



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 10
Date: 08/11/2016

Dassault Aviation Falcon 7X/8X

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73	ENGINE FUEL AND CONTROL	73-1 to 73-2	10	08/11/2016
74	IGNITION	74-1	Original	05/10/2007
77	ENGINE INDICATING	77-1	10	08/11/2016
78	EXHAUST	78-1	10	08/11/2016
79	ENGINE OIL	79-1	6	04/18/2013
80	STARTING	80-1	8	01/12/2015

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LOG OF REVISIONS

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0	05/10/2007	Original Issue
1	11/09/2007	
2	04/03/2008	
3	10/07/2010	
4	01/14/2012	
5	04/20/2012	
6	04/18/2013	
7	12/26/2013	
8	01/12/2015	
9	10/04/2015	
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HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, the Falcon 7X Master Minimum Equipment List has been revised. Replace affected pages with Revision No. 10 for a complete, up-to-date MMEL.

Item	Name
ATA 21 Item 21-5.1) Item 21-5.3) Item 21-11 Item 21-19 Item 21-20 Item 21-21 Item 21-22 Item 21-23 Item 21-24 Item 21-25 Item 21-26	AIR CONDITIONING Added applicability Corrected typo Standardized wording Note wording clarification Added new item (RESERVED) Added new item for 8X Added new item Added new item Added new item Added new item for 8X Added new item
ATA 22 Item 22-4	AUTOFLIGHT Deleted (previously RESERVED)
ATA 23 Item 23-4 Item 23-5 Item 23-6.1).a) Item 23-13.1) Item 23-13.2)	COMMUNICATIONS Modified according PL-58 Modified according PL-9 Added new dispatch case IAW Policy Letter 09 (O) is removed and a second dispatch case is added (O) is removed and a second dispatch case is added
ATA 24 Item 24-4.4) Item 24-7	ELECTRICAL POWER Added new item Added new item
ATA 25 Item 25-3 Item 25-3.3).a) Item 25-3.3).b) Item 25-14 Item 25-15 Item 25-17.2) Item 25-17.3) Item 25-17.4) Item 25-18 Item 25-22 Item 25-23 Item 25-24 Item 25-25	EQUIPMENT/FURNISHINGS (O) is added (O) is added (O) is added Modified Modified item reference Added applicability Moved item Added new item Modified applicability and provisos Added new item Added new item Added new item Moved from item 25-17.3) and added proviso
ATA 26 Item 26-6 Item 26-7	FIRE PROTECTION Modified according PL-24 Modified proviso

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HIGHLIGHTS OF CHANGE

ATA 27	FLIGHT CONTROLS
Item 27-1	Modified proviso
Item 27-2	Modified provisos
Item 27-3	Modified proviso
Item 27-4	Modified proviso
Item 27-5	Modified proviso
Item 27-6	Modified proviso
Item 27-7	Modified proviso
Item 27-9	Modified proviso
Item 27-10	Modified proviso
Item 27-11	Modified proviso
Item 27-12	Modified proviso
Item 27-13	Modified proviso
Item 27-14	Modified proviso
ATA 28	FUEL
Item 28-1	Modified item for addition of 8X
Item 28-2	Modified item for addition of 8X
Item 28-3	Modified item for addition of 8X
Item 28-4	Modified item for addition of 8X
Item 28-5	Modified item for addition of 8X
Item 28-7	Added a new proviso
Item 28-9	Modified provisos
Item 28-10	Modified item for addition of 8X
Item 28-11	Modified item for addition of 8X
Item 28-12	Added new item for 8X
Item 28-13	Added new item for 8X
Item 28-14	Added new item for 8X
ATA 30	ICE AND RAIN PROTECTION
Item 30-4	Modified proviso
Item 30-7	Changed repair interval, changed number installed and added new proviso
Item 30-8	Added applicability
ATA 31	INDICATING/RECORDING SYSTEMS
Item 31-9	Added new proviso

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HIGHLIGHTS OF CHANGE

ATA 32	LANDING GEAR
Item 32-2	Modified item name
Item 32-4	Clarified item
Item 32-5	Modified provisos
Item 32-6	Modified to exclude 8X
Item 32-7	Added (M)
Item 32-8	Added new item
ATA 33	LIGHTS
Item 33-5	Modified item name
Item 33-6	Modified in accordance PL72
Item 33-7	Modified proviso
Item 33-8.1)	Modified proviso
Item 33-9	Modified proviso
Item 33-10	Modified proviso
Item 33-14	Modified proviso
Item 33-15	Added new item
ATA 34	NAVIGATION
Item 34-2	Note wording clarification
Item 34-3	Modified proviso and dispatch case related to M-OPT0019 removed
Item 34-4	Added new proviso with (M)
Item 34-6	Modified proviso
Item 34-7	Modified item for addition of M1254
Item 34-8	Modified provisos
Item 34-9	Modified provisos
Item 34-11.1).c)	Added new sub item
Item 34-12	Modified to exclude M1254
Item 34-13	Added (O)
Item 34-14.1).c)	Added dispatch case
Item 34-14.5)	Deleted
Item 34-22	Added dispatch case
Item 34-25	Modified item name and added dispatch case
Item 34-28	Modified item for addition of M1254
Item 34-31	Added new item

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HIGHLIGHTS OF CHANGE

ATA 36	PNEUMATIC
Item 36-2	Modified note
Item 36-2.1)	Modified to exclude 8X and modified note
Item 36-4	Modified item name and modified note
Item 36-5	Modified item name and modified note
Item 36-6	Modified item name and modified note
Item 36-9	Modified item name
ATA 38	WATER/WASTE
Item 38-1	Modified item for addition of M-OPT0761
Item 38-5	Added new item
Item 38-6	Added new item
Item 38-7	Added new item
ATA 45	CENTRAL MAINTENANCE SYSTEM
Item 45-2	Added new item
ATA 46	INFORMATION SYSTEMS
Item 46-2	Added new item
ATA 49	AIRBORNE AUXILIARY POWER
Item 49-1	Deleted dispatch case
ATA 52	DOORS
Item 52-4.1)	Deleted (M) and added (O)
ATA 73	ENGINE FUEL AND CONTROL
Item 73-2	Modified proviso
ATA 77	ENGINE INDICATING
Item 77-1	Modified item name
ATA 78	EXHAUST
Item 78-1	Modified item for addition of 8X

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DEFINITIONS

Refer to the current FAA MMEL Policy Letter PL-25, Policy Concerning MMEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) Web site at:

[FSIMS - Publications - MMEL Policy Letters](#)

In addition to the definitions contained in Policy Letter 25, for the purpose of this document, the following definitions apply.

Icy Runway means a runway on which there is ice, as defined hereafter: Water which has frozen on the runway surface, including the condition where compacted snow transitions to a polished ice surface.

PREAMBLE

For the MMEL, Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, The Preamble may be found on the FAA Flight Standards Information Management System (FSIMS) Web site at:

[FSIMS - Publications - MMEL Policy Letters](#)

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		21 AIR CONDITIONING			
1. Cabin Pressure Control System (CPCS)					
1) Automatic Mode	C	1	0	(O) May be inoperative provided: a) Flight is conducted in non-pressurized configuration, and b) Destination airfield landing elevation and current airfield elevation are below 8,000 feet.	
2) LOW Cabin Altitude Rate Mode	C	1	0		
2. Cabin Ventilation Valve Automatic Controller Channels					
	B	2	1	(O) One may be inoperative provided: a) Cabin ventilation valve is verified operative in manual mode, and b) Baggage ventilation valve is verified operative in manual mode.	
	C	2	0	Both may be inoperative provided automatic mode of cabin pressure control system is considered inoperative (refer to item 21-1).	

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
21	AIR CONDITIONING				
3.	Baggage Ventilation Valve Automatic Controller Channels	C	2	1	(O) One may be inoperative provided: a) Cabin ventilation valve is verified operative in manual mode, and b) Baggage ventilation valve is verified operative in manual mode.
		C	2	0	(O) Both may be inoperative provided: a) Both cabin ventilation valve automatic controller channels are operative, b) Baggage ventilation valve is verified operative in manual mode, c) Baggage ventilation valve is set to closed position before takeoff, and d) Flight level is limited to FL 400 or below.
4.	Pressurization Indications (in ECS synoptic)	C	3	0	(O) One or more may be inoperative provided the flight is conducted in non-pressurized configuration.

