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Master Minimum Equipment List (MMEL)

Revision: 9a
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Bombardier Challenger **CL-600/601/601-3A/601-3R/604/605**

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BOMBARDIER CL-600/601/601-3A/601-3R/604/605**HIGHLIGHTS OF CHANGE**

Revision 9a provides relief for CL-601 S/N 3055 which incorporates many of the avionics components that are installed on the CL-605. These installations are approved through ST01497CH-D and ST01221WI-D.

Additionally, Revision 9a removes the duplicate entry for 33-41-3 Upper Aft Position Light Bulb and renumbers the section accordingly. Minor changes made to 23(41-1-2), 34(32-2), 34(42-1), 34(61-1-5b), and 34(61-2).

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Definitions

Insert definitions from Policy Letter PL-25 Rev. 20.

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Preamble

Insert Preamble from Policy Letter PL-34, Rev 4 for Part 121, 125, 129 & 135 certificated holders, or PL-36, Rev 2 for Part 91 operators.

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

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		3. NUMBER REQUIRED FOR DISPATCH	3. NUMBER REQUIRED FOR DISPATCH	
21 – AIR CONDITIONING				
30-2 Cabin Altitude Warning System (600, 601, 601-3A, 601-3R) (Cont'd)				
2) Aural (Horn) ***	D 1	0	0	(O) May be inoperative provided Cabin Altitude Visual (Light) Warning System is operative.
	C 1	0	0	May be inoperative provide aircraft is operated at or below 10,000 feet MSL.
	C 1	0	0	(O) May be inoperative provided aircraft is operated unpressurized.
30-3 Cabin Altitude Indicator (600, 601, 601-3A, 601-3R)	C 1	0	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	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	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	0	(O) May be inoperative provided: a) Pressurization System is considered inoperative, and b) Airplane is operated unpressurized.

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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)	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 and 605 and 45 degrees C (113 degrees F) for all other models, operation of Electrical/Avionics equipment must be limited to 30 minutes unless at least one Air Conditioning Unit/Pack is operating and cabin doors are CLOSED per AFM.
	2) Automatic Mode (600, 601, 601-3A, 601-3R)	C	1	0	(O) May be inoperative provided: a) Cabin Pressurization Control System Manual Mode is operative, and b) Operations are not conducted more than 60 minutes from a suitable airport.

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21 – AIR CONDITIONING					
31-1 Cabin Pressurization Control System (Cont'd)					
2) Automatic Mode (600, 601, 601-3A, 601-3R) (Cont'd)	C	1	0	(O) May be inoperative provided:	<ul style="list-style-type: none"> 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)	C	1	0	May be inoperative provided:	<ul style="list-style-type: none"> 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:	<ul style="list-style-type: none"> 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:	<ul style="list-style-type: none"> 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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1. SYSTEM & SEQUENCE ITEM NUMBERS			2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
21 – AIR CONDITIONING								
33-1	Cabin Pressure Acquisition Module (CPAM)							
	1) (604)	C	1	0	(O) May be inoperative provided:			
					a) Airplane is operated unpressurized, and			
					b) Extended overwater operations are prohibited.			
	2) (605)	C	2	1	May be inoperative provided:			
					a) 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 ITEM NUMBERS	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING					
51-1 Air Conditioning Units (ACUs) (600, 601, 601-3A, 601-3R) (Cont'd)	C	2	0		(O) Both may be inoperative provided: a) Ram Air Vent Valve is operative, and b) 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)	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.

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
21 – AIR CONDITIONING				
51-3 Air Conditioning Pack “L/R FAIL” Switchlight (light function only) (604, 605)	C 2	0		
51-4 Cabin Pressurization Panel “FAIL/MANUAL” Switchlight (light function only) (604, 605)	B 1	0		(O) May be inoperative provided 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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			2.	3.	4.		
21 – AIR CONDITIONING							
61-1	Temperature Control System						
	1) Cockpit Modes (NORMAL, STANDBY, MANUAL)	C	3	1			
		C	3	0		Any or all may be inoperative provided all Cabin modes are operative.	
	2) Cabin Modes (NORMAL, STANDBY, MANUAL)	C	3	1			
		C	3	0		Any or all may be inoperative provided all Cockpit Modes are operative.	
61-2	Cabin Temperature Indicating System (600, 601, 601-3A, 601-3R)	C	1	0			
61-3	EICAS "CABIN TEMP" Indication (604, 605)	C	1	0			
61-4	Cockpit Heat System (601-3R, 604)	C	1	0		(M) May be inoperative provided affected system is deactivated.	
61-5	Remote Temperature Control System (604) ***	D	1	0			

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

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					NUMBER REQUIRED FOR DISPATCH	
					REMARKS OR EXCEPTIONS	
22 – AUTO FLIGHT						
10-1 Autopilot Systems						
1) 600, 601	B	1	0		(M) (O) Except when enroute operations or approach procedures require its use, may be inoperative provided:	
a) Roll axis channel	C	2	1		a) Automatic Cabin Pressurization Control System is operative, and	
b) Pitch axis channel	C	2	1		b) System is deactivated after Mach Trim test is verified operative each flight day.	
2) 601-3A, 601-3R	C	2	1		(O) May be inoperative provided opposite roll channel and roll monitor are verified operative prior to each flight.	
	B	2	0		(O) May be inoperative provided opposite pitch channel is verified operative prior to each flight.	
3) 604, 605, 601 with STC #ST01497CH-D (AFCS)	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.	
	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.	
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22 – <u>AUTO FLIGHT</u>							
10-1	Autopilot Systems (Cont'd)						
	3) 604, 605, 601 with STC #ST01497CH-D (AFCS) (Cont'd)	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.		
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. NOTE1: Associated TOGA switch will be inoperative. NOTE2: 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. NOTE1: Associated TOGA switches will be inoperative. NOTE2: Autopilot will be inoperative.		
	2) 604, 605 (FCC channels)	C	4	3	NOTE: Associated autopilot (AFCS 1 or 2) will be inoperative.		

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2.	3. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3.	NUMBER REQUIRED FOR DISPATCH	
22 – <u>AUTO FLIGHT</u>				
10-2 Flight Directors (Cont'd)				
2) 604, 605 (FCC channels) (Cont'd)				
	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.
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	

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
22 – <u>AUTO FLIGHT</u>					
11-3 AP/FD Sync Switches (604, 605)	C	2	0		
11-4 Take-Off/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.
12-1 V-Speed Auto-Synchronization System (604)	C	1	0		May be inoperative provided V Speed settings are made manually by each pilot. NOTE: "SPEED REFS INDEP" status message will be displayed on EICAS if selected speeds are different.

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
22 – <u>AUTO FLIGHT</u>							
13-1	Input/Output Concentrator (IOC) (Integrated Avionics Processing System)						
1)	(604, 601 with STC # ST01479CH-D) (Without Autothrottle System)	C	4	3	(M)(O) May be inoperative provided:		
					a) Remaining IOC's are verified operative before each flight, and		
					b) T/O Configuration Warning System is verified operative before first flight of the day.		
					NOTE1: "IAPS DEGRADED" status message will be displayed on EICAS.		
					NOTE2: Although take-off configuration warning system remains operative, "T/O CONFIG OK" advisory message is inhibited.		
2)	(605, 604 with Autothrottle System)	C	4	3	(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 take-off configuration warning system remains operative, "T/O CONFIG OK" advisory message is inhibited.		

