FMS operative, FMS-computed take off and approach performance (FMS V speed) and FMS-computed N1 thrust data must be verified using applicable AFM data.

(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

34 NAVIGATION

61-1 Flight Management  
Systems (FMS)  
(Cont'd)

5) (605, 650)

a) Flight  
Management  
Computer  
(No. 1 and  
No. 2)

b) Control  
Display Units  
(No. 1 and  
No. 2)

c) CDU Radio  
Tuning  
Function  
(No. 1 and  
No. 2)

d) Flight  
Management  
Computer  
(FMC) No. 3  
\*\*\*

C	2	1
C	2	1
C	2	1
D	1	0

(O) Except when enroute operations require dual FMS use, any in excess of one may be inoperative provided:

- a) One GPS system is operative, and
- b) Autothrottle system is considered inoperative when FMC No.1 is inoperative.

NOTE: When operating with a single FMS operative, FMS-computed take off and approach performance (FMS V speed) and FMS-computed N1 thrust data must be verified using applicable AFM data.

(O) CDU 2 may be inoperative provided:

- a) All Adaptive Flight Displays (AFD) are operative,
- b) Associated Flight Management Computer is considered inoperative, and
- c) CDU 2 INHIB switch/light is pressed in.

(O) CDU Radio Tuning No. 2 may be inoperative provided:

- a) All Adaptive Flight Displays (AFD) are operative,
- b) Radio tuning reversion capabilities are verified operative before each flight, and
- c) CDU 2 INHIB switch/light is pressed in.

(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

34 NAVIGATION

61-1 Flight Management  
Systems (FMS)

5) (605, 650)  
(Cont'd)

e) Control  
Display Unit  
(CDU) No. 3  
\*\*\*

6) (601 with STC  
# ST01497CH-D)

a) Flight  
Management  
Computer  
(No. 1 and  
No. 2)

b) Control  
Display Units  
(No. 1 and  
No. 2)

c) CDU Radio  
Tuning  
Function  
(No. 1 and  
No. 2)

d) Flight  
Management  
Computer  
(FMC) No. 3  
\*\*\*

(Cont'd)

D 1 0

C 2 1

C 2 1

C 2 1

D 1 0

(O) Except when enroute operations require dual FMS use, any in excess of one may be inoperative provided one GPS system is operative

(O) CDU 2 may be inoperative provided:  
a) All Adaptive Flight Displays (AFD) are operative,  
b) Associated Flight Management Computer is considered inoperative, and  
c) Standby CTL is operative.

(O) CDU Radio Tuning No. 2 may be inoperative provided:  
a) All Adaptive Flight Displays (AFD) are operative,  
b) Radio tuning reversion capabilities are verified operative before each flight, and  
c) Standby CTL 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

34 NAVIGATION

61-1 Flight Management Systems (FMS) (Cont'd)

6) (601 with STC # ST01497CH-D) (Cont'd)

e) Control Display Unit (CDU) No. 3 \*\*\*

7) Navigation Databases

61-2 Flight Management System (FMS) Performance Data Base (604, 605, 650)

61-3 Data Base Unit (DBU) (600, 601, 601-3A, 601-3A, 601-3R)\*\*\* (604, 605, 650)

D 1 0

C - -

D - 0

C 1 0

(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.

(O) May be inoperative (not installed) 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

34 NAVIGATION

61-4 Multi-Mode Receiver  
 System (FAA Flight  
 Inspection  
 Aircraft Only)

1) Cockpit Control  
 Functions

D 1 0

2) Flight Inspection  
 System Control  
 Functions

D 1 0

61-5 Flight Management  
 System (FMS)  
 Vspeed Data Base  
 (604, 605, 650)

D - 0

(O) May be inoperative (not installed) provided alternate  
 procedures are established and used.

61-6 Flight Management  
 System (FMS) N1  
 Thrust Data Base  
 (604\*\*\*, 605, 650)

D - 0

(O) May be inoperative (not installed) 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

35 OXYGEN

10-1 Crew Oxygen  
 Pressure Gauge  
 (600, 601, 601-3A,  
 601-3R)

B 1 0

(M) May be inoperative provided both the fill point gauge and the bottle mounted gauge are checked prior to each flight.

12-1 Crew Oxygen  
 Pressure  
 (604, 605, 650)

B 1 0

(M) May be inoperative provided the Ground Service Panel pressure gauge or the bottle pressure gauge is verified operative and checked before each flight.