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		21 AIR CONDITIONING				
5. Air Management Modules (AMM)						
1) AMM #1 (A/C without M1000)	C	1	0	0	May be inoperative provided: a) AMM #2 and AMM #3 are operative, b) Engine #1 bleed air system is considered inoperative (refer to item 36-1), c) Wing anti-icing control valve is considered inoperative (refer to item 30-2), d) S-Duct anti-icing control valve is considered inoperative (refer to item 30-3), and e) Brake heating system is considered inoperative (refer to item 30-8).	
2) AMM #2	A	1	0	0	May be inoperative for one flight provided: a) AMM #1 and AMM #3 are operative, b) Engine #2 bleed air system is considered inoperative (refer to item 36-1), c) Wing anti-icing control valve is considered inoperative (refer to item 30-2), d) S-Duct anti-icing control valve is considered inoperative (refer to item 30-3), and e) Cabin and cockpit manual temperature controls are considered inoperative (refer to items 21-8 and 21-10).	
3) AMM #3	A	1	0	0	May be inoperative for one flight provided: a) AMM #1 and AMM #2 are operative, b) Engine #3 bleed air system is considered inoperative (refer to item 36-1), c) Cabin and cockpit automatic temperature controls are considered inoperative (refer to items 21-8 and 21-10), and d) Humidifier, if installed, is not used (refer to item 21-13).	

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
21	AIR CONDITIONING				
6.	Cabin Zone Temperature Sensors	C	2	1	One may be inoperative.
		C	2	0	Both may be inoperative provided cabin automatic temperature control is considered inoperative (refer to item 21-8).
7.	Cockpit Zone Temperature Sensor	C	1	0	May be inoperative provided cockpit automatic temperature control is considered inoperative (refer to item 21-10).
8.	Cabin Temperature Control				
1)	Automatic Mode	C	1	0	(O) May be inoperative provided cabin manual temperature control is verified operative.
2)	Manual Mode	C	1	0	May be inoperative provided cabin automatic temperature control is operative.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
21	AIR CONDITIONING				
9.	Remote Temperature Control	D	1	0	
10.	Cockpit Temperature Control				
1)	Automatic Mode	C	1	0	(O) May be inoperative provided cockpit manual temperature control is verified operative.
2)	Manual Mode	C	1	0	May be inoperative provided cockpit automatic temperature control is operative.
11.	Lounge Valves	C	2	0	(M) One or more may be inoperative provided: a) Lounge valves are secured in open position, and b) Cabin temperature control automatic mode is operative.
12.	Crew Hot Air LH/RH Distribution Control (Foot Warmer)	C	1	0	
13.	Humidifier System (M-OPT0045) ***	D	1	0	(M) May be inoperative provided: a) HUMID pushbutton is set to OFF, b) Humidifier air valve is verified in closed position, c) Humidifier is purged, and d) Humidifier water shut off valve is verified in closed position.
1)	Humidifier Control Sensor	D	1	0	May be inoperative provided HUMID pushbutton is set to OFF.
14.	Turbine Bypass Valve (TBPV)	C	1	0	(M) May be inoperative provided it is secured in closed position.

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		21 AIR CONDITIONING				
15.	Baggage Compartment Basic Leakage Detector (A/C with M0566)	C	1	0	(O) May be inoperative provided: a) LH and RH FCS zone temperature sensors are verified operative, and b) ARINC Communication between PCB Fan and MAU is verified operative.	
16. ***	Baggage Compartment Optional Leakage Detector (M-OPT0045/ M-OPT0182) (A/C with M0566)	D	1	0	(O) May be inoperative provided: a) LH and RH FCS zone temperature sensors are verified operative, and b) ARINC Communication between PCB Fan and MAU is verified operative.	
17.	ARINC Communication Between PCB Fan and MAU (A/C with M0566)	C	1	0	(M) May be inoperative provided the discrete overheat system is verified operative.	
18.	Air Conditioning Main Pack					
1)	Air Cycle Machine (ACM)	B	1	0	(O) May be inoperative provided: a) SAT at the departure airport is at or below 25 degrees C (77 degrees F), b) The number of persons on board (including crew) is limited to 7, c) Flight is not conducted into known or forecast icing conditions, d) Aircraft is operated in ECS BACKUP mode until beginning of cruise except for preflight test, and e) Climb and descent phases are minimized.	
19. ***	Baggage Cooling Valve (M-OPT0706)	D	1	0	(O) May be inoperative provided it is secured in closed position. NOTE 1: Atlas containers are not chilled with Baggage Cooling Valve closed NOTE 2: PAX number limitation to 17 (for A/C with M-OPT0706) is not applicable with this dispatch configuration.	
20.	Pilot Trim Valve				RESERVED.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
21	AIR CONDITIONING					
21.	Galley Zone Temperature Sensor (A/C with M1000)	C	1	0		
22.	Cockpit Cold Line Flow Sensor	C	1	0	May be inoperative provided:	
					a) Number of passengers is limited to 18, b) PACK is set to NORMAL, c) All other ATA 21 items must be operative, d) Galley and mid cabin dividers are placarded "DO NOT CLOSE" and remain open during all phases of flight, and e) If installed, Baggage Cooling Valve (M-OPT0706) is considered inoperative (item 21-19).	
23.	Gasper Pressure Sensor (A/C without M1000)	C	1	0	May be inoperative provided:	
					a) Number of passengers is limited to 13, b) Smoking is not authorized and NO SMOKING sign remains illuminated during all phases of flight, c) PACK is set to NORMAL, d) All other ATA 21 items must be operative, e) Galley and mid cabin dividers are placarded "DO NOT CLOSE" and remain open during all phases of flight, and f) If installed, Baggage Cooling Valve (M-OPT0706) is considered inoperative (item 21-19).	

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		21	AIR CONDITIONING		
23.	Gasper Pressure Sensor (Cont'd) (A/C with M1000)	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Number of passengers is limited to 12, b) Smoking is not authorized and NO SMOKING sign remains illuminated during all phases of flight, c) PACK is set to NORMAL, d) All other ATA 21 items must be operative, e) Galley and mid cabin dividers are placarded "DO NOT CLOSE" and remain open during all phases of flight, and f) If installed, Baggage Cooling Valve (M-OPT0706) is considered inoperative (item 21-19).
24.	Cockpit Hot Line Differential Pressure Sensor	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Number of passengers is limited to 18, b) PACK is set to NORMAL, c) All other ATA 21 items must be operative, d) Galley and mid cabin dividers are placarded "DO NOT CLOSE" and remain open during all phases of flight, and e) If installed, Baggage Cooling Valve (M-OPT0706) is considered inoperative (item 21-19).
25.	Galley Hot Line Differential Pressure Sensor (A/C with M1000)	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Number of passengers is limited to 18, b) PACK is set to NORMAL, c) All other ATA 21 items must be operative, d) Galley and mid cabin dividers are placarded "DO NOT CLOSE" and remain open during all phases of flight, and e) If installed, Baggage Cooling Valve (M-OPT0706) is considered inoperative (item 21-19).
26.	Under Floor Option Bay Cooling Valve (A/C with M-OPT0697 or M1000)	C	1	0	(O) May be inoperative provided it is set in closed position and verified closed before each departure.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
22 AUTOFLIGHT					
1.	Autopilot Function (AP)	B	1	0	(O) May be inoperative provided: a) Approach and landing minima do not require its use, b) Enroute operations do not require its use, and c) Number of flight legs and flight leg durations are acceptable to the flightcrew.
2.	Flight Director Channels (FD #1 and FD #2)	C	2	1	One may be inoperative provided approach and landing minimums do not require its use.
3.	Flight Director (FD) Upper Modes	C	-	-	(O) One or more may be inoperative provided: a) Approach and landing minima do not require use of the inoperative FD upper mode(s), and b) Enroute operations do not require use of the inoperative FD upper mode(s). NOTE 1: Any upper mode which is operative may be used. NOTE 2: This item includes associated controls/readouts on guidance panel.
4.	Takeoff/Go-Around (TOGA) Mode				DELETED Revision 10.
5.	Touch Control Steering (TCS) Mode	C	1	0	May be inoperative. NOTE: This item includes TCS switches on side-sticks.