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
22 – <u>AUTO FLIGHT</u>							
20-1	Mach Trim System (600, 601, 601-3A, 601-3R, 604, 605)	C	1	0			May be inoperative provided autopilot is engaged in flight.
		C	1	0			May be inoperative provided Airplane speed is limited to 250 KIAS / 0.7 Mach when 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)	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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
22 – <u>AUTO FLIGHT</u>						
30-2	Autothrottle System (605) (Cont'd)					
	2) Autothrottle Mode Status Display (MSD)	D	2	1		May be inoperative on 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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
23 – COMMUNICATIONS							
11-1	Communication Systems (VHF, UHF)	D	-	-	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the Battery Bus and not required for emergency procedures.
	1) Frequency Transfer Indication						NOTE 1: VHF # 1 must be operative.
	a) MFD Frequency Transfer Symbol (605)	C	2	0			
	b) RTU Frequency Transfer Symbol (604)	C	2	0			
	2) Frequency Transfer Button/Key	C	2	0			
	a) RTU Frequency Transfer line selection key (604)	C	2	1			
	3) Frequency Selector Button/Knob						
	a) Cursor Control Panel (CCP) Frequency Selector Knob (605)	C	2	1			

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		3.	4.
					NUMBER REQUIRED FOR DISPATCH	
						REMARKS OR EXCEPTIONS
23 – COMMUNICATIONS						
11-1	Communication Systems (VHF, UHF)					
	3) Frequency Selector Button/Knob (Con't)					
	b) FMS CDU Frequency Selection (604, 605)	C	2	1		One side may be inoperative.
	c) RTU Frequency Selector Knob (604)	C	2	1		
	d) Control Unit Frequency Selector Knobs (600, 601, 601-3A, 601-3R)	C	4	2		One knob may be inoperative on each Control Unit.
	4) Frequency Indication	C	4	2		
	a) MFD Frequency Indication (605)	C	2	1		
	b) RTU Frequency Indication (604)	C	2	1		
	c) Control Unit Frequency Indication (600, 601, 601-3A, 601-3R)	C	4	2		One frequency indication may be inoperative on each Control Unit.

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH			
23 – COMMUNICATIONS						
11-2	COMM Control Head # 2 (COMM Digital Frequency Selector /LED Display Units) (601-3A, 601-3R)	C	1	0	0	May be inoperative provided FMS CDU tuning capability is operative.
11-3	Inflight Telephone System ***	D	-	0	0	
11-4	Datalink System (605, 601 with STC #ST01497CH-D) ***	C	1	0	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	0	May be inoperative provided routine procedures do not require its use.
12-1	High Frequency (HF) Communication System	C	-	1	1	(O) May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided: a) SATCOM Voice or Data Link system operates normally, b) Alternate procedures are established and used, c) SATCOM Voice coverage is available over the intended route of flight, and d) If SATCOM Voice is to be used over the intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available. If not available, prior coordination with appropriate ATS (FIR) facility is required. NOTE: SATCOM Voice is to be used only as a backup to normal HF communications.
		D	-	-	-	Any in excess of those required by 14 CFR may be inoperative.
21-1	Selective Call Systems (SELCAL) ***	C	-	0	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	0	May be inoperative provided procedures do not require its use.

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3.	NUMBER REQUIRED FOR DISPATCH	
23 – COMMUNICATIONS				
Selective Call (SELCAL) System (Con't) ***				
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.
21-3 Integrated Flight Information System (IFIS) (605) ***	-	-	-	Moved to 46-10-2 in Revision 9.
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	

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
23 – COMMUNICATIONS								
41-1	Crew member Interphone System							
	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.			
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.			

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
23 – COMMUNICATIONS							
50-2	Cabin Alerting System (Chime/Light) (Con't)						
	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 three flight days.		
		D	-	-	Any in excess of those required by regulation may be inoperative.		

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
23 – COMMUNICATIONS					
	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 ITEM NUMBERS	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
23 – COMMUNICATIONS				
51-4 RT/IC Switches (Pilot / Co-Pilot) (604, 605, 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 crew-member; 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 (Con't)	A 1	0		(M) May be inoperative provided: a) Flight Data Recorder (FDR) is operates normally, and b) Repairs are made within three flight days

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
23 – COMMUNICATIONS				
71-1 Cockpit Voice Recorder (CVR) System *** (Con't)				
a) Recorder Independent Power Supply (RIPS) (605 model with SB 605-23-006)	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 three flight days
a) Recorder Independent Power Supply (RIPS) (605 model with SB 605-23-006)	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 model with SB 605-23-006)	C 1	0		(M) May be inoperative provided it is removed and CVR directly installed.
71-2 Electronic Checklist (604, 605, 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.

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED	3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
23 – COMMUNICATIONS								
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. NOTE1: If remaining RTU fails, to restore ATC, ATC selector switch, on the Reversionary/Inhibit panel, must be selected from STBY to 1. NOTE2: 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 ITEM NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
24 – ELECTRICAL POWER							
21-1	Engine Integrated Drive Generators (IDGs)						
1)	601-3A, 601-3R with (SB 601-0568)	A	2	1	(M)(O) 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.		
(Cont'd)							

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2.	3. NUMBER INSTALLED	4. REMARKS OR EXCEPTIONS
24 – ELECTRICAL POWER			
21-1 Engine Integrated Drive Generators (IDGs) (Cont'd)			
2) 604 with (SB 604-49-006 and SB 604-24-020) (Cont'd)	B	2	1 (M) May be inoperative provided: <ul style="list-style-type: none"> 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.
3) 605	A	2	1 May be inoperative provided: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 ITEM NUMBERS		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
24 – ELECTRICAL POWER							
22-1	Auxiliary Power Unit (APU) AC Loadmeter						
	1) Aircraft with IDG P/Ns 720845, 720845A, 720845B	C	1	0	(M) May be inoperative provided:		a) Any main generator with these P/Ns has more than 150 operating hours, b) APU generator is not used, and c) APU generator switch is selected to OFF/RESET.
	2) Aircraft with other IDG P/Ns	C	1	0	May be inoperative provided:		a) APU generator is not used, and b) APU generator switch is selected to OFF/RESET.
22-2	Auxiliary Power Unit (APU) Generator System						
	1) Aircraft with IDG P/Ns 720845, 720845A, 720845B	C	1	0	(M) May be inoperative provided any main generator with these P/Ns has more than 150 operating hours.		
	2) Aircraft with other IDG P/Ns	C	1	0			
23-1	Air Driven Generator (ADG) Auto-Deployment System	C	1	0	(M) May be inoperative provided Auto-Deployment System is deactivated.		

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
24 – ELECTRICAL POWER					
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	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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	DATE: 8/5/2010	

SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
24 – ELECTRICAL POWER						
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 one flight day.
	2) (605)	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 one 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 one flight day.
	(Con't)					

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 – ELECTRICAL POWER					
32-2 Main Battery Charger (Con't) 2) (605)	A	1	0	(M)(O) May be inoperative provided:	<ul style="list-style-type: none"> a) Main Battery is considered inoperative, b) APU Battery is operative, c) APU Battery Charger is operative, d) Boarding lights are considered inoperative, e) Service lights are considered inoperative, f) Repairs are made within one flight day.
32-3 APU Battery (604, 605)	A	1	0	(M) May be inoperative provided:	<ul style="list-style-type: none"> 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 one flight day. <p>NOTE 1: External DC power can be used to start APU if required.</p> <p>NOTE 2: External DC power may be required for refueling.</p>

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24 – ELECTRICAL POWER							
32-4	APU Battery Charger						
	(604, 605)	A	1	0			(M) May be inoperative provided: a) APU Battery is considered inoperative after APU is started, b) Main Battery is operative, c) Main Battery Charger is operative, d) Both Engine Integrated Drive Generators are operative, e) Operations are conducted in day VMC, and f) Repairs are made within one flight day. NOTE 1: External DC power can be used to start APU if required. NOTE 2: External DC power may be required for refueling.
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)	C	2	0			
42-1	DC External Power System	C	1	0			

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
24 – ELECTRICAL POWER					
42-2 DC Power Main Bus Switch Light (light function only) (604, 605)	C	1	0		
42-3 DC External Power "IN USE" Light (604, 605)	C	1	0		
42-4 AC/DC Utility Switch light (light function only) (605)	C	1	0		

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
25 – EQUIPMENT/FURNISHINGS							
10-2	Chart Holders	C	-	0			
	1) Integrated Lights	C	2	0			May be inoperative provided cockpit lighting configuration is acceptable to crew members.
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)							

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
25 – <u>EQUIPMENT/FURNISHINGS</u>								
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)	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 two 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 two flight days.	
	(Cont'd)							

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHINGS</u>				
12-1 Observer Seat (Cont'd)				
1) Primary Observer Seat (Including associated equipment) (Cont'd)	A	-	-	May be inoperative provided: <ul style="list-style-type: none"> a) Required minimum safety equipment (safety belt and oxygen) is available to the FAA inspector for performance of official duties, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within two flight days. NOTE1: 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. NOTE2: 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).
(Con't)				

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1. SYSTEM & SEQUENCE ITEM NUMBERS			2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHINGS</u>							
12-1 Observer Seat (Cont'd)							
3) Observer Seat Not required by FAR (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". NOTE1: A seat with an inoperative seat belt is considered to be inoperative. NOTE2: Inoperative seat(s) do not affect required number of flight attendants. NOTE3: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.
(Cont')							

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
25 – <u>EQUIPMENT/FURNISHINGS</u>								
20-1	Passenger Seats (Cont'd)							
	1) Recline Mechanism	C	-	-	(M)			May be inoperative and seat occupied provided seat is secured in upright position.
	2) Moveable Armrest ***	D	-	-	(M)			May be inoperative and seat occupied provided armrest is secured in upright position.
	3) Track/Swivel Mechanism ***	D	-	-	(M)			May be inoperative and seat occupied provided seat is secured in normal take-off position.
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.