2) Ground Service  
 Panel Pressure  
 Gauge

C 1 0

May be inoperative provided the EICAS Readout or the bottle pressure gauge is verified operative and checked before each flight.

3) Bottle Pressure  
 Gauge

C - 0

20-1 Passenger Oxygen  
 System

B 1 0

(O) May be inoperative provided:  
 a) All components of the cabin pressurization, warning and indicating systems are operative,  
 b) Operations are conducted so that Minimum En route Altitude (MEA) is at or below 13,000 feet MSL,  
 c) Operations are conducted at or below FL 250,  
 d) Portable oxygen units are provided for all crewmembers and 10% of the passengers for 30 minutes (supplemental oxygen),  
 e) Procedures are established to ensure that passengers are appropriately briefed to accommodate revised equipment, and  
 f) Both Air Conditioning Packs are verified operative.

(Cont'd)

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

35 OXYGEN

20-1 Passenger Oxygen  
 System  
 (Cont'd)

1) Cabin Passenger  
 Oxygen Drop Out  
 Panels

B - 0

(M) May be inoperative provided Passenger Oxygen  
 System is considered inoperative.

2) Toilet  
 Compartment  
 Passenger  
 Oxygen Drop Out  
 Panel

B - 0

(M) May be inoperative provided associated Passenger  
 Seats are considered inoperative.

3) Pressure Gauge

B - 0

(O) May be inoperative provided procedures are  
 established to block associated lavatory when airplane is  
 above FL 250.

4) Automatic  
 Presentation  
 System

B 1 0

May be inoperative provided both the fill point gauge and  
 bottle mounted gauge are checked before each flight.

30-1 Portable Oxygen  
 Units – Bottles with  
 Demand Flow Masks  
 (including medical  
 portable oxygen)

B 1 0

(M) May be inoperative provided:  
 a) Manual deployment is verified operative, and  
 b) Operations are conducted at or below FL 300.

B - -

As required by 14 CFR.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

35 OXYGEN

30-2 Medical Oxygen  
 (Portable)  
 \*\*\*

D - 0

As required by 14 CFR.

30-3 Protective Breathing  
 Equipment (PBE)

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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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

36 PNEUMATICS

10-1 Engine Bleed Air  
 SOVs (14<sup>th</sup> Stage)  
 (601, 601-3A,  
 601-3R, 604,  
 605, 650)

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) Airplane is not operated in known or forecast  
 icing conditions,  
 e) Aircraft is operated at or below FL 400, and  
 f) Wing Anti-ice Isolation Valve is operative.

20-1 Bleed Air Pressure  
 Indicators (LH & RH)

C

2

1

(O) May be inoperative provided bleed air pressure is  
 checked to be available from both engines.

1) 8<sup>th</sup> Stage (600)

2) 10<sup>th</sup> Stage  
 (601, 601-3A,  
 601-3R)

C

2

1

(O) May be inoperative provided bleed air pressure is  
 checked to be available from both engines.

20-2 EICAS Bleed Air  
 Pressure Readout  
 (604, 605, 650)

C

2

1

(O) May be inoperative provided bleed air pressure is  
 checked to be available from both engines.

23-1 Bleed Air Overheat  
 Sensing Loops  
 A and B

C

2

1

Either loop A or B may be inoperative provided:  
 a) Remaining loop is operative, and  
 b) DUCT MON switch is selected to operative loop  
 position.

1) 600, 601,  
 601-3A, 601-3R

2) 604, 605, 650

C

2

1

(O) Either loop A or B may be inoperative provided  
 neither loop is failed OPEN.

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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

10-1 Potable Water  
 System

C - -

(M) Individual components may be inoperative provided:  
 a) Associated components are deactivated or isolated, and  
 b) Associated system components are verified not to have leaks.

NOTE: Any portion of system which operates normally may be used.

C - -

(M) May be inoperative provided:  
 a) System is drained, and  
 b) Procedures are established to ensure that system is not serviced.

10-2 Lavatory Waste  
 Systems

C - -

(M) Individual components may be inoperative provided:  
 a) Associated components are deactivated or isolated, and  
 b) Associated system components are verified not to have leaks.

NOTE: Any portion of system which operates normally may be used.