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			2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTOFLIGHT				
6.	Autothrottle Function (AT)	C	1	0	May be inoperative provided minimums do not require its use.
7.	Thrust Director (TD)	C	1	0	May be inoperative. NOTE: AT function is inoperative.
8.	FD/TD Pushbuttons (on Guidance Panel)	C	2	1	(O) One may be inoperative provided FD and TD symbols are verified operative.
		C	2	0	(O) Both may be inoperative provided: a) FD and TD symbols are verified operative, and b) Approaches do not require its use.
9.	AP Pushbutton (on Guidance Panel)	B	1	0	May be inoperative provided AP function is considered inoperative (refer to item 22-1).
10.	AT Quick Disconnect Switches (on Throttle Quadrant Assembly)	C	2	1	One may be inoperative provided: a) AT pushbutton on guidance panel is operative, and b) Autothrottle is not used below 1,500 feet AGL.
		C	2	0	Both may be inoperative provided: a) AT pushbutton on guidance panel is operative, and b) Autothrottle is not used below 10,000 feet AGL.
11.	AT Pushbutton (on Guidance Panel)	C	1	0	May be inoperative provided AT function is considered inoperative (refer to item 22-6).
12.	APP Pushbutton (on Guidance Panel)	C	1	0	(O) May be inoperative provided approaches do not require its use.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
23	COMMUNICATIONS				
1.	VHF Communication Systems	D	3	-	(O) Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or DC Transfer Bus and not required for emergency procedures. NOTE: VHF #1 communication system must be operative and tunable.
1)	Tuning Means	C	4	2	Any in excess of two may be inoperative provided there remains one means to tune each VHF at each pilot's station.
2.	HF Communication Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.
		C	2	1	(O) May be inoperative while conducting operations that require two Long Range Communications Systems (LRCS) provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.
3.	Third Audio Panel (non-commercial operators only)	D	1	0	May be inoperative. NOTE: Air carriers use relief of chapter 25, item 2.

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
23	COMMUNICATIONS				
4.	Flight Deck Headsets Earphones/Headphones and Boom Microphones				
	(Operator other than a holder of an air carrier or commercial operator certificate)	D	-	-	Any in excess of those required by regulation may be inoperative.
1)	Headset Boom Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.
	(Holder of an air carrier or commercial operator certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.
	(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.
2)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
	(Holder of an air carrier or commercial operator certificate)	D	-	-	Any in excess of those required by regulation may be inoperative.
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
4)	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.
	(Holder of an air carrier or commercial operator certificate)	D	-	0	Any in excess of those required by regulation may be inoperative.
	(Operator other than a holder of an air carrier or commercial operator certificate)	D	-	-	Any in excess of those required by regulation may be inoperative.

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23	COMMUNICATIONS				
5.	Public Address System (PA)	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.
1)	Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
23 COMMUNICATIONS					
6.	Flight Crew Interphone System				
1)	Passenger Configuration				
a)	Flight Deck to Cabin/Cabin to Flight Deck Functions	C	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50 percent of the cabin handsets, and b) Alternate communications procedures between the affected flight attendants station(s) are established and used. NOTE: Any station function(s) that operate normally may be used.
		C	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal, and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.
b)	Flight Deck to Ground Function	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
2)	Cargo Configuration				
a)	Flight Deck to Cabin/Cabin to Flight Deck Functions	C	-	0	(O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
b)	Flight Deck to Ground Function	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
23 COMMUNICATIONS					
7.	Handheld Mics	C	-	-	One or more may be inoperative or missing provided associated headset (including boom microphone) is operative.
8.	Cockpit Loudspeakers	C	2	0	One or more may be inoperative provided headsets are installed and used.
9. ***	SATCOM	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.
10. ***	AFIS/SAT AFIS	C	1	0	May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
11. ***	Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
1)	Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
12. ***	Data Collection Transmission Unit (DCTU/FAST) System (A/C with M-OPT0320)	D	1	0	(O) May be inoperative provided: a) Data Transmission Unit (DTU) Switch is set to OFF, and b) Engine data download is performed every 50 flight-hours up to 1,200 flight-hours and 25 flight-hours thereafter or once every 2 months, whichever comes first.

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23	COMMUNICATIONS				
13. ***	Controller Pilot Data Link Communication (CPDLC)				
1)	ATN B1 Function (A/C with M-OPT0642)	D	1	0	May be inoperative provided procedures do not require its use.
		C	1	0	(O) May be inoperative provided alternate procedures are established and used.
2)	FANS-1A Function (A/C with M-OPT0652)	D	1	0	May be inoperative provided enroute operations do not require its use.
		C	1	0	(O) May be inoperative provided alternate procedures are established and used.

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		24 ELECTRICAL POWER				
1.	DC External Power System	C	1	0	May be inoperative provided APU electrical generation system is operative.	
2.	Ram Air Turbine (RAT) Generator Heater	A	1	0	May be inoperative for one flight.	
3.	APU Electrical Generation System	C	1	0		
4.	Engine-Driven Generators					
1)	Diodes	A	3	2	Engine-driven generator #1 or #3 diodes may be inoperative for one flight provided the associated GEN# switch on the overhead panel is set to OFF.	
2)	Generator Line Contactor (GLC)	A	3	2	(O) GLC #1 or #3 may be inoperative for one flight provided: a) Associated GEN switch on the overhead panel is set to OFF position, and b) GLC is verified in open position.	
3)	Bearing Sensors (A/C with M0650)	A	3	2	One may be inoperative provided repairs are made within 10 consecutive calendar-days.	
4)	Generator Control Unit (GCU) Paralleling Function (A/C with M1401)	C	3	2	(O) One may be inoperative provided: a) All 3 Engine-Driven Generators come on line and normally deliver current when APU is OFF, and b) No other fault of the electrical power system is indicated.	
5.	Battery Temperature Indication (Only for Sealed Lead Acid (SLA) batteries)					
1)	A/C without M724	C	2	1	(M) One may be inoperative provided the associated battery heater relay is verified operative every 3 consecutive calendar-days.	
2)	A/C with M724	C	2	1	(O) One may be inoperative provided the associated battery heater system is verified operative.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		24 ELECTRICAL POWER				
6.	Overhead Panel Power Supply Boards					
1)	Channel A LH Main	C	1	0	(M) May be inoperative provided: a) "OCP LH MAIN LH" Circuit Breaker is pulled and collared, and b) All other Overhead Panel Power Supply Boards are operative.	
2)	Channel B RH Main	C	1	0	(M) May be inoperative provided: a) "OCP RH MAIN RH" Circuit Breaker is pulled and collared, and b) All other Overhead Panel Power Supply Boards are operative.	
7. ***	A/C Distribution System (115/230 VAC)	C	1	0	May be inoperative provided: a) 115/230 VAC Switch/Light is set OFF, b) EFB devices (supplied using AC outlets), if installed, are considered inoperative (refer to item 46-1.2)), and c) Airshow System (M-OPT0030), if installed, is considered inoperative (refer to item 46-2).	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
25	EQUIPMENT/FURNISHINGS					
1.	Flightcrew Seats					
1)	Power Adjustments	D	2	0		May be inoperative for each flightcrew member.
2)	Manual Adjustments					
a)	Vertical and Recline Adjustments	B	2	0		One or more may be inoperative provided, for each flightcrew member, the associated power control is operative.
		B	2	0		(M) One or more may be inoperative provided, for each flightcrew member, the associated seat is secured or locked in a position acceptable to the flightcrew member.
b)	Other Adjustments	C	-	0		One or more may be inoperative provided: a) Associated seat is secured in a position acceptable to the flightcrew member, and b) Longitudinal adjustments must be operative. NOTE: This includes lateral adjustments.
3)	Armrests	C	4	0		One or more may be inoperative provided: a) Affected armrest is in up position, b) It does not hinder an emergency evacuation or any other flight deck duties, and c) Seat is acceptable to the flightcrew member.
		C	4	0		(M) One or more may be inoperative provided: a) Affected armrest is removed, and b) Seat is acceptable to the flightcrew member.