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2.	3. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3.	NUMBER REQUIRED FOR DISPATCH	
25 – <u>EQUIPMENT/FURNISHINGS</u>				
20-5 Cabin Gasper Vents	D	-	0	
29-1 Cabin Power Outlet	D	-	0	(M)
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 crew members and passengers of inoperative bins, compartments or closets and f) Passengers are briefed that affected bin, compartment or closet is not used.

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHINGS</u>					
30-1 Storage Bin(s)/Cabin, Galley, and Lavatory Storage Compartment/ Closets (Con't)					NOTE1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE2: 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.	
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.	

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHINGS</u>				
60-2 Emergency Locator Transmitter (ELT) (Con't) ***	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.
60-3 Passenger Convenience / NEF Items				
*** 1) Passenger Convenience Items (Expires December 31, 2007)	-	-	0	Deleted in Revision 9
*** 2) 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 flight crew and included in the operator's appropriate document.
				NOTE: EXTERIOR LAVATORY DOOR ASH TRAYS ARE NOT CONSIDERED NEF ITEMS.
60-4 Airshow Cockpit Monitor System ***	D	1	0	(M) May be inoperative provided system is deactivated.

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHINGS</u>				
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.
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.
(Con't)				

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHINGS</u>				
60-9 Emergency Medical Equipment (Con't)				
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.
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.

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 – <u>EQUIPMENT/FURNISHINGS</u>				
70-2 Exterior Lavatory Door Ashtrays				
1) Airplanes with multiple exterior lavatory door ashtrays installed	A	-	-	Up to and including 50 percent may be missing or inoperative for 10 days.
	A	-	-	More than 50 percent 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 ITEM NUMBERS	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 – FIRE PROTECTION			
10-1 APU Fire Detection System			
1) (600, 601, 601-3A, 601-3R)	C 1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> a) If both main generators have P/Ns 720845, 720845A and 720845B, they must have more than 150 operating hours, b) APU is used on ground for engine start only, c) APU is pneumatically loaded only, d) APU enclosure access panels are opened, e) APU is visually monitored, f) A functioning portable fire extinguisher is available in the area near the APU, g) Total APU operating time shall not exceed five minutes, and h) APU is not used after engine start.
2) (604,605)	C 1	0	May be inoperative provided APU is considered inoperative and is not used.
	C 1	0	May be inoperative provided: <ul style="list-style-type: none"> a) APU is used on ground for engine start only, b) APU is pneumatically loaded only, c) APU enclosure access panels are opened, d) APU is visually monitored, e) A functioning portable fire extinguisher is available in the area near the APU, f) Total APU operating time shall not exceed five minutes, and g) APU is not used after engine start.

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
26 – FIRE PROTECTION				
10-2 Lavatory Smoke Detection Systems ***				
1) Passenger Configuration	C -	-	-	(M)(O) For each lavatory, lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> a) Lavatory Waste receptacle is empty, b) Associated Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
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. NOTE1: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast. NOTE2: Class E cargo compartments require only the installation of smoke or fire detection system (not suppression).

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
						NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
26 – FIRE PROTECTION							
14-1	Main Landing Gear Bay Overheat Detection System	A	1	0			(M)(O) May be inoperative provided: a) Brakes are inspected before each flight, b) After take-off landing gear is left extended for ten minutes, and c) Take-off is not conducted in icing conditions and/or on contaminated runways, and d) Repairs are made within one flight day. NOTE: In case of engine failure after V1, performance is the prime consideration and 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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
26 – FIRE PROTECTION					
20-2 Fuselage Fire Extinguishing System (Total Flood) ***	C	1	0	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	0	
20-4 Galley Fire Extinguishing System ***	C	1	0	0	
20-5 APU FIREX Bottle Low Pressure Switch	C	1	0	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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
26 – FIRE PROTECTION					
20-5 APU FIREX Bottle Low Pressure Switch (605)					
2) (605)	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 FAR 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 ITEM NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
27 – FLIGHT CONTROLS						
05-1	Control Surface Position Indicating Systems					
	1) FLT SPLR L/R AILERON L/R ELEVATOR L/R RUDDER (600, 601, 601-3A, 601-3R)	C	7	0		(M)(O) Any or all indicator(s) may be inoperative provided: a) Affected indicator is covered, and b) 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)	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)					
	a) L/H	C	1	0		(O) May be inoperative provided: a) Associated Control Surface is visually checked for full, free and correct movement prior to each flight, and b) Autopilot is not engaged below 1500 feet AGL.
	b) R/H	C	1	0		(O) May be inoperative provided 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)	C	2	0		(M) One or both may be inoperative provided: a) "ARM" mode is operative, b) Ground Spoilers switch is selected to AUTO, and c) Ground spoilers are verified stowed before each take-off. NOTE: "PROX SYS FAULT" status message appears with "GND SPLRS" caution message.

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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 take-off, 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 take-off.
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 take-off position prior to each take-off.

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1. SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
			2.	3.	4.		
27 – FLIGHT CONTROLS							
50-1	Flap Power Drive Unit (PDU) Motors	C	2	1	1	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Affected motor is deactivated, b) Operations are conducted in accordance with AFM Supplement 14, (Operations with Airplane Systems Inoperative), and (600, 601, 601-3A, 601-3R) c) Operations are conducted in accordance with AFM Supplement 8, (Operations with Airplane Systems Inoperative). (604, 605) NOTE: With only one motor operational, flaps will operate at half speed.	
52-1	Rudder Pedal Adjustment Mechanism	C	2	0	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Rudder pedals position is acceptable to the affected crewmember, and b) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations. 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)	C	1	0	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	0	May be inoperative provided: <ul style="list-style-type: none"> a) Flight Spoilers are not used below 700 ft AGL, b) Flight spoilers are not used when flaps are extended, and c) All flight spoilers indications are operative. 	

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
27 – FLIGHT CONTROLS									
67-1	Ground Spoiler System								
	1) 600, 601	C	1	0				(O) May be inoperative provided: a) System is selected to OFF, b) Ground spoilers are verified retracted prior to each flight, and c) AFM Performance Chart entitled “Landing Distance (Without Ground Spoilers)” is used.	
	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	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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
28 – FUEL					
11-1 Water Drain Valves	C	-	4	4	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.
13-1 Tail Cone Fuel Tank System (601, 601-3A, ***) (601-3R)	C	1	0	0	(M) May be inoperative provided: a) Tail tank remains empty, and b) Tail Tank Refuel/Defuel SOVs are verified CLOSED.
13-2 Tail Tank Fuel System (including Saddle Tanks) (604, 605)	C	1	0	0	(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 Take-Off 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.
13-3 Turbulator Vanes (Fuel Jettison Mast, Tail Tank Fuel Systems) (**601, **601-3A' 601-3R)	C	2	0	0	(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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
28 – FUEL						
13-4	Turbulator Vanes (Fuel Jettison Mast, Tail Tank Fuel Systems) (604, 605)	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)					
	1) Left to Right Right to Left	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)					
	1) Primary	A	1	0		(M) May be inoperative provided: a) Pump is deactivated, b) Secondary pump is operative, c) Fuel jettison system is verified operative before each flight, and d) Repairs are made within three flight days.
(Cont'd)						

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
28 – FUEL							
15-3	Tail Tank Transfer Boost Pumps (604, 605) (Cont'd)						
	2) Secondary	A	1	0			(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 three flight days.
15-4	Crossflow Shutoff Valves						
	1) Left to Aux Right to Aux (604, 605)	C	2	0			One or both may be inoperative provided: a) Affected valve is verified CLOSED, b) All Fuel Quantity Indications/EICAS Readouts are operative, c) Aileron Trim System is operative, and d) Airplane is operated in accordance with AFM procedures if fuel crossflow is required.
23-1	Fuel (Boost) Pumps						
	1) 600, 601, 601-3A, 601-3R	A	2	1			(M)(O) 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 one flight day.
	(Cont'd)						