C - -

(M) Associated lavatory system(s) may be inoperative provided:  
 a) Associated components are deactivated or isolated to prevent leaks, and  
 b) Associated lavatory door is secured closed and placarded "INOPERATIVE – DO NOT ENTER".

NOTE: These provisos are not intended to prohibit inspection by crewmembers.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
 & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

38 WATER & WASTE

10-3 Lavatory External  
 Service Cap

C

1

0

(M) May be inoperative or missing provided:  
 a) Waste valve is verified closed prior to each flight,  
 and  
 b) No leakage can be detected after each servicing.

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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

45-1 Maintenance  
 Diagnostic Computer  
 (MDC)  
 (604, 605, 650, 601  
 with STC  
 # ST01497CH-D)

C

1

0

(O) May be inoperative provided:  
 a) Electronic Checklist is considered inoperative,  
 and  
 b) Alternate procedures are established and used.

1

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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

10-1 Electronic Flight  
 Bags

1) Class 3  
 EFB\*\*\*

C - -

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Any function, program or document, which operates normally, may be used.

D - 0

May be inoperative provided procedures do not require its use.

2) Data  
 Connectivity  
 (Class 2)\*\*\*

C - -

(O) May be inoperative provided alternate procedures are established and used.

D - 0

May be inoperative provided procedures do not require its use.

3) Power  
 Connection  
 (Class 1  
 & 2)\*\*\*

C - -

(O) May be inoperative provided alternate procedures are established and used.

D - 0

May be inoperative provided procedures do not require its use.

4) Mounting  
 Devices  
 (Class 2)  
 \*\*\*

C - -

(M)(O) May be inoperative provided:  
 a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and  
 b) Alternate procedures are established and used.

D - 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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REPAIR CATEGORY

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4. REMARKS AND EXCEPTIONS

46 INFORMATION  
 SYSTEMS

10-2 Integrated Flight  
 Information System  
 (IFIS) (605, 650,  
 601 with STC  
 # ST01221WI-D)  
 \*\*\*

1) File Server  
 Unit (FSU)  
 \*\*\*

C

1

0

(O) May be inoperative provided alternate procedures  
 are established and used.

D

1

0

May be inoperative provided procedures do not require  
 its use.

NOTE: Any function which operates normally may be  
 used.

2) Electronic  
 Chart  
 Displays  
 \*\*\*

C

2

0

(O) May be inoperative provided alternate procedures  
 are established and used.

D

2

0

May be inoperative provided procedures do not require  
 its use.

3) Graphical  
 Weather  
 Function  
 \*\*\*

C

1

0

(O) May be inoperative provided alternate procedures  
 are established and used.

D

1

0

May be inoperative provided procedures do not require  
 its use.

4) Enhanced  
 Map Overlay  
 Function  
 \*\*\*

D

1

0

(O) May be inoperative on either or both MFDs provided  
 alternate procedures are established and used.

D

1

0

May be inoperative on either or both MFDs 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

46 INFORMATION  
 SYSTEMS

20-1 Airborne Flight  
 Information System  
 (AFIS) (600, 601,  
 601-3A, 601-3R, 604)  
 \*\*\*

D

-

0

(O) May inoperative provided operations procedures do not require its use.

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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600/601/601-3A/601-  
3R/604/605/650

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1. SYSTEM,  
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& ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

49 AUXILIARY POWER

00-1 APU Bleed Air SOV  
(Load Control Valve)

C 1 0

(M) May be inoperative CLOSED.

00-2 Auxiliary Power Unit  
(APU)

1) Aircraft with  
Generator  
P/Ns 720845,  
720845A,  
720845B

C 1 0

(M) May be inoperative provided any main generator with  
these P/Ns has more than 150 operating hours.

2) Aircraft with other  
Generator P/Ns

C 1 0

00-3 APU/START/STOP/  
AVAIL (Light Function  
Only) (604, 605, 650)

C 1 0

50-1 APU Load Control  
Valve (APU LCV) Fail  
Switchlight  
(light function only)  
(604, 605, 650)

C 1 0

61-1 Electronic Control Unit  
(ECU)

C 1 0

(M) May be inoperative provided the APU is considered  
inoperative.

70-1 APU Hour Meter (600,  
601, 601-3A, 601-3R,  
604, 605, 650)

C 1 0

(O) May be inoperative provided alternate means of  
recording is established.