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25	EQUIPMENT/FURNISHINGS				
2.	Third Crewmember Seat (including associated equipment)	A	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight days.
		A	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for the performance of official duties, and c) Repairs are made within 2 flight days. <p>NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.</p> <p>NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat.</p> <p>NOTE 3: When not occupied, the observer seat must be stowed so as to not impede egress from the cockpit.</p>
1) ***	Additional Observer Seat(s) (including associated equipment)	D	-	0	NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
2)	Observer Seat Not Required by 14 CFR (including associated equipment)	D	-	0	NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

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		4. REMARKS OR EXCEPTIONS			
25 EQUIPMENT/FURNISHINGS					
3.	Passenger Seats	D	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
1)	Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.
		D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.
2)	Underseat Baggage Restraining Bars				DELETED Revision 9.
3)	Armrest				
a)	Armrest with Recline Mechanism	D	-	-	(O) May be inoperative or missing and seat occupied provided: <ul style="list-style-type: none"> a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
b)	Armrest without Recline Mechanism	D	-	-	(O) May be inoperative or missing and seat occupied provided: <ul style="list-style-type: none"> a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.

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		4. REMARKS OR EXCEPTIONS			
25	EQUIPMENT/FURNISHINGS				
4.	Flashlights	C	-	-	One or more may be inoperative provided each required crew member assigned to affected position has an operative flashlight.
5.	Protective Breathing Equipment (PBE)				Refer to ATA 35.
6.	Life Rafts	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
7.	Crash Axes	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
8.	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
9.	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 one flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
10.	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 one flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
11.	Emergency Locator Transmitter (ELT)				Refer to ATA 31.

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		2. NUMBER INSTALLED			
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25 EQUIPMENT/FURNISHINGS					
12.	Lifejackets	D	-	-	Any in excess of the minimum required may be missing or inoperative, provided: a) Inoperative lifejacket is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution of serviceable lifejackets is maintained.
13.	Exterior Lavatory Door Ashtrays				
1)	A/C with more than one exterior lavatory door ashtray	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 included in the total aircraft exterior lavatory door ashtray count.
2)	A/C with only one exterior lavatory door ashtray	A	1	0	May be missing or inoperative for 10 days.
14.	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the aircraft operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.
15.	Cockpit Convenience Items				Refer to item 25-14.

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		25	EQUIPMENT/FURNISHINGS			
16. ***	Emergency Vision Assurance System (EVAS) (A/C with M-OPT0023)	C	2	0	One or more may be inoperative provided the failed EVAS ON/OFF power switch is set to OFF position.	
		D	2	0	(M) One or more may be inoperative provided the failed EVAS unit is removed from the cockpit.	
17. ***	Stow Table Annunciation System (A/C with M-OPT0649)					
1) ***	EXIT TABLE DEPLOYED Light (A/C without M-OPT0785)	C	1	0	(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, and b) Table is placarded "DO NOT USE".	
2) ***	STOW TABLE Ordinance Sign (A/C without M-OPT0717)	C	1	0	(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, and b) Table is placarded "DO NOT USE".	
3) ***	Cabin Sonalert				Refer to item 25-25.	
4) ***	"EXIT ACCESS NOT READY" Ordinance Sign (A/C with M-OPT0717)				Refer to item 25-24.	

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		25	EQUIPMENT/FURNISHINGS			
18. ***	Aft Vacuum Toilet (A/C with M1000 or M-OPT0038)	D	1	0	(M)(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, b) Flush valve is secured in closed position, c) "VACUUM GENERATOR" Circuit Breaker is pulled and collared, d) Waste tank assembly is drained and rinsed, and e) Aft vacuum toilet is placarded "DO NOT USE".	
1)	Rinse Valve	D	1	0	(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, and b) Aft vacuum toilet is placarded "DO NOT USE".	
2)	Flush Valve	D	1	0	(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, b) Flush valve is secured in closed position, and c) Aft vacuum toilet is placarded "DO NOT USE".	
3)	Vacuum Generator System	D	1	0	(M) May be inoperative provided: a) "VACUUM GENERATOR" Circuit Breaker is pulled and collared, b) Flush and rinse valves are operative, c) "TOILET INOP" sign is operative, and d) Aft vacuum toilet is only used at FL 160 or above.	
4)	TOILET INOP Sign	D	1	0	(O) May be inoperative provided aft vacuum toilet is verified operative on ground before each departure.	
		D	1	0	(O) May be inoperative provided aft vacuum toilet is placarded "DO NOT USE".	

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25	EQUIPMENT/FURNISHINGS				
19. ***	Crew Rest Area (CRA) and Rest Facilities (M-OPT0317 or M-OPT0359)				
1)	Seat	D	1	0	(O) May be inoperative and CRA used for pilot rest provided: <ul style="list-style-type: none"> a) CRA seat is set to the berthing position, and b) CRA seat is placarded "DO NOT OCCUPY". NOTE: A seat with an inoperative seat belt is considered inoperative.
		D	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) CRA seat is blocked and placarded "DO NOT OCCUPY", b) CRA Curtain/Door remains in open position, and c) Operations are not predicated on CRA use. NOTE: A seat with an inoperative seat belt is considered inoperative.
2)	Seat Recline Mechanism	C	1	0	May be inoperative and seat occupied (including during TTOL phases) provided: <ul style="list-style-type: none"> a) Seat is immovable in full upright position, b) Seat belt is operative, and c) Operations are not predicated on CRA use.
3)	Oxygen Mask	D	-	1	Any in excess of one may be inoperative or missing. NOTE: Pilot rests in the position where the operative oxygen mask is the most accessible.
		D	-	0	May be inoperative or missing provided: <ul style="list-style-type: none"> a) CRA seat is blocked and placarded "DO NOT OCCUPY", b) CRA Curtain/Door remains in open position, and c) Operations are not predicated on CRA use.

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25	EQUIPMENT/FURNISHINGS				
19. ***	Crew Rest Area (CRA) and Rest Facilities (M-OPT0317 or M-OPT0359) (Cont'd)				
4)	Emergency Light	D	1	0	May be inoperative or missing provided: a) CRA seat is blocked and placarded "DO NOT OCCUPY", b) CRA Curtain/Door remains in open position, and c) Operations are not predicated on CRA use.
5)	Reading Light System	D	1	0	May be inoperative or missing provided an alternate lighting is used.
6)	Public Address (PA) System Speaker	D	1	0	May be inoperative provided operations do not require its use.
7)	"FASTEN SEAT BELT" or "RETURN TO SEAT" Sign				
a)	A/C with M-OPT0317	D	1	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
b)	A/C with M-OPT0359	D	1	0	May be inoperative or missing provided: a) CRA seat is blocked and placarded "DO NOT OCCUPY", b) CRA Door remains in open position, and c) Operations are not predicated on CRA use.
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		25	EQUIPMENT/FURNISHINGS			
19. ***	Crew Rest Area (CRA) and Rest Facilities (M-OPT0317 or M-OPT0359) (Cont'd)					
8)	"NO SMOKING" Placard and Sign					
a)	A/C with M-OPT0317	D	2	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
b)	A/C with M-OPT0359	D	2	0	May be inoperative or missing provided: a) CRA seat is blocked and placarded "DO NOT OCCUPY", b) CRA Door remains in open position, and c) Operations are not predicated on CRA use.	
9)	Heating System (Fan Heater and/or Carpet Heater)	D	1	0	(M) May be inoperative provided: a) It is set to OFF, b) Relevant Circuit Breakers are pulled and collared, and c) Operations are not predicated on CRA use.	
10)	Curtain or Door	D	1	0	May be inoperative provided: a) CRA Curtain/Door remains in open position, and b) Operations are not predicated on CRA use.	
11)	Flashlight					
a)	A/C with M-OPT0317	D	1	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
b)	A/C with M-OPT0359	D	1	0	May be inoperative or missing provided: a) CRA Door remains in open position, and b) Operations are not predicated on CRA use.	
12)	Berthing Plate	D	1	0	May be inoperative or missing provided operations are not predicated on CRA use.	