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
28 – FUEL							
3-1	Fuel (Boost) Pumps (Cont'd)						
	2) 604, 605	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 one flight day.		
23-2	Fuel Boost Pump "INOP/ON" Switch Lights (Light function only) (604, 605)	C	2	0			
25-1	APU Fuel Pump	C	1	0	(M) May be inoperative provided:		
					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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
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: <ul style="list-style-type: none"> 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 take-off 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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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
28 – FUEL				
27-2 Refuel / Defuel Shut-Off Valves (Cont'd) 2) Tail (Cont'd)	C 2	0	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 take-off limit line (ref. AFM), and c) Left, Right, Aux Refuel/Defuel SOVs are closed.
27-3 Refuel / Defuel Adapter Cap	C 1	0	0	(M) May be inoperative or missing provided: a) Refuel / Defuel adapter is visually checked for contamination before each refueling, b) Adapter poppet is visually checked closed after each refueling, c) No leakage can be detected after refueling is complete, and d) All Refuel/Defuel SOVs are verified closed after each refueling.
40-1 EICAS Bulk Fuel Temperature Indication (604, 605)	C 1	0	0	(M)(O) May be inoperative provided: a) Bulk Fuel is verified to be greater than -20 degrees Celsius before dispatch, and b) Total Air Temperature (TAT) is not below -50 degrees Celsius for a continuous period of two hours.

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

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 – FUEL							
41-1	Fuel Quantity Indicating Systems (Cockpit) (600, 601, 601-3A, 601-3R) (Cont'd)						
	3) Aux Fuel Tank (With Tail Tank installed)	C	1	0		(M) May be inoperative provided Aux and Tail Fuel Tanks remain empty.	
	4) Fuel Totalizer	C	1	0			
41-2	EICAS Aux and Total Fuel Tank Quantity Readouts (604, 605)	C	2	0		(M) One or both may be inoperative provided Aux and Tail tanks remain empty.	
41-3	EICAS Tail Tank and Total Fuel Quantity Readouts (604, 605)	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 take-off limit line (ref. AFM)	
41-4	Fuel Computer Channels (604, 605)	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.	
42-1	Rotorburst Fuel Line Gauge (604, 605) ***	D	1	0			

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
29 – <u>HYDRAULIC POWER</u>								
11-1	Hydraulic AC Motor Pumps (ACMP) (Systems 1 and 2) (604, 605)							
	1) ACMP 1B	C	1	0	(M) May be inoperative provided:			
					a) All other hydraulic pumps are operative,			
					b) Affected pump is deactivated and selected OFF,			
					c) Nosewheel Steering is operative,			
					d) Both Thrust Reverser Systems are operative, and			
					e) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).			
	2) ACMP 2B	C	1	0	(M) May be inoperative provided:			
					a) All other hydraulic pumps are operative,			
					b) Affected pump is deactivated and selected OFF,			
					c) Ground Spoilers are operative,			
					d) Nosewheel Steering is operative,			
					e) Both Thrust Reverser Systems are operative,			
					f) Both Anti-Skid System Channels are operative,			
					g) Take-off or landing is not conducted from a contaminated runway, and			
					h) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).			
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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
						NUMBER REQUIRED FOR DISPATCH	
						REMARKS OR EXCEPTIONS	
29 – HYDRAULIC POWER							
11-3	Hydraulic Accumulators (Systems 1,2,3)	C	3	1		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		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	Engine Driven Hydraulic Pumps (604, 605)						Deleted at Rev. 8
11-6	Hydraulic "AUTO" Switches (Electric Pumps) (604, 605)	C	3	0		0	Any or all may be inoperative provided affected pumps are manually selected ON before take-off and landing.
11-7	Return Manifold Filters – Differential Pressure Indicators	A	3	0		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		0	May be inoperative provided: i) All other hydraulic pumps (engine driven and electrical) are operative. j) 3B pump is operated continuously throughout the flight, and k) Repairs are made within one flight day.
31-1	Hydraulic Pressure Indicators (Cockpit) (600, 601, 601-3A, 601-3R)	C	3	2		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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
29 – HYDRAULIC POWER						
31-2	Hydraulic Reservoir Quantity Indicators (Systems 1, 2 and 3) (Cockpit) (600, 601, 601-3A, 601-3R)	C	3	0	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)	C	3	0	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)	C	3	0	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	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	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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH
29 – <u>HYDRAULIC POWER</u>				4.	REMARKS OR EXCEPTIONS
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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30 – ICE AND RAIN PROTECTION					
12-1	Wing Anti-ice System				
	1) Auto Control (600)	C	1	0	(M) May be inoperative provided Wing Anti-ice System Manual Control is operative.
		C	1	0	May be inoperative provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions.
	2) Manual Control (600)	C	1	0	May be inoperative provided Wing Anti-ice System Auto Control is operative.
		C	1	0	May be inoperative provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions.
	3) Normal Control				
	a) (601), (601-3A, 601-3R with SB 601-0575)	C	1	0	(M) May be inoperative provided Wing Anti-ice System Standby Control is operative.
	(604 with SB 604-30-002 and airplane S/N 5583 and subsequent)				
	(605)				
		C	1	0	May be inoperative provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions.
(Cont'd)					

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION				
12-1 Wing Anti-ice System (Cont'd)				
3) Normal Control (Cont'd)				
b) (601-3A, 601-3R without SB 601-0575) (604 without SB 604-30-002)	C 1	0	0	May be inoperative provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions.
4) Standby Control (601, 601-3A, 601-3R, 604, 605)	C 1	0	0	May be inoperative provided Wing Anti-ice System Normal Control is operative.
	C 1	0	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	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	0	May be inoperative OPEN.
	C 1	0	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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30 – ICE AND RAIN PROTECTION					
20-1 Engine Cowl Anti-Ice Pressure Regulating and SOVs.	C	2	1	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					
1) (601) (601-3A, 601-3R)	C	2	1	1	May be inoperative OPEN provided: a) Associated Thrust Reverser is verified operative prior to each flight, b) Associated Bleed Air 14 th Stage SOV is operative, and c) Operations are conducted in accordance with AFM Supplement 14, (Operations with Airplane Systems Inoperative).
2) (604, 605)	C	2	1	1	May be inoperative OPEN provided: a) Associated Thrust Reverser is verified operative prior to each flight, b) Associated Bleed Air 14 th Stage SOV is operative, and c) Operations are conducted in accordance with AFM Supplement 8, (Operations with Airplane Systems Inoperative).

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2. NUMBER INSTALLED			3.	NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION							
31-1 Probe Heaters							
1) Pitot Probes	B	2	1			(M) 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.	
(Con't)							

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION				
31-1 Probe Heaters (Cont'd)				
5) Standby Pitot Probe (604, 605)	C 1	0	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) ***	C 1	0	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	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	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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30 – ICE AND RAIN PROTECTION					
41-2 Enhanced Vision System - Ice Protection System (605 aircraft with SB 605-31-002 and 605-34-010, 601 with SB 605-34-010) ***	C	2	0	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	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.
1) IR Window - DE-MIST function	C	1	0	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	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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30 – ICE AND RAIN PROTECTION					
71-1 Drain Mast Heater	C	1	0	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	1	May be inoperative provided: a) Wing and Engine Cowl Anti-ice Systems are ON when SAT on the ground is 10 degrees Celsius or less and visible moisture in any form is present, and b) Wing and Engine Cowl Anti-Ice Systems are ON when TAT in flight is 10 degrees Celsius or less and visible moisture in any form is present.
	A	2	0	0	Both may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Repairs are made within one flight day.