1) (604,  
605, 650)  
\*\*\*

D - 1

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4. REMARKS AND EXCEPTIONS

52 DOORS

00-1	Exterior Door Key Locks					
	1) Passenger Door Key Lock	D	1	0	May be inoperative or missing provided door opens and closes normally.	
	2) Cargo/Baggage Door Key Lock	D	1	0	May be inoperative or missing provided door opens and closes normally.	
	3) Aft-Equipment Compartment Door Key Lock	D	1	0	May be inoperative or missing provided door opens and closes normally.	
	4) External Service Doors Key Locks ***	D	-	0	May be inoperative or missing provided door opens and closes normally.	
11-1	Passenger Door Manual Retract Handle	C	1	0	May be inoperative provided door is manually verified operative (OPEN and CLOSED) without any interference.	
11-2	Storage Compartment Door (Main Entry Door)	C	1	0	(M) May be inoperative provided: a) Storage content is relocated, and b) Door is secured closed.	
12-1	Main Cabin Door Power Assist System (**600, 601**) (601-3A, 601-3R, 604, 605, 650)	C	1	0	(M) May be inoperative provided door is manually verified operative OPEN and CLOSED without any interference.	

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4. REMARKS AND EXCEPTIONS

52 DOORS

30-1 Baggage Door  
 Counterbalance  
 Systems (balance  
 springs)

C 2 0

(M) Both may be inoperative provided baggage door is  
 verified closed, latched, locked and not used.

NOTE: Baggage compartment is accessible through  
 the door located in the aft cabin.

70-1 Main Cabin Door  
 Indication System  
 (600, 601, 601-3A,  
 601-3R)

C 1 0

May be inoperative provided:

- a) All four latches are engaged as indicated by  
 witness marks,
- b) Inner Handle is properly stowed,
- c) External handle is properly stowed, and verified  
 by dispatch crew,
- d) CL-600 airstair is properly stowed, and
- e) Actuator arming latch is disengaged.

70-2 Passenger Door  
 Indication System  
 (604, 605, 650)

A 1 0

(M)(O) May be inoperative provided:

- a) Door is CLOSED, LATCHED and LOCKED  
 before each flight,
- b) Green marks on the two middle roll latches are  
 aligned,
- c) Green marks on the two upper roll latches are  
 aligned,
- d) Flag indicator indicates "LOCKED",
- e) Inner knob is verified stowed,
- f) External handle is verified stowed,
- g) External pressure vent flap is verified fully  
 closed, and
- h) Repairs are made within 3 flight days.

70-3 BAG DR UNSAFE  
 Caution Light  
 (600, 601, 601-3A,  
 601-3R)

C 1 0

May be inoperative provided it is verified before flight that  
 the door is CLOSED and LATCHED.

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4. REMARKS AND EXCEPTIONS

52 DOORS

70-4 Baggage Door  
 Indication System  
 (604, 605, 650)

C

1

0

May inoperative provided:  
 a) Associated Door is CLOSED, LATCHED and LOCKED before each flight, and  
 b) External handle is verified STOWED before each flight.

70-5 Refueling Panel Door  
 Open Caution Lights  
 \*\*\*

D

-

0

All may be inoperative provided door is verified CLOSED and latched before each flight.

70-6 Hydraulic # 3 Access  
 Door Open Caution  
 Light  
 \*\*\*

D

1

0

May be inoperative provided door is verified closed and latched prior to each flight.

70-7 Lavatory Servicing  
 Outlet Door Open  
 Caution Light  
 \*\*\*

D

1

0

May be inoperative provided door is verified closed and latched prior to each flight.

70-8 Aft Equipment Bay  
 Door Open Caution  
 Light  
 \*\*\*

D

1

0

May be inoperative provided door is verified closed and latched prior to each flight.

70-9 Nose Door  
 (Oxygen Service)  
 Open Caution Light  
 \*\*\*

D

1

0

May be inoperative provided door is verified closed and latched prior to each flight.

70-10 Water Fill Control  
 Access Door Open  
 Caution Light  
 \*\*\*

D

1

0

May be inoperative provided door is verified closed and latched prior to each flight.

70-11 DC Ground Access  
 Door Open Caution  
 Light  
 \*\*\*

D

1

0

May be inoperative provided door is verified closed and latched prior to each flight.