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25	EQUIPMENT/FURNISHINGS					
20. ***	Divan Inflatable Restraint System (M-OPT0686)	D	(-)	0	(M) May be inoperative provided: a) Inoperative Divan Inflatable System is deactivated and secured, and b) Forward divan seat is not used for TTOL phases. NOTE: Center and aft divan seats may be used for TTOL phases.	
21. ***	Cabin Divider (A/C with M-OPT0488)					
1) ***	Pocket Sliding Door	D	1	0	(O) May be inoperative provided: a) Pocket Sliding Door is verified stowed before each departure and approach, and b) Pocket sliding door is placarded "DOOR TO REMAIN OPEN ANY TIME".	
2) ***	Pocket Sliding Door Electrical Actuation (M-OPT0488 Electrical Variant)	D	1	0	(M) May be inoperative provided: a) Pocket Sliding Door is secured in open position, and b) Pocket sliding door is placarded "DOOR TO REMAIN OPEN ANY TIME".	
3) ***	AFT CABIN ISOL Light (A/C without M-OPT0785)	C	1	0	(O) May be inoperative provided the Pocket Sliding Door is verified stowed before each departure and approach.	
		D	1	0	May be inoperative provided Pocket Sliding Door is considered inoperative (refer to item 25-21.1) for manual door or item 25-21.2) for electrical actuation).	
4) ***	DOOR MUST BE OPENED AND SECURED – DURING TAXI TAKEOFF OR LANDING Ordinance Sign	C	1	0	(O) May be inoperative provided the Pocket Sliding Door is verified stowed before each departure and approach.	
		D	1	0	May be inoperative provided Pocket Sliding Door is considered inoperative (refer to item 25-21.1) for manual door or item 25-21.2) for electrical actuation).	

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			2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
22.	Fwd Vacuum Toilet (A/C with M-OPT0761)	D	1	0	(M)(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, b) Flush valve is secured in closed position, c) "FWD TOILET - FLUSH" C/B is pulled and collared, d) Waste tank assembly is drained and rinsed, and e) Fwd Vacuum Toilet is placarded "DO NOT USE".
1)	Rinse Valve	D	1	0	(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, and b) Fwd Vacuum Toilet is placarded "DO NOT USE".
2)	Flush Valve	D	1	0	(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, b) Flush valve is secured in closed position, and c) Fwd Vacuum Toilet is placarded "DO NOT USE".
3)	Vacuum Generator System	D	1	0	May be inoperative provided Fwd Vacuum Toilet is considered inoperative (item 25-18).
4)	TOILET INOP Sign	D	1	0	(O) May be inoperative provided Fwd Vacuum Toilet is verified operative on ground before each departure.
		D	1	0	May be inoperative provided Fwd Vacuum Toilet is placarded "DO NOT USE".
23.	Galley Door Micro-Switch	D	-	0	May be inoperative provided the GALLEY MASTER Pushbutton is set OFF during all phases of flight.

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		25	EQUIPMENT/FURNISHINGS			
24.	"EXIT ACCESS NOT READY" Ordinance Sign (A/C with M-OPT0717)	C	1	0	(O) May be inoperative provided: a) Console table, if installed (M-OPT0649 or equivalent), is verified stowed before each departure and approach, and b) Monitored Passenger Seats are verified in TTOL position before each departure and approach.	
		D	1	0	(O) May be inoperative provided: a) Console table, if installed (M-OPT0649 or equivalent), is verified stowed before each departure and approach, b) Console table, if installed (M-OPT0649 or equivalent), is placarded "DO NOT USE", and c) Monitored Passenger Seats are considered inoperative (refer to item 25-3).	
25.	Cabin Sonalert (M-OPT0649 or M-OPT0717)	C	1	0	(O) May be inoperative, if acceptable for crew, provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE", and c) Monitored Passenger Seats, if installed (M-OPT0717 or equivalent), are considered inoperative (refer to item 25-3).	
		C	1	0	(M)(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE", c) Monitored Passenger Seats, if installed (M-OPT0717 or equivalent), are considered inoperative (refer to item 25-3), and d) Cabin sonalert is deactivated.	

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
26	FIRE PROTECTION				
1.	APU Fire Protection System				May be inoperative provided APU is considered inoperative (refer to item 49-1).
2.	Engine Fire Repeater Systems (red lights on throttle levers)	C	3	0	
3.	Engine Decision Help Systems (white LED on DISCH# pushbuttons)	C	3	0	
4.	Baggage Compartment Fire Protection System	C	1	0	(O) May be inoperative provided baggage compartment remains empty.
5.	Rear Compartment Fire Protection System	C	1	0	May be inoperative provided pre-cooler systems are operative.
6. ***	Toilet Smoke Detector	D	-	0	Any in excess of that required by 14 CFR may be inoperative.
7. ***	Aft Lounge Smoke Detector	D	1	0	Any in excess of those required by 14 CFR may be inoperative.
8.	Hand Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
9. ***	Crew Rest Area (CRA) Smoke Detector System (M-OPT0359)	D	1	0	May be inoperative provided: a) Heater system is set to OFF, b) CRA Door remains in open position, and c) Operations are not predicated on CRA use.

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
27	FLIGHT CONTROLS				
1.	Flight Control Computers (FCC)				
1)	Main Flight Control Computers (MFCC)	C	3	2	(O) MFCC #1 or MFCC #3 may be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), b) AHRS channel #1 is verified operative, c) AHRS channel #2 is verified operative, d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and e) Hold time is respected prior to takeoff.
		C	3	2	(O) MFCC #2 may be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), b) AHRS channel #1 is verified operative, c) AHRS channel #2 is verified operative, d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and e) Hold time is respected prior to takeoff.
2)	Secondary Flight Control Computers (SFCC)	C	3	2	(O) One may be inoperative provided: a) AHRS channel #1 is verified operative, b) AHRS channel #2 is verified operative, c) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and d) Hold time is respected prior to takeoff.

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
2.	Flight Data Concentrators (FDC)	C	5	4	(O) FDC #1 may be inoperative provided: <ul style="list-style-type: none"> a) FD #1 is considered inoperative (refer to item 22-2), b) AHRS channel #2 is verified operative, c) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, d) Crosswind at takeoff or landing is limited to 15 knots, e) Airbrakes are manually extended at touch down, and f) Appropriate landing distance increment is applied.
		C	5	4	(O) FDC #2 or FDC #4 may be inoperative provided: <ul style="list-style-type: none"> a) FD #2 is considered inoperative (refer to item 22-2), b) AHRS channel #1 is verified operative, c) AHRS channel #2 is verified operative, d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, e) Hold time is respected prior to takeoff, f) Crosswind at takeoff or landing is limited to 15 knots, g) Airbrakes are manually extended at touch down, and h) Appropriate landing distance increment is applied.
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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
2.	Flight Data Concentrators (FDC) (Cont'd)				
		C	5	4	(O) FDC #3 may be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), b) AHRS channel #1 is verified operative, c) AHRS channel #2 is verified operative, d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, e) Hold time is respected prior to takeoff, f) Crosswind at takeoff or landing is limited to 15 knots, g) Airbrakes are manually extended at touch down, and h) Appropriate landing distance increment is applied.
		C	5	4	(O) FDC #5 may be inoperative provided: a) AHRS channel #1 is verified operative, and b) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		27 FLIGHT CONTROLS				
3.	Actuator Control and Monitoring Units (ACMU)					
1)	ACMU #1 or ACMU #2	C	2	1	(O) ACMU #1 or ACMU #2 may be inoperative provided: a) Other ACMU are operative, and b) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
2)	ACMU #3	C	1	0	(O) ACMU #3 may be inoperative provided: a) Other ACMU are operative, b) Selection and Monitoring #3 (SELMON #3) is operative, c) Horizontal Stabilizer Trim Control #3 (THS #3) is operative, and d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
a)	THS #3	C	1	0	(O) THS #3 may be inoperative provided: a) Other ACMU are operative, b) Selection and Monitoring #3 (SELMON #3) is operative, c) THS Backup Motor is verified operative, d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and e) Aircraft speed is limited to 320 KIAS/MI 0.85.	
b)	SELMON #3	A	1	0	(O) SELMON #3 may be inoperative for one flight provided: a) Other ACMU are operative, b) THS Backup Motor is verified operative, c) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and d) Aircraft speed is limited to 320 KIAS/MI 0.85.	
(Continued)						