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

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 – <u>INDICATING/RECORDING</u>				
31-1 Flight Data Recorder (FDR) System (Cont'd)				
1) Holder of an air carrier or commercial operator certificate (Cont'd)				
A	-	0		May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 1. 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 three flight days.
A	-	-		Up to three(3) parameters may be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
A	-	-		May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.
(Cont'd)				

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
31 – <u>INDICATING/RECORDING</u>				
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 FARs.
40-1 Cursor Control Panel (CCP) (605, 601 with STC #ST01221WI-D)	C 2	1		Right side may be inoperative
1) Joystick	C 2	1		
	C 2	0		May be inoperative provided: a) Maintenance Diagnostic Computer is considered inoperative, and b) XM Graphical Weather function is considered inoperative.
2) JSTK Pushbuttons	C 2	0		
(Cont'd)				

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
31 – <u>INDICATING/RECORDING</u>					
40-1	Cursor Control Panel (CCP) (605, 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) XM 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) XM Graphical Weather function is considered inoperative.
	7) LWR FRMT Pushbuttons (605 only)	C	2	0	
	8) UPR MENU Pushbuttons (605 only)	C	2	1	
	(Cont'd)				

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
31 – <u>INDICATING/RECORDING</u>						
40-1	Cursor Control Panel (CCP) (605, 601 with STC #ST01221WI-D) (Cont'd)					
9)	LWR MENU Pushbuttons (605 only)	C	2	0		
10)	ESC Pushbuttons (605 only)	C	2	0		
11)	PUSH SELECT Pushbuttons (Menu) (605 only)	C	2	1		May be inoperative provided the opposite UPR MENU pushbutton is operative.
12)	MENU ADV knob (605 only)	C	2	1		May be inoperative provided the opposite UPR MENU pushbutton is operative.
13)	DATA knob (Menu) (605 only)	C	2	1		May be inoperative provided the opposite UPR MENU pushbutton is operative.
14)	TFC Pushbuttons (605 Only)	C	2	0		
15)	TR/WX Pushbuttons (605 only)	C	2	0		
16)	SUMRY Pushbuttons (605 only)	C	2	0		
17)	AC ELEC Pushbuttons (605 only)	C	2	0		
18)	HYD Pushbuttons (605 only)	C	2	0		

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

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
31 – <u>INDICATING/RECORDING</u>						
40-1	Cursor Control Panel (CCP) (605, 601 with STC #ST01221WI-D) (Cont'd)					I I
	28) PUSH SELECT Pushbuttons (Radio) (605 only)	C	2	1		I
	29) RADIO ADV knob (605 only)	C	2	1		I
	30) DATA knob (Radio) (605 only)	C	2	1		I
41-1	EICAS Control Panel (ECP) Discrete Buttons (604)					
	1) <u>Without</u> SB 604-34-033					
	a) CKLST	B	1	0		
	b) RCL	B	1	0		
	c) EMER	B	1	0		
	d) HYD	B	1	0		
	e) ELEC	B	1	0		
	f) UP	B	1	0		
	g) DN	B	1	0		
	h) SKP	B	1	0		
	i) F/CTL	B	1	0		
	j) Joystick	B	1	0		
						May be inoperative provided UP and DN Discrete Buttons are operative.

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
31 – <u>INDICATING/RECORDING</u>						
41-1	EICAS Control Panel (ECP) Discrete Buttons (604) (Con't)					
	2) <u>With</u> SB 604-34-033					
	a) CKLST	B	1	0		
	b) RCL	B	1	0		
	c) EMER	B	1	0		
	d) HYD	B	1	0		
	e) ELEC	B	1	0		
	f) UP/PLAN	B	1	0		
	g) DN/SIDE	B	1	0		
	h) SKP/3D	B	1	0		
	i) F/CTL	B	1	0		
	j) Joystick	B	1	0		May be inoperative provided UP/PLAN and DN/SIDE Discrete Buttons are operative.
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. NOTE1: In the event of a DCU 1 failure, both pilots' Master Warning and Master Caution lights will not test during the lamp 1 test. NOTE2: In the event of a DCU 2 failure, both pilots' Master Warning and Master Caution lights will not test during the lamp 2 test. NOTE3: 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.

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1. SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
			1.	2.	3.	4.	
31 – <u>INDICATING/RECORDING</u>							
50-1	Auto CB Fail Light (10-Channel Annunciator) (600, 601, 601-3A, 601-3R)	B	1	0	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	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	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	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	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	0	(O) May be inoperative provided alternate procedures are established and used.	

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
31 – <u>INDICATING/RECORDING</u>							
60-1	Clocks	C	-	0			May be inoperative provided a reliable and functioning time-piece is readily available to all flight compartment crewmembers.
	1) Universal Time Co-ordination Display (UTC) (605)	C	1	0			
	2) Flight Time (FT) (605)	C	1	0			
	3) Chronometer (CHR) (605)	C	1	0			(O) May be inoperative provided alternate procedures are established and used to determine elapsed time.
	4) LCD Display Segments / Mode (Annunciations) (605)	C	-	-			Individual segments or annunciations may be inoperative provided flight crews can readily determine mode of operation.
61-1	Display Units (EICAS Display No.1 or EICAS Display No.2) (604)	B	2	1			
61-2	Adaptive Flight Displays (AFD) (605, 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 ITEM NUMBERS	2.	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 – <u>INDICATING/RECORDING</u>				
70-1 FAA Flight Inspection Panel System (FAA equipped 601, 601-3A, 601-3R, 604) ***	D	-	0	May be inoperative provided procedures are not dependent on its use.

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

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
32 – <u>LANDING GEAR</u>					
44-1 Anti-Skid System Channels (604, 605)	B	2	1	1	(M) Either inboard or outboard channel may be inoperative provided: a) Anti-skid is selected ON for take-off and landing, b) Nosewheel Steering is operative, c) Ground Spoilers are operative, d) Both Thrust Reversers are operative, and e) Operations are conducted in accordance with AFM Supplement 8, (Operations with Airplane Systems Inoperative).
45-1 Parking Brake Light (600, 601, 601-3A, 601-3R)	C	1	0	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)	C	2	0	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.
50-1 Nosewheel Steering System	-	-	-	-	Deleted in Revision 9.

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
32 – <u>LANDING GEAR</u>					
50-2 Remote Nose Gear Door Release Mechanism (Additional Handle and cable mechanism) ***	D	1	0	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	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) ***	D	1	0	0	(O) May be inoperative provided alternate procedures are established and used.

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR 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 crew members 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 crew members to perform their duties throughout flight.
	2) Instrument Brightening Systems	C	3	0			May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight.
	3) Floor Light Systems	C	2	0			May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight.

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR 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	0	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	0	0	May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight.
b) Brightening Systems	C	3	0	0	0	Any or all may be inoperative provided associated BRT/DIM system is operative.
	C	3	0	0	0	May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight.
2) Instrument Brightening Systems	C	3	0	0	0	May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight.
3) Digits Brightening System	C	1	0	0	0	May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight.
4) Floor Light Systems	C	2	0	0	0	May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight.

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

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
33 – LIGHTS							
12-5	Lighting Control Panels (Center Pedestal) (604, 605)						
	4) Floor Light Brightening Systems (604, 605)	C	2	0		May be inoperative provided Cockpit lighting is sufficient for crew members to perform their duties throughout flight.	
	5) Circuit Breaker Panel Brightening System (604)	C	1	0		May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight.	
	6) Circuit Breaker Lighting ON/OFF Switch (605)	C	1	0		May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight.	
12-6	Indicator (PBA) Lighting BRT/DIM System (604, 605)	C	1	0		May be inoperative provided DIM mode is operative for night operations.	
		C	1	0		May be inoperative provided BRT mode is operative for day operations.	
13-1	Cockpit/Flight Deck/ Flight Compartment and Instrument Panel Lighting Systems (Excluding EFIS)	C	-	-		Individual lights may be inoperative provided remaining lighting system lights are: <ul style="list-style-type: none"> a) Not required for an emergency procedure, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, c) Positioned so that direct rays are shielded from flight crewmembers eyes', and d) Lighting configuration and intensity is acceptable to the flight crew. NOTE: Individual button/switch lights and/or annunciators/indications are excluded from this relief.	

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33 – LIGHTS					
14-1	Map Reading Lights				
	1) 600, 601, 601-3A, 601-3R, 604	D	2	0	May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight.
	2) 605	D	4	0	May be inoperative provided cockpit lighting is sufficient for crew members to perform their duties throughout flight.
20-1	Cabin Interior Lights	C	-	-	May be inoperative provided: a) Sufficient lighting is operative to permit the crew to perform their required duties, and b) Lighting configuration upon departure is acceptable to the flight crew.
20-2	Miscellaneous Lights				
	1) Boarding and Dome Lights (601, 604)	D	-	0	
	2) Boarding and Cabin Lights (605)	D	-	0	
20-3	Lavatory Vanity / Reading Lights	D	-	0	
23-1	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)	B	-	-	One lamp may be inoperative in each independent module provided nomenclature remains legible

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33 – LIGHTS					
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.
(Con't)					

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR 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)	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 FAR requirements for anti-collisions lights is installed and operative.		