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4. REMARKS AND EXCEPTIONS

52 DOORS

70-12 AC Ground Access  
 Door Open Caution  
 Light  
 \*\*\*

D

1

0

May be inoperative provided access door is confirmed closed and latched prior to each flight.

70-13 APU Control and  
 Ground Start Access  
 Door Open Caution  
 Light  
 \*\*\*

D

1

0

May be inoperative provided access door is confirmed closed and latched prior to each flight.

70-14 External Service-  
 Door Indication  
 System  
 (604, 605, 650)

D

1

0

Each may be inoperative provided all External Service Doors are verified closed and latched prior to each flight.

- 1) Toilet Service  
 Compartment  
 Access Door
- 2) Water Fill Control  
 Panel Access  
 Door
- 3) DC Ground  
 Access Door
- 4) AC Ground  
 Access Door
- 5) APU Control and  
 Ground Start  
 Access Door
- 6) Oxygen Refill  
 Access Door
- 7) Fuel Port Access  
 Door
- 8) Aft Equipment  
 Bay Access Door  
 \*\*\*

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

71 POWER PLANT

70-1 Ecology Tank Ejector  
 Pumps  
 (600, 601, 601-3A)

C

2

1

(M) May be inoperative provided procedures are established to drain tank:  
 a) Before the first flight of each day,  
 b) After three normal shutdowns, and  
 c) After two false (wet) starts.

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1. SYSTEM,  
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 & ITEM

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

73 ENGINE FUEL &  
 CONTROL

30-1 Fuel Temperature  
 Indicating Systems

C

2

1

May be inoperative provided icing inhibitor is added to the fuel.

31-1 Fuel Flow Indications  
 (600, 601, 601-3A,  
 601-3R)

B

4

2

(M) Either vertical scale or digital indication but not both may be inoperative on each side provided:

- a) Fuel Quantity Indicating System is operative,
- b) N1, N2, and ITT indications for the associated engine are operative, and
- c) Affected digital indicator is covered.

NOTE: Inoperative Fuel Flow Indicating System may cause Fuel Used Indicating System to be inoperative.

1) Left Vertical  
 Scale Lamps

C

28

14

(O) May be inoperative provided no two adjacent lamps on the affected scale are inoperative.

2) Right Vertical  
 Scale Lamps

C

28

14

(O) May be inoperative provided no two adjacent lamps on the affected scale are inoperative.

31-2 EICAS Fuel Flow  
 "FF" Readouts  
 (604, 605, 650)

C

2

1

May be inoperative provided:

- a) Fuel Quantity Indication System is operative,
- b) FMS Fuel Used Indication is considered inoperative and not used, and
- c) FMS Fuel Remaining Indication is considered inoperative and not used.

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4. REMARKS AND EXCEPTIONS

73 ENGINE FUEL &  
 CONTROL

31-3 Fuel Used Indicating  
 System  
 \*\*\*

C 1 0

May be inoperative provided procedures do not require its use.

31-4 Fuel Low Pressure  
 Indication  
  
 1) 600, 601,  
 601-3A, 601-3R

C 2 1

Fuel LOW PRESS light may be inoperative provided both fuel boost pumps are operative.

2) 604, 605, 650

C 2 1

"L/R FUEL LO PRESS" EICAS caution message may be inoperative provided both fuel boost pumps are operative.

NOTE: Fuel Feed Check Valve Test (First flight of the day) is waived for inoperative fuel low pressure indication.

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

74 IGNITION

10-1 Ignition Exciters  
 (Lycoming Engines  
 Only) (600)

C

4

2

One exciter per engine may be inoperative provided takeoff is not conducted in heavy precipitation, or on a runway surface covered with standing water, slush or snow.

10-2 Igniter Plugs  
 (Lycoming Engines  
 Only) (600)

C

4

2

One Igniter Plug per engine may be inoperative provided takeoff is not conducted in heavy precipitation, or on a runway surface covered with standing water, slush or snow.

11-1 Ignition Systems  
 (601, 601-3A,  
 601-3R, 604,  
 605, 650)

1) A Systems

B

2

1

May be inoperative provided:  
 a) Both B Systems are operative, and  
 b) Takeoff in heavy precipitation, or on a runway surface covered with standing water, slush or snow is prohibited.

2) B Systems

B

2

0

Both may be inoperative provided:  
 a) Both A Systems are operative, and  
 b) Takeoff in heavy precipitation, or on a runway surface covered with standing water, slush or snow is prohibited.