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		27 FLIGHT CONTROLS			
3. Actuator Control and Monitoring Units (ACMU) (Cont'd)					
3) ACMU #4	C	1	0	(O) ACMU #4 may be inoperative provided: a) Other ACMU are operative, b) Selection and Monitoring #4 (SELMON #4) is operative, c) Horizontal Stabilizer Trim Control #4 (THS #4) is operative, and d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
a) THS #4	C	1	0	(O) THS #4 may be inoperative provided: a) Other ACMU are operative, b) Selection and Monitoring #4 (SELMON #4) is operative, c) THS Backup Motor is verified operative, d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and e) Aircraft speed is limited to 320 KIAS/MI 0.85.	
4. Maintenance and Avionics Interface Computers (MAIC)					
	C	4	3	(O) MAIC #1 or MAIC #3 may be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), and b) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
	C	4	3	(O) MAIC #2 or MAIC #4 may be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), and b) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
27	FLIGHT CONTROLS				
5.	Front/Rear Rack Power Supplies				
1)	RH Front Power #1	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) FD #1 is considered inoperative (refer to item 22-2), b) FDC #1 is considered inoperative (refer to item 27-2), c) AHRS channel #2 is verified operative, and d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.
2)	RH Rear Power #1	C	1	0	(O) May be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.
3)	LH Front Power #2	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) FD #2 is considered inoperative (refer to item 22-2), b) FDC #2 is considered inoperative (refer to item 27-2), c) AHRS channel #1 is verified operative, d) AHRS channel #2 is verified operative, e) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and f) Hold time is respected prior to takeoff.
4)	LH Rear Power #2	C	1	0	(O) May be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		27 FLIGHT CONTROLS				
5. Front/Rear Rack Power Supplies (Cont'd)						
5) LH Front Power #3	C	1	0		(O) May be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), b) AHRS channel #1 is verified operative, c) AHRS channel #2 is verified operative, d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and e) Hold time is respected prior to takeoff.	
6) LH Rear Power #3	A	1	0		(O) May be inoperative for one flight provided: a) THS Backup Motor is verified operative, b) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and c) Aircraft speed is limited to 320 KIAS/MI 0.85.	
7) LH Front Power #4	C	1	0		(O) May be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), b) FDC #4 is considered inoperative (refer to item 27-2), c) AHRS channel #1 is verified operative, d) AHRS channel #2 is verified operative, e) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and f) Hold time is respected prior to takeoff.	
6. Sidestick Pitch/Roll Sensors	C	20	16		(O) Any in excess of sixteen may be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
27	FLIGHT CONTROLS				
7.	Primary Flight Control System Permanent Magnet Alternator (PMA) Converters	C	2	1	(O) PMA #1 converter may be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), b) FDC #1 is considered inoperative (refer to item 27-2), c) AHRS channel #2 is verified operative, and d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.
		C	2	1	(O) PMA #2 converter may be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), b) FDC #2 is considered inoperative (refer to item 27-2), c) AHRS channel #1 is verified operative, d) AHRS channel #2 is verified operative, e) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and f) Hold time is respected prior to takeoff.
8.	Back-Up Mode	A	1	0	May be inoperative for one flight without passenger provided: a) Primary Flight Control System operated spoilers are operative, and b) Primary Flight Control System operated Horizontal Stabilizer Trim (THS #3 and THS #4) is operative.
9.	Rudder Pedal Sensors	C	4	3	(O) One may be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
27	FLIGHT CONTROLS					
10.	Flap Position Sensors Channels					
1)	Inboard Flap Position Sensors - Primary Flight Control System (PFCS) Channels	C	4	3	(O) One may be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
					NOTE: This item does not include the flap position sensors channels dedicated to the Slat/Flap and Airbrake Unit.	
11.	LH Aileron Fighting Force Compensation	C	1	0	(O) May be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
12.	RH Aileron Fighting Force Compensation	C	1	0	(O) May be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
13.	LH Elevator Fighting Force Compensation	C	1	0	(O) May be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
14.	RH Elevator Fighting Force Compensation	C	1	0	(O) May be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		28 FUEL				
1. Fuel Quantity Management Computer (FQMC) Channels						
1) FQMC Channel #1 (A/C without M1000)	A	1	0	0	May be inoperative provided: <ul style="list-style-type: none"> a) FQMC Channel #2 is operative, b) APU oil tank gauging system is considered inoperative (item 49-7), and c) Repairs are made within 3 calendar-days. NOTE: Fuel system limits max refueling quantity to 30,000 lbs.	
(A/C with M1000)	A	1	0	0	May be inoperative provided: <ul style="list-style-type: none"> a) FQMC Channel #2 is operative, b) APU oil tank gauging system is considered inoperative (item 49-7), c) Fuel Tank Pressurization System – Pressure Sensor is considered inoperative (item 28-13.(1)), and d) Repairs are made within 3 calendar-days. NOTE: Fuel system limits max refueling quantity to 30,000 lbs.	
2) FQMC Channel #2	A	1	0	0	May be inoperative provided: <ul style="list-style-type: none"> a) FQMC Channel #1 is operative, and b) Repairs are made within 3 calendar-days. NOTE: Fuel system limits max refueling quantity to 30,000 lbs.	

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
28 FUEL					
2.	Booster Pump (A/C without M1000)	C	6	5	(M) One normal Booster Pump may be inoperative provided: a) Associated stand-by Booster Pump is used, and b) Affected normal Booster Pump is secured. NOTE: Dispatch with stand-by Booster Pumps inoperative is not authorized.
	(A/C with M1000)	C	6	5	(M)(O) One normal Booster Pump may be inoperative provided: a) Total fuel quantity is limited to 33,000 lbs., b) Fuel tank quantities are balanced before each departure, c) Associated stand-by Booster Pump is used, and d) Affected normal Booster Pump is secured. NOTE: Dispatch with stand-by Booster Pumps inoperative is not authorized.

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		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
28 FUEL						
3.	Fuel Crossfeed Systems (Cont'd)					
3)	X-BP 1-3 Crossfeed Systems					
	(A/C without M1000)	C	2	1	(M)(O) Normal X-BP 1-3 crossfeed system may be inoperative provided: a) Failed BP transfer valve is secured in closed position, and b) Back-up X-BP 1-3 crossfeed system is verified operative.	
	(A/C without M1000)	B	2	1	(M)(O) Back-up X-BP 1-3 crossfeed system may be inoperative provided: a) Back-up X-BP 1-3 crossfeed system and back-up X-TK 1-3 crossfeed system are secured in normal flight configuration position, b) All Booster Pumps are operative, and c) Normal X-BP 1-3 crossfeed system is verified operative.	
	(A/C with M1000)	B	1	0	(M)(O) May be inoperative provided: a) Total fuel quantity is limited to 33,000 lbs., b) Fuel tank quantities are balanced before each departure, c) All Booster Pumps are operative, d) Affected BP transfer valve is secured in closed position, e) Defueling transfer valve is secured in closed position, and f) In flight, fuel quantities are balanced using remaining X-BP function.	
					NOTE: All X-TK transfers Systems are inoperative (including FUEL BALANCE function).	
					(Continued)	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		28 FUEL				
3.	Fuel Crossfeed Systems (Cont'd)					
4)	BP #1 Transfer Valve (A/C with M1000)	B	1	0	(M)(O) May be inoperative provided: a) Total fuel quantity is limited to 33,000 lbs., b) Fuel tank quantities are balanced before each departure, c) All Booster Pumps are operative, d) BP #1 transfer valve is secured in open position, e) X-BP 1-2 and X-BP 1-3 are verified operative, f) Defueling transfer valve is secured in closed position, g) X-BP 2-3 is not used, and h) In flight, fuel quantities are balanced using remaining X-BP function. NOTE: All X-TK transfers Systems are inoperative (including FUEL BALANCE function).	
5)	BP #2 Transfer Valve (A/C with M1000)	B	1	0	(M)(O) May be inoperative provided: a) Total fuel quantity is limited to 33,000 lbs., b) Fuel tank quantities are balanced before each departure, c) All Booster Pumps are operative, d) BP #2 transfer valve is secured in open position, e) X-BP 1-2 and X-BP 2-3 are verified operative, f) Defueling transfer valve is secured in closed position, g) X-BP 1-3 is not used, and h) In flight, fuel quantities are balanced using remaining X-BP function. NOTE: All X-TK transfers Systems are inoperative (including FUEL BALANCE function).	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		28 FUEL				
4. Fuel Transfer Systems (Cont'd)						
2) X-TK 2-3 Transfer System (A/C without M1000)	B	1	0		(M)(O) May be inoperative provided: a) BP #2 transfer valve is secured in open position, b) BP #3 transfer valve is secured in closed position, c) X-BP 1-2 crossfeed system is operative, d) All Booster Pumps are operative, e) Back-up X-BP 1-3 crossfeed system is verified operative, f) Back-up X-TK 1-3 transfer system is verified operative, and g) Defuelling transfer valve is secured in closed position.	
3) X-TK 1-3 Transfer Systems (A/C without M1000)	C	2	1		(M)(O) Normal X-TK 1-3 transfer system may be inoperative provided: a) Failed BP transfer valve is secured in closed position, b) Back-up X-TK 1-3 transfer system is verified operative, and c) Defuelling transfer valve is secured in closed position.	
	B	2	1		(M)(O) Back-up X-TK 1-3 transfer system may be inoperative provided: a) Back-up X-BP 1-3 crossfeed system and back-up X-TK 1-3 crossfeed system are secured in normal flight configuration position, b) All Booster Pumps are operative, and c) Normal X-TK 1-3 transfer system is verified operative.	
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28 FUEL					
4.	Fuel Transfer Systems (Cont'd)				
4)	X-TK Transfer System (A/C with M1000)	B	3	0	(M)(O) One or more may be inoperative provided: <ul style="list-style-type: none"> a) Total fuel quantity is limited to 33,000 lbs., b) All Booster Pumps are operative, c) X-BP crossfeed systems are verified operative d) Defueling transfer valve is secured in closed position, and e) In flight, fuel quantities are balanced using X-BP function. NOTE: All X-TK transfers Systems are inoperative (including FUEL BALANCE function) due to defueling transfer valve securing.