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33 – LIGHTS					
40-3 Anti-Collision Beacon Light System ***	C	1	0	0	May be inoperative provided airplane is not operated at night.
	C	1	0	0	May be inoperative provided a Strobe Light System meeting all FAR requirements for anti-collision lights is installed and operative.
40-4 Landing Lights					
1) Wing Leading Edge (600, 601)	C	2	1	1	May be inoperative provided both Taxi / Recognition Lights are operative.
	C	2	0	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	3	
	C	4	1	1	Three may be inoperative provided both Taxi / Recognition Lights are operative.
	C	4	0	0	All may be inoperative provided airplane is not operated at night.
3) Wing Leading Edge and Nose (601-3A, 601-3R, 604, 605)	C	4	3	3	
	C	4	1	1	Three may be inoperative provided both Taxi / Recognition Lights are operative.
	C	4	0	0	All may be inoperative provided airplane is not operated at night.

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3.	NUMBER REQUIRED FOR DISPATCH	
33 – LIGHTS				
40-5 Pulse Light (Landing Light System)				
(600, 601, 601-3A, 601-3R, 604)*** (605)	C	1	0	(M) May be inoperative provided Pulse Light 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	Both may be inoperative provided: a) A portable lamp / light of adequate capacity for wing and / or control surface inspection is available for night operations in icing conditions, and b) One Ice Detection System is operative,
	C	2	0	Both may be inoperative provided flight is not conducted in known or forecast icing conditions at night.

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR 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: <ul style="list-style-type: none"> a) FAA Engineering Approval Letter, b) FAA approved report of the Type Design Holder, c) Limitations and conditions section of the applicable Supplemental Type Certificate (STC), and d) An FAA approved report incorporated in the Master Drawing List for the Applicable STC.

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 – NAVIGATION					
10-1 Metric Altimeter (600, 601, 601-3A, 601-3A, 604) ***	D	1	0	0	
12-1 Standby Altimeter (600, 601)	C	1	0	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) ***					
a) Nav Function	C	1	0	0	
b) Attitude Function	B	1	0	0	May be inoperative provided: a) Operations are conducted in day VMC, and b) Source selector is selected to NORMAL with each side fed from its on-side AHRS/IRS.
2) (605)					
a) ILS Function	C	1	0	0	
b) Attitude Function	B	1	0	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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34 – NAVIGATION						
13-1	True Airspeed (TAS), Static Air Temperature (SAT), Total Air Temperature (TAT), Indicating Systems (600, 601, 601-3A, 601-3R)					
	1) TAS Indication	C	1	0		May be inoperative provided other required systems (FMS, OMEGA, etc) do not depend on TAS data.
	2) SAT Indication	C	1	0		May be inoperative provided: a) TAT is operative, b) Other required systems (FMS, OMEGA, etc) do not depend on SAT data, and c) TAT/SAT conversion method is provided.
	3) TAT Indication	C	1	0		May be inoperative provided SAT is operative.
13-2	Vertical Speed Indicators (VSIs) (600, 601, 601-3A, 601-3R)	B	2	1		May be inoperative provided: a) Airplane is operated in day VMC only, and b) Pilot flying airplane has an operative VSI at his station.

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34 – NAVIGATION					
17-1 Altitude Alerting System					
1) (600, 601, 601-3A, 601-3R)	A	-	0	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 three flight days.
2) (604, 605, 601 with STC #ST01497CH-D)	A	1	0	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 three flight days.
1) Aural Alert	C	1	0	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally,
2) Visual Alert	C	1	0	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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
34 – NAVIGATION						
20-1	Attitude Reference System Sensors (Excludes Standby Attitude Indicator) (600, 601) ***	C	-	2	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	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	0	One or both may be inoperative provided they are operative on the adjacent HSI.
		B	2	0	0	One or both may be inoperative provided procedures are not dependent on their use.
	2) ADI-Localizer Pointers	B	2	0	0	One or both may be inoperative provided expanded localizers are operative on the adjacent HSI.
		B	2	0	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	0	One or both may be inoperative provided approach minimums are not dependent on their use.
(Con't)						

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
		3.	4.	
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	2	0	One or both may be inoperative provided associated inclinometers are operative.
21-3 Non-EFIS HSI Annunciators / Displays (600, 601)				
1) HSI Bearing Pointers	C 2	2	0	One or both may be inoperative provided equivalent display is available on the RMIs.
	C 2	2	0	One or both may be inoperative provided procedures are not dependent on their use.
2) HSI Distance Measuring Equipment (DME) Displays	C 2	2	0	As required by 14 CFR.
(Con't)				

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34 – NAVIGATION						
21-3	Non-EFIS HSI Annunciators / Displays (600, 601) (Con't)					
	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.
	(Con't)					

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
34 – NAVIGATION								
22-1	Electronic Flight Instrument System (EFIS) (***600, 601 ***) (601-3A, 601-3R) (Con't)							
	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 (IRSs)							
	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.			
	(Con't)							

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34 – NAVIGATION					
23-2 Inertial Reference Systems (IRSs) (Con't)					
2) (601-3A, 601-3R, 604 without Autothrottle System)	C	-	2		Any in excess of two may be inoperative provided: <ul style="list-style-type: none"> a) An independent attitude indication system is operative on each pilot's panel, and b) An independent directional compass indicating system is operative on each pilot's panel.
3) (605 and 604 with Autothrottle System)	C	-	2		Any in excess of two may be inoperative provided: <ul style="list-style-type: none"> a) An independent attitude indication system is operative on each pilot's panel, b) An independent directional compass indicating system is operative on each pilot's panel, and c) Autothrottle system is considered inoperative when the Left Inertial Reference System is inoperative.
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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 – NAVIGATION					
23-4	Emergency Battery Packs for Backup COMM / NAV ***	D	-	0	
23-5	IRS Back-up 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.

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR 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, 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	
40-1	Windshear Alert System ***	D	-	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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 – NAVIGATION					
40-2 Stormscope System ***	D	1	-	0	As required by 14 CFR.
40-3 Lightning Sensor System ***	D	-	0	0	As required by 14 CFR
41-1 Weather Radar System	C	1	-	0	As required by 14 CFR.
41-2 Graphical Weather System ***	D	1	0	0	
42-1 Radio Altimeter Systems	C	-	1	0	(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	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
NOTE1: Radio altitude data is required for Autopilot, Flight Director System, TCAS, GPWS (TAWS) and Autothrottle System (ATS).					
NOTE2: (605)(604 with ATS) ATS retard mode is not available when pilot's radio altimeter is inoperative.					
NOTE3: EFIS COMP INOP (Caution) message may be displayed. (604, 605)					

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

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
34 – NAVIGATION								
42-2	Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (If Class A GPWS/TAWS Equipment Required)							
	1) GPWS/TAWS (Con't)							
	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.
	e) Windshear Mode (Reactive) ***	B	1	0				(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	1	0				(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance (predictive) operates normally.
	(Con't)							

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34 – NAVIGATION				
42-2 Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (If Class A GPWS/TAWS Equipment Required) (Con't)				
2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions ***	B 1	0		(O) May be inoperative provided alternate procedures are established and used.
3) Terrain Displays	C -	1		
	B -	0		
4) Runway Awareness and Advisory System (RAAS) *** (If Class B GPWS/TAWS Equipment Required)	C 1	0		
1) GPWS/TAWS	A 1	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
(Cont)				

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34 – NAVIGATION						
42-2	Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (If Class B GPWS/TAWS Equipment Required) 1) GPWS/TAWS (Con't)					
	a) Modes 1 & 3	A	2	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	b) Test mode	A	1	0		May be inoperative provided: a) GPWS/TAWS is considered inoperative, and b) Repairs are made within two flight days.
	c) Mode 2, 4 & 5 ***	C	3	0		
	d) Advisory Callouts	B	-	0		(O) May be inoperative provided alternate procedures are established and used.
		C	-	0		(O) May be inoperative provided: a) Advisory callout is not required by FAR, and b) Alternate procedures are established and used
	e) Windshear Mode (Reactive) ***	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
	(Con't)					

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
34 – NAVIGATION								
42-2	Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (If Class B GPWS/TAWS Equipment Required) (Con't)							
2)	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions ***	B	1	0				
3)	Terrain Displays ***	C	-	0				
4)	Runway Awareness and Advisory System (RAAS) *** If Class C TAWS/GPWS Equipment	C	1	0				
1)	TAWS/GPWS ***	C	1	0			(O) May be inoperative provided alternate procedures are established and used.	
								NOTE: Any mode that operates normally may be used.