11-2 Relight Ignition  
 System Switch  
 (600, 601)

C

1

0

May be inoperative provided Continuous Ignition Systems A and B modes for both engines are verified operative prior to each flight.

C

1

0

May be inoperative provided In Flight Start Ignition is verified operative on both engines and is used in lieu of relight switch.



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SEQUENCE NUMBERS  
& ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

76 ENGINE CONTROLS

00-1 Engine Speed Control Systems

1) (601, 601-3A, 601-3R, 604 without Autothrottle System)

2) (601, 601-3A, 601-3R, 604 with Autothrottle System) (605, 650)

10-1 Automatic Power Reserve (APR) System (601, 601-3A, 601-3R, 604, 605, 650)

11-1 Engine Speed Synchronizer System (600)

20-1 Engine Overspeed Pickups (Primary Overspeed Protection System (600)

C

2

0

(O) One or both may be inoperative provided:

- a) Both ENG SPEED CONTROL switches are selected OFF,
- b) APR is selected OFF, and
- c) Operations are conducted in accordance with AFM APR inoperative performance data.

C

2

0

(O) One or both may be inoperative provided:

- a) Both ENG SPEED CONTROL switches are selected OFF,
- b) APR is selected OFF,
- c) Operations are conducted in accordance with AFM APR inoperative performance data, and
- d) Autothrottle System is considered inoperative.

C

1

0

May be inoperative in accordance with performance requirements defined in the AFM applicable to takeoff with APR selected OFF.

C

1

0

(O) May be inoperative provided ENG SYNC CONTROL switch is selected OFF.

C

4

2

(O) One per engine may be inoperative provided the associated engine is shut down using the engine overspeed procedure once each flight day.

NOTE: Reference AFM Abnormal Procedures - Power Plant Malfunction for Speed Control System malfunction.

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1. SYSTEM,  
 SEQUENCE NUMBERS  
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REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

76 ENGINE  
 CONTROLS  
  
 20-2 Engine Overspeed  
 Pickups (Secondary  
 Overspeed Protection  
 System) (Post  
 Service Bulletin  
 ALF502L-76-0166)  
 (600\*\*\*)

C

2

0

(O) One per engine may be inoperative provided the associated engine is shut down using the engine overspeed procedure once each flight day.

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4. REMARKS AND EXCEPTIONS

77 ENGINE  
 INDICATING

10-1 N1 Vertical Scale  
 Indicators  
 (600, 601,601-3A,  
 601-3R)

1) Left

C 28 14

(O) One or more lamps may be inoperative provided:  
 a) No two adjacent lamps are inoperative,  
 b) Lowest lamp in the red zone and the highest  
 lamp in the green zone are operative, and  
 c) A test is conducted before each flight to  
 determine inoperative lamps.

2) Right

C 28 14

(O) One or more lamps may be inoperative provided:  
 a) No two adjacent lamps are inoperative,  
 b) Lowest lamp in the red zone and the highest  
 lamp in the green zone are operative, and  
 c) A test is conducted before each flight to  
 determine inoperative lamps.

10-2 N2 Vertical Scale  
 Indicators (600) (601,  
 601-3A, 601-3R)

1) (600)  
 a) Left

C 28 14

(O) One or more lamps may be inoperative provided:  
 a) No two adjacent lamps are inoperative,  
 b) Two amber lamps adjacent to the green zone  
 (upper and lower sides) and the lowest lamp in  
 the red zone are operative,  
 c) Top and bottom green lamps (adjacent to the  
 upper and lower amber zones) are operative,  
 d) A test is conducted before each flight to  
 determine inoperative lamps, and  
 e) Engine parameters are monitored during flight.

(Cont'd)

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4. REMARKS AND EXCEPTIONS

77 ENGINE  
 INDICATING  
 10-2 N2 Vertical Scale  
 Indicators (600)  
 (601, 601-3A 601-3R)  
 (Cont'd)

0-2

b) Right

C

28

14

(O) One or more lamps may be inoperative provided:  
 a) No two adjacent lamps are inoperative,  
 b) Two amber lamps adjacent to the green zone  
 (upper and lower sides) and the lowest lamp in  
 the red zone are operative,  
 c) Top and bottom green lamps (adjacent to the  
 upper and lower amber zones) are operative,  
 d) A test is conducted before each flight to  
 determine inoperative lamps, and  
 e) Engine parameters are monitored during flight.