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28 FUEL					
5.	Fuel Gauging Systems (A/C without M1000)	B	3	2	(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Initial quantity in the associated group tanks can be determined by an acceptable means before each departure, b) Associated fuel flowmeter is operative, c) Associated fuel 1,000 lb. level sensor is operative, d) All Booster Pumps are operative, e) Partial refueling mode is not used, and f) Associated Fuel Remaining (FR) and Fuel Used (FU) indications are operative. <p>NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.</p>
	(A/C with M1000)	B	3	2	(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Initial quantity in the associated group tanks can be determined, b) X-TK Transfer System is not used (item 28-4.(4)), c) Associated Fuel Flowmeter is operative, d) Associated fuel 1,000 lb. level sensor is operative, e) All Booster Pumps are operative, and f) PARTIAL refueling mode is not used. <p>(Continued)</p>

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
5.	Fuel Gauging Systems (Cont'd)				
1)	LH Wing Outboard Tank Gauges	B	2	0	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).
	(A/C without M1000)	C	2	1	One may be inoperative provided: a) LH wing middle tank gauges are operative, b) LH wing inboard tank gauges are operative, and c) All Booster Pumps are operative.
	(A/C with M1000)	C	2	1	NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system. One may be inoperative provided: a) LH wing middle tank gauges are operative, b) LH wing inboard tank gauges are operative, c) LH Forward tank gauges are operative, and d) All Booster Pumps are operative.
					(Continued)

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
5.	Fuel Gauging Systems (Cont'd)				
2)	LH Wing Middle Tank Gauges	B	3	0	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).
	(A/C without M1000)	C	3	2	One may be inoperative provided: a) LH wing outboard tank gauges are operative, b) LH wing inboard tank gauges are operative, and c) All booster pumps are operative. NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.
	(A/C with M1000)	C	3	2	One may be inoperative provided: a) LH wing outboard tank gauges are operative, b) LH wing inboard tank gauges are operative, c) LH Forward tank gauges are operative, and d) All Booster Pumps are operative.
					(Continued)

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
5.	Fuel Gauging Systems (Cont'd)				
3)	LH Wing Inboard Tank Gauges	B	2	0	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5). NOTE: This item does not include the high level sensor function fitted on the LH wing inboard tank forward gauge.
	(A/C without M1000)	C	2	1	One may be inoperative provided: a) LH wing outboard tank gauges are operative, b) LH wing middle tank gauges are operative, and c) All Booster Pumps are operative. NOTE 1: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system. NOTE 2: This item does not include the high level sensor function fitted on the LH wing inboard tank forward gauge.
	(A/C with M1000)	C	2	1	One may be inoperative provided: a) LH wing outboard tank gauges are operative, b) LH wing middle tank gauges are operative, c) LH Forward tank gauges are operative, and d) All Booster Pumps are operative. NOTE: This item does not include the high level sensor function fitted on the LH wing inboard tank forward gauge.
					(Continued)

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		28 FUEL				
5. Fuel Gauging Systems (Cont'd)						
4) LH Forward Tank Gauge (A/C with M1000)	B	3	0	0	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (item 28-5). NOTE: This item does not include the high level sensor function fitted on the forward gauge.	
 (A/C with M1000)	C	3	2	2	One may be inoperative provided: a) LH wing outboard tank gauges are operative, b) LH wing middle tank gauges are operative, c) LH wing inboard tank gauges are operative, and d) All Booster Pumps are operative. NOTE: This item does not include the high level sensor function fitted on the forward gauge.	
5) Front Tank Gauges	B	2	0	0	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5). NOTE: This item does not include the high level sensor function fitted on the front tank forward gauge. (Continued)	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
5.	Fuel Gauging Systems (Cont'd) (A/C without M1000)	C	2	1	One may be inoperative provided: a) Rear tank gauges are operative, and b) All Booster Pumps are operative. NOTE 1: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system. NOTE 2: This item does not include the high level sensor function fitted on the front tank forward gauge.
	(A/C with M1000)	C	2	1	One may be inoperative provided: a) Rear tank gauges are operative, and b) All Booster Pumps are operative. NOTE: This item does not include the high level sensors function fitted on the front tank forward gauges.
6)	Rear Tank Gauges (A/C without M1000)	B	-	0	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5). NOTE: This item does not include the fuel 1,000 lb. level sensor function fitted on the rear tank left gauge.
		C	3	2	One may be inoperative provided: a) Front tank gauges are operative, and b) All Booster Pumps are operative. NOTE 1: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system. NOTE 2: This item does not include the fuel 1,000 lb. level sensor function fitted on the rear tank left gauge.
					(Continued)

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		28 FUEL				
5.	Fuel Gauging Systems (Cont'd) (A/C with M1000)	C	4	1	One may be inoperative provided: a) Front tank gauges are operative, and b) All Booster Pumps are operative. NOTE: This item does not include the high level sensors function fitted on the front tank forward gauges.	
7)	RH Wing Outboard Tank Gauge (A/C without M1000)	B	2	0	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).	
	(A/C with M1000)	C	2	1	One may be inoperative provided: a) RH wing middle tank gauges are operative, b) RH wing inboard tank gauges are operative, and c) All Booster Pumps are operative. NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.	
8)	RH Wing Middle Tank Gauges (A/C without M1000)	B	3	0	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).	
	(A/C with M1000)	C	3	2	One may be inoperative provided: a) RH wing outboard tank gauges are operative, b) RH wing inboard tank gauges are operative, and c) All Booster Pumps are operative. NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
28 FUEL					
5.	Fuel Gauging Systems (Cont'd)				
10)	RH Forward Tank Gauge (A/C with M1000)	B	3	0	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (item 28-5). NOTE: This item does not include the high level sensor function fitted on the forward gauge.
	(A/C with M1000)	C	3	2	One may be inoperative provided: a) RH wing outboard tank gauges are operative, b) RH wing middle tank gauges are operative, c) RH wing inboard tank gauges are operative, and d) All Booster Pump are operative. NOTE: This item does not include the high level sensor function fitted on the forward gauge.
6.	Fuel Flowmeters	B	3	2	One may be inoperative provided: a) Associated engine primary parameters are operative, and b) Associated fuel gauging system is operative.
7.	Fuel 1,000 lb. Level Sensors	B	3	2	One may be inoperative provided: a) Associated fuel gauging system is operative, b) Associated Fuel Flowmeter is operative, and c) Disregard associated FUEL: TK .. LVL CAS message and LEVEL indication on FUEL synoptic.
8.	Fuel Temperature Probes	C	2	1	
		C	2	0	(O) Both may be inoperative provided fuel temperature monitoring is performed based on TAT indication.