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34 – NAVIGATION					
43-1 Traffic Collision Avoidance System (TCAS) (605) (600, 601, 601-3A, 601-3R,604)***					
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.
	C	-	0		(M) May be inoperative provided: a) It is not required by the FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
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 FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
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.
(Con't)					

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	3.	4.
		NUMBER INSTALLED		
		NUMBER REQUIRED FOR DISPATCH		
		REMARKS OR EXCEPTIONS		
34 – NAVIGATION				
43-1	Traffic Collision Avoidance System (TCAS) (605) (600, 601, 601-3A, 601-3R,604)***			
	2) TCAS II (Con't)			
	b) Resolution Advisory (RA) Display System(s)	C	2	1
		C	-	0
	c) Traffic Alert (TA) Display System(s)	C	-	0
	d) Audio Functions	B	1	0
	e) Airspace Selection Function ***	C	-	0
				May be inoperative on the non-flying pilot side. (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. (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. May be inoperative provided enroute or approach procedures do not require TCAS use.

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 – NAVIGATION				
43-2 Traffic Alert and Collision Avoidance System (TCAS I)				Deleted at Rev. 8 (incorporated into item 34-43-1)
50-1 Long Range Navigation Systems (OMEGA, LORAN, VLF, GPS, etc) (600, 601, 601-3A, 601-3R, 604) ***	D	-	-	(O) May be inoperative provided alternate procedures are established and used.
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.

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34 – NAVIGATION						
51-4	Radio Magnetic Indicators (RMI)					
	1) (600, 601)	C	2	0		Both may be inoperative provided both HSI's are operative.
	2) (601-3A, 601-3R)***	C	-	0		May be inoperative provided both EHSI's are operative.
51-5	Airborne Flight Information System (AFIS) (600, 601, 601-3A, 601-3R, 604) ***	-	-	-		Moved to 46-20-1
52-1	Automatic Direction Finding (ADF) Systems	C	-	-		As required by 14 CFR.
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.

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
34 – NAVIGATION									
54-1	Air Traffic Control (ATC) Transponders and Automatic Altitude Reporting Systems	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 FAR. (605) (604 with 604-34-040 or 604-34-041, 601 with STC #ST01497CH-D).	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.	
	2) ADS-B Squitter Transmissions (604 with SB 604-34-058 and 605 with SB 605-34-013)	A	-	0				May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.	
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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34 – NAVIGATION							
60-2	Global Positioning System (GPS) (605, 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. NOTE1: Autothrottle system is considered inoperative when FMS No. 1 is inoperative (604 with autothrottle system). NOTE2: When operating with a single FMS operative, FMS-computed take off and approach performance (FMS V speed) must be verified using applicable AFM data.	
(Con't)							

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34 – NAVIGATION					
61-1 Flight Management Systems (FMS) (Con't)					
5) (605)					
a) Flight Management Computer (No. 1 and No. 2)	C	2	1		(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) must be verified using applicable AFM data.
b) Control Display Units (No. 1 and No. 2)	C	2	1		(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.
c) CDU Radio Tuning Function (No. 1 and No. 2)	C	2	1		(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.
(Con't)					

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
34 – NAVIGATION								
61-1	Flight Management Systems (FMS)							
	5) (605) (Con't)							
	d) Flight Management Computer (FMC) No. 3 ***	D	1	0				
	e) Control Display Unit (CDU) No. 3 ***	D	1	0				
	6) (601 with STC #ST01497CH-D)							
	a) Flight Management Computer (No. 1 and No. 2)	C	2	1	(O) Except when enroute operations require dual FMS use, any in excess of one may be inoperative provided one GPS system is operative			
	b) Control Display Units (No. 1 and No. 2)	C	2	1	(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.			

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1. SYSTEM & SEQUENCE ITEM NUMBERS	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34 – NAVIGATION					
61-1 Flight Management Systems (FMS)					
6) (601 with STC #ST01497CH-D) (Con't)					
c) CDU Radio Tuning Function (No. 1 and No. 2)	C	2	1		(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.
d) Flight Management Computer (FMC) No. 3 ***	D	1	0		
e) Control Display Unit (CDU) No. 3 ***	D	1	0		
7) Navigation Databases	C	-	-		(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 – NAVIGATION					
61-2	Flight Management System (FMS) Performance Data Base (604, 605)	D	-	0	(O) May be inoperative or not installed provided: a) Performance predictions, ETE / ETA and fuel remaining are considered inoperative, and b) Alternate procedures are established and used.
61-3	Data Base Unit (DBU) (600, 601, 601-3A, 601-3A, 601-3R)*** (604, 605)	C			
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	

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
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)					
	1) EICAS Readout	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: <ul style="list-style-type: none"> a) All components of the cabin pressurization, warning and indicating systems are operative, b) Operations are conducted so that Minimum En route Altitude (MEA) is at or below 13,000 ft MSL, c) Operations are conducted at or below FL 250, d) Portable oxygen units are provided for all crew members and 10% of the passengers for 30 minutes (supplemental oxygen), e) Procedures are established to ensure that passengers are appropriately briefed to accommodate revised equipment, and f) Both Air Conditioning Packs are verified operative,
(Cont'd)						

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR 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.
		B	-	0		(M) May be inoperative provided associated Passenger Seats are considered inoperative.
	2) Toilet Compartment Passenger Oxygen Drop Out Panel	B	-	0		(O) May be inoperative provided procedures are established to block associated lavatory when airplane is above FL250.
	3) Pressure Gauge	B	1	0		May be inoperative provided both the fill point gauge and bottle mounted gauge are checked before each flight.
	4) Automatic Presentation System	B	1	0		(M) May be inoperative provided: a) Manual deployment is verified operative, and b) Operations are conducted at or below FL300.
30-1	Portable Oxygen Units – Bottles with Demand Flow Masks (including medical portable oxygen)	B	-	-		As required by 14 CFR.

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
35 – <u>OXYGEN</u>					
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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
36 – PNEUMATIC						
10-1	Engine Bleed Air SOVs (14 th Stage) (601, 601-3A, 601-3R, 604, 605)	C	2	1	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)					
	1) 8 th Stage (600)	C	2	1	1	(O) May be inoperative provided bleed air pressure is checked to be available from both engines.
	2) 10 th Stage (601, 601-3A, 601-3R)	C	2	1	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)	C	2	1	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					
	1) 600, 601, 601-3A, 601-3R	C	2	1	1	Either loop A or B may be inoperative provided: a) Remaining loop is operative, and b) DUCT MON switch is selected to operative loop position.
	2) 604, 605	C	2	1	1	(O) Either loop A or B may be inoperative provided neither loop is failed OPEN.

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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(including wheelchair accessible lavatories)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, 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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		3.	4.
						NUMBER REQUIRED FOR DISPATCH	
						REMARKS OR EXCEPTIONS	
38 – <u>WATER/WASTE</u>							
10-3	Lavatory External Service Cap	C	1	0	0	(M) May be inoperative or missing provided:	<ul style="list-style-type: none"> a) Waste valve is verified closed prior to each flight, and b) No leakage can be detected after each servicing.

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
45 – <u>CENTRAL MAINTENANCE COMPUTER</u>					
45-1 Maintenance Diagnostic Computer (MDC) (604, 605, 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.