2) (601, 601-3A,  
 601-3R)

a) Left

C

28

14

(O) One or more lamps may be inoperative provided:  
 a) No two adjacent lamps are inoperative,  
 b) Highest lamp in the green zone, yellow lamp and  
 lowest lamp in the red zone are operative,  
 c) A test is conducted before each flight to  
 determine inoperative lamps, and  
 d) Engine parameters are monitored during flight.

b) Right

C

28

14

(O) One or more lamps may be inoperative provided:  
 a) No two adjacent lamps are inoperative,  
 b) Highest lamp in the green zone, yellow lamp and  
 lowest lamp in the red zone are operative,  
 c) A test is conducted before each flight to  
 determine inoperative lamps, and  
 d) Engine parameters are monitored during flight.

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4. REMARKS AND EXCEPTIONS

77 ENGINE  
 INDICATING

20-1 ITT Indicators  
 (600, 601, 601-3A,  
 601-3R)

1) Vertical scale  
 lamps

a) Left

b) Right

B 4 2

Either digital or vertical scale indicators, but not both,  
 may be inoperative for each engine.

NOTE: If starting with DC Electrical Power Only:

1. When Right Engine Digital ITT Indication is inoperative, a Left Engine start must be accomplished first.
2. When Left Engine Vertical Scale ITT Indication is inoperative, a Right Engine start must be accomplished first.

B 28 14

(O) One or more lamps may be inoperative provided:  
 a) No two adjacent lamps may be inoperative,  
 b) Lowest lamp in the red zone and highest lamp in the yellow zone are operative, and  
 c) A test is conducted before each flight to determine inoperative lamps.

B 28 14

(O) One or more lamps may be inoperative provided:  
 a) No two adjacent lamps may be inoperative,  
 b) Lowest lamp in the red zone and highest lamp in the yellow zone are operative, and  
 c) A test is conducted before each flight to determine inoperative lamps.

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4. REMARKS AND EXCEPTIONS

77 ENGINE  
 INDICATING

20-2 DGT OFF switch  
 (600, 601, 601-3A,  
 601-3R)

C

1

0

(M) May be inoperative ON provided any inoperative digital indicator is covered.

30-1 Engine Vibration  
 Monitor

B

2

1

May be inoperative provided:  
 a) Airplane is not operated in known or forecast icing conditions, and  
 b) One Ice Detection System is operative.

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4. REMARKS AND EXCEPTIONS

78 ENGINE EXHAUST

30-1 Thrust Reverser  
 Systems

C

2

1

(M) May be inoperative provided:  
 a) Affected thrust reverser does not have structural  
 damages other than cracks in the cascades.  
 b) Affected Thrust Reverser is secured and  
 deactivated,  
 c) Nosewheel Steering System is operative, and  
 d) For takeoff on wet or contaminated runways and  
 landing on contaminated runways, operations are  
 conducted in accordance with:

(600, 601, 601-3A, 601-3R) AFM Supplement 2  
 (Operations on Contaminated Runways.)

(604, 605, 650) AFM Supplement 2 (Operations on  
 Wet and Contaminated Runways.)

NOTE: Cracks in the cascades must be repaired or  
 cascades replaced before the affected thrust  
 reverser is activated.

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4. REMARKS AND EXCEPTIONS

79 ENGINE OIL

12-1 Oil Replenishment  
 System (601, 601-3A,  
 601-3R, 604,  
 605, 650)

C

1

0

(M) May be inoperative provided alternate methods for checking engine oil levels and servicing engine oil are established.

30-1 Oil Low Pressure  
 Indicator Lights  
 (600, 601, 601-3A,  
 601-3R)

B

2

1

(M) May be inoperative provided procedures are established to ensure that indicator light is either extinguished or blanked.

30-2 Oil Pressure  
 Readouts  
 (604, 605, 650)

B

2

1

(M) May be inoperative provided:  
 a) Associated EICAS "ENG OIL PRESS" warning message is verified operative,  
 b) Oil quantity is checked prior to departure, and  
 c) Engine is operated at idle for 2 minutes prior to departure.

30-3 Oil Low Pressure  
 Switch  
 (604, 605, 650)

B

2

1

May be inoperative provided both Oil Pressure Readouts are operative.