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR 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.	
		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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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
46 – INFORMATION SYSTEMS							
10-2	Integrated Flight Information System (IFIS) (605, 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 ITEM NUMBERS	2.	3. NUMBER INSTALLED		4. REMARKS OR 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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
49 – AIRBORNE AUXILIARY POWER					
00-1	APU Bleed Air SOV (Load Control Valve)	C	1	0	(M) May be inoperative CLOSED.
00-2	Auxiliary Power Unit (APU)				
	1) Aircraft with Generator P/Ns 720845, 720845A, 720845B	C	1	0	(M) May be inoperative provided any main generator with these P/Ns has more than 150 operating hours.
	2) Aircraft with other Generator P/Ns	C	1	0	
00-3	APU / START / STOP / AVAIL (Light Function Only) (604, 605)	C	1	0	
40-1	APU Start Battery (600***, 601 ***) (601-3A)	-	-	-	Moved to 24-30-3.
50-1	APU Load Control Valve (APU LCV) Fail Switchlight (light function only) (604, 605)	C	1	0	
61-1	Electronic Control Unit (ECU)	C	1	0	(M) May be inoperative provided the APU is considered inoperative.
70-1	APU Hour Meter (600, 601, 601-3A, 601-3R, 604, 605)	C	1	0	(O) May be inoperative provided alternate means of recording is established.
	1) (604, 605) ***	D	-	1	

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
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)	C	1	0		(M) May be inoperative provided door is manually verified operative OPEN and CLOSED without any interference.

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH	4.	REMARKS OR EXCEPTIONS
52 – DOORS									
30-1	Baggage Door Counterbalance Systems (balance springs)	C	2	0	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	0			May be inoperative provided: a) All four latches are engaged as indicated by witness marks, b) Inner Handle is properly stowed, c) External handle is properly stowed, and verified by dispatch crew, d) CL-600 airstair is properly stowed, and e) Actuator arming latch is disengaged.	
70-2	Passenger Door Indication System (604, 605)	A	1	0	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 three flight days.	
70-3	BAG DR UNSAFE Caution Light (600, 601, 601-3A, 601-3R)	C	1	0	0			May be inoperative provided it is verified before flight that the door is CLOSED and LATCHED.	

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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
52 – DOORS					
70-4	Baggage Door Indication System (604, 605)	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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
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)	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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
56 – <u>WINDOWS</u>					
10-1 Windshield Face Ply (Sierracin and Sully Windshield)	-	-	-	-	Deleted in Revision 9.

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH
71 - <u>POWERPLANT</u>					4. REMARKS OR EXCEPTIONS
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 & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
			2.	3.	4.		
73 – <u>ENGINE FUEL & CONTROL</u>							
30-1	Fuel Temperature Indicating Systems	C	2	1	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	2	(M) Either vertical scale or digital indication but not both may be inoperative on each side provided: <ul style="list-style-type: none"> a) Fuel Quantity Indicating System is operative, b) N1, N2 and ITT indications for the associated engine are operative, and c) Affected digital indicator is covered. NOTE: Inoperative Fuel Flow Indicating System may cause Fuel Used Indicating System to be inoperative.	
	1) Left Vertical Scale Lamps	C	28	14	14	(O) May be inoperative provided no two adjacent lamps on the affected scale are inoperative.	
	2) Right Vertical Scale Lamps	C	28	14	14	(O) May be inoperative provided no two adjacent lamps on the affected scale are inoperative.	
31-2	EICAS Fuel Flow "FF" Readouts (604, 605)	C	2	1	1	May be inoperative provided: <ul style="list-style-type: none"> a) Fuel Quantity Indication System is operative, b) FMS Fuel Used Indication is considered inoperative and not used, and c) FMS Fuel Remaining Indication is considered inoperative and not used. 	

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
73 – <u>ENGINE FUEL & CONTROL</u>							
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	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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
74 – IGNITION						
10-1	Ignition Exciters (Lycoming Engines Only) (600)	C	4	2	2	One exciter per engine may be inoperative provided take-off is not conducted in heavy precipitation, or on a runway surface covered with standing water, slush or snow.
10-2	Igniter Plugs (Lycoming Engines Only) (600)	C	4	2	2	One Igniter Plug per engine may be inoperative provided take-off is not conducted in heavy precipitation, or on a runway surface covered with standing water, slush or snow.
11-1	Ignition Systems (601, 601-3A, 601-3R, 604, 605)					
	1) A Systems	B	2	1	1	May be inoperative provided: a) Both B Systems are operative, and b) Take-off in heavy precipitation, or on a runway surface covered with standing water, slush or snow is prohibited.
	2) B Systems	B	2	0	0	Both may be inoperative provided: a) Both A Systems are operative, and b) Take-off in heavy precipitation, or on a runway surface covered with standing water, slush or snow is prohibited.
11-2	Relight Ignition System Switch (600, 601)	C	1	0	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	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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SYSTEM & SEQUENCE ITEM NUMBERS	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
74 – <u>IGNITION</u>					
30-1	IGNITION A/B "ARM/ON" Switch Lights (light function only) (604, 605)	C	2	0	
30-2	IGNITION CONT "ON" Switch Light (light function only) (604, 605)	C	1	0	

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
76 – ENGINE CONTROLS								
00-1	Engine Speed Control Systems							
	1) (601, 601-3A, 601-3R, 604 <u>without</u> Autothrottle System)	C	2	0	(O) One or both may be inoperative provided:			
					a) Both ENG SPEED CONTROL switches are selected OFF,			
					b) APR is selected OFF, and			
					c) Operations are conducted in accordance with AFM APR inoperative performance data,			
	2) (601, 601-3A, 601-3R, 604 <u>with</u> Autothrottle System) (605)	C	2	0	(O) One or both may be inoperative provided:			
					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.			
10-1	Automatic Power Reserve (APR) System (601, 601-3A, 601-3R, 604, 605)	C	1	0	May be inoperative in accordance with performance requirements defined in the AFM applicable to take-off with APR selected OFF.			
11-1	Engine Speed Synchronizer System (600)	C	1	0	(O) May be inoperative provided ENG SYNC CONTROL switch is selected OFF.			
20-1	Engine Overspeed Pickups (Primary Overspeed Protection System) (600)	C	4	2	(O) One per engine may be inoperative provided the associated engine is shut down using the engine overspeed procedure once each flight day.			
					NOTE: Reference AFM Abnormal Procedures - Power Plant Malfunction for Speed Control System malfunction.			

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
77 – <u>ENGINE INDICATING</u>							
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.		
	(Con't)						

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1. SYSTEM & SEQUENCE ITEM NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
77 – <u>ENGINE INDICATING</u>							
10-2	N2 Vertical Scale Indicators (600) (601, 601-3A 601-3R) (Con't)	0					
	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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
77 – ENGINE INDICATING							
20-1	ITT Indicators (600, 601, 601-3A, 601-3R)	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: <ol style="list-style-type: none"> 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. 		
	1) Vertical scale lamps						
	a) Left	B	28	14	(O) One or more lamps may be inoperative provided: <ol style="list-style-type: none"> a) No two adjacent lamps may be inoperative, b) 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) Right	B	28	14	(O) One or more lamps may be inoperative provided: <ol style="list-style-type: none"> a) No two adjacent lamps may be inoperative, b) 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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			3.	NUMBER REQUIRED FOR DISPATCH	
77 – <u>ENGINE INDICATING</u>					
20-2 DGT OFF switch (600, 601, 601-3A, 601-3R)	C	1	0	0	(M) May be inoperative ON provided any inoperative digital indicator is covered.
30-1 Engine Vibration Monitor	B	2	1	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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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		3.	NUMBER REQUIRED FOR DISPATCH		4.	REMARKS OR EXCEPTIONS	
78 – <u>ENGINE EXHAUST</u>											
30-1	Thrust Reverser Systems	C	2	1							
											(M) May be inoperative provided: <ul style="list-style-type: none"> a) Affected thrust reverser does not have structural damages other than cracks in the cascades. b) Affected Thrust Reverser is secured and deactivated, c) Nosewheel Steering System is operative, and d) For Take-off on wet or contaminated runways and landing on contaminated runways, operations are conducted in accordance with: <p>(600, 601, 601-3A, 601-3R) AFM Supplement 2 (Operations on Contaminated Runways.)</p> <p>(604, 605) AFM Supplement 2 (Operations on Wet and Contaminated Runways.)</p> <p>NOTE: Cracks in the cascades must be repaired or cascades replaced before the affected thrust reverser is activated.</p>

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SYSTEM & SEQUENCE ITEM NUMBERS		1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
79 – ENGINE OIL						
12-1	Oil Replenishment System (601, 601-3A, 601-3R, 604, 605)	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)	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 two minutes prior to departure.
30-3	Oil Low Pressure Switch (604, 605)	B	2	1		May be inoperative provided both Oil Pressure Readouts are operative.