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		28 FUEL				
9.	Pressure Refueling System	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) If necessary, gravity refueling is performed, and b) X-TK 1→2 and X-TK 3→2 transfer systems are operative. NOTE: This item includes refueling valves jammed closed and inoperative Refueling Control Panel (RCP) functionalities.	
1)	Full Refueling Mode	C	1	0	May be inoperative provided pressure partial refueling or gravity refueling is performed. NOTE: This item only includes inoperative Refueling Control Panel (RCP) functionalities associated with full refueling mode.	
2)	Partial Refueling Mode	C	1	0	May be inoperative provided pressure full refueling or gravity refueling is performed. NOTE: This item only includes inoperative Refueling Control Panel (RCP) functionalities associated with partial refueling mode.	
3)	Vent Valves	C	3	0	(M) Automatic operation of the vent valves may be inoperative provided: <ul style="list-style-type: none"> a) Vent valves are manually set to open position before starting the pressure refueling sequence, and b) Vent valves are manually set to closed position and secured at the end of the pressure refueling sequence. 	
		C	3	0	(M) One or more may be inoperative provided: <ul style="list-style-type: none"> a) If necessary, gravity refueling is performed, b) X-TK 1-2 and X-TK 2-3 transfer systems are operative, and c) Vent valves are secured in closed position at the end of the gravity refueling sequence. 	

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
9.	Pressure Refueling System (Cont'd)				
4)	Pressurization Valves	C	2	0	(M) Automatic operation of the pressurization valves may be inoperative provided: a) Pressurization valves are manually set to open position before starting the pressure refueling sequence, and b) Pressurization valves are manually set to closed position and secured at the end of the pressure refueling sequence.
		C	2	0	(M) One or more may be inoperative provided: a) If necessary, gravity refueling is performed, b) X-TK 1-2 and X-TK 2-3 transfer systems are operative, and c) Pressurization valves are secured in closed position at the end of the gravity refueling sequence.

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		28 FUEL				
10.	Fuel High Level Detection Systems					
1)	LH Wing Fuel High Level Detection System					
	(A/C without M1000)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Center Fuel High Level Detection System is verified operative, b) RH Wing Fuel High Level Detection System is verified operative, c) Fuel Gauging Systems are operative, d) Normal X-TK transfers to group 1 are not used, e) Back-up X-TK 1-3 transfer system is verified operative, f) X-BP 1-2 crossfeed system is operative, g) X-BP 2-3 crossfeed system is operative, h) Normal X-BP 1-3 crossfeed system is verified operative, and i) Refueling is only performed using LH wing gravity refueling port. <p>NOTE: This item does not include the LH wing inboard tank forward gauge on which the high level sensor is fitted.</p>	
	(A/C without M1000)	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Fuel Gauging Systems are operative, b) Normal X-TK transfers to group 1 are not used, c) Back-up X-TK 1-3 transfer system is verified operative, d) X-BP 1-2 crossfeed system is operative, e) X-BP 2-3 crossfeed system is operative, f) Normal X-BP 1-3 crossfeed system is verified operative, g) Refueling is neither required nor performed, and h) Repairs are made before next refueling is required. <p>NOTE: This item does not include the LH wing inboard tank forward gauge on which the high level sensor is fitted.</p> <p>(Continued)</p>	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
28 FUEL					
10. Fuel High Level Detection Systems (Cont'd)					
1) LH Wing Fuel High Level Detection System (Cont'd)					
(A/C with M1000)		C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Refueling is only performed using LH wing gravity refueling port, b) X-TK 2→1 and X-TK 3→1 are not used, c) FUEL BALANCE Function is not used, d) Fuel Gauging System is operative, e) X-BP Crossfeed Systems are verified operative, f) Center Fuel High Level Detection System is verified operative, and g) RH Wing Fuel High Level Detection System is verified operative. <p>NOTE 1: This item does not include the LH wing inboard tank forward gauge on which the high level sensor is fitted.</p> <p>NOTE 2: In flight FQ 1 is balanced using X-BP 2-1 and X-BP 3-1 functions.</p>
(A/C with M1000)		A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Refueling is neither required nor performed, b) X-TK 2→1 and X-TK 3→1 are not used, c) FUEL BALANCE Function is not used, d) Fuel Gauging Systems are operative, e) X-BP Crossfeed Systems are verified operative, and f) Repairs are made before next refueling is required. <p>NOTE 1: This item does not include the LH wing inboard tank forward gauge on which the high level sensor is fitted.</p> <p>NOTE 2: In flight FQ 1 is balanced using X-BP 2-1 and X-BP 3-1 functions.</p>
					(Continued)

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
10.	Fuel High Level Detection Systems (Cont'd)				
2)	Center Fuel High Level Detection System				
	(A/C without M1000)	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Fuel Gauging Systems are operative, b) Normal X-TK transfers to group 2 are not used, c) X-BP 1-2 crossfeed system is operative, d) X-BP 2-3 crossfeed system is operative, e) Normal X-BP 1-3 crossfeed system is verified operative, f) Refueling is neither required nor performed, and g) Repairs are made before next refueling is required.
	(A/C with M1000)	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Refueling is neither required nor performed, b) X-TK 1→2 and X-TK 3→2 are not used, c) FUEL BALANCE Function is not used, d) Fuel Gauging Systems are operative, e) X-BP Crossfeed Systems are verified operative, and f) Repairs are made before next refueling is required.
					NOTE: This item does not include the front tank forward gauge on which the high level sensor is fitted.
					NOTE 1: This item does not include the tank forward gauge on which the high level sensors is fitted.
					NOTE 2: In flight FQ 2 is balanced using X-BP 1-2 and X-BP 3-2 functions.
					(Continued)

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		28 FUEL				
10. Fuel High Level Detection Systems (Cont'd)						
3) RH Wing Fuel High Level Detection System						
(A/C without M1000)	C	1	0		(M)(O) May be inoperative provided: a) Center Fuel High Level Detection System is verified operative, b) LH Wing Fuel High Level Detection System is verified operative, c) Fuel Gauging Systems are operative, d) Normal X-TK transfers to group 3 are not used, e) Back-up X-TK 1-3 transfer system is verified operative, f) X-BP 1-2 crossfeed system is operative, g) X-BP 2-3 crossfeed system is operative, h) Normal X-BP 1-3 crossfeed system is verified operative, and i) Refueling is only performed using RH wing gravity refueling port. NOTE: This item does not include the RH wing inboard tank forward gauge on which the high level sensor is fitted.	
(A/C without M1000)	A	1	0		(O) May be inoperative provided: a) Fuel Gauging Systems are operative, b) Normal X-TK transfers to group 3 are not used, c) Back-up X-TK 1-3 transfer system is verified operative, d) X-BP 1-2 crossfeed system is operative, e) X-BP 2-3 crossfeed system is operative, f) Normal X-BP 1-3 crossfeed system is verified operative, g) Refueling is neither required nor performed, and h) Repairs are made before next refueling is required. NOTE: This item does not include the RH wing inboard tank forward gauge on which the high level sensor is fitted.	
(Continued)						

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		28 FUEL				
10. Fuel High Level Detection Systems (Cont'd)						
3) RH Wing Fuel High Level Detection System (Cont'd)						
(A/C with M1000)	C	1	0		(O) May be inoperative provided: <ul style="list-style-type: none"> a) Refueling is only performed using RH wing gravity refueling port, b) X-TK 1→3 and X-TK 2→3 are not used, c) FUEL BALANCE Function is not used, d) Fuel Gauging Systems are operative, e) X-BP Crossfeed Systems are verified operative, f) Center Fuel High Level Detection System is verified operative, and g) LH Wing Fuel High Level Detection System is verified operative. NOTE 1: This item does not include the RH wing inboard tank forward gauge on which the high level sensor is fitted.	
(A/C with M1000)	A	1	0		(O) May be inoperative provided: <ul style="list-style-type: none"> a) Refueling is neither required nor performed, b) X-TK 1→3 and X-TK 2→3 are not used, c) FUEL BALANCE Function is not used, d) Fuel Gauging Systems are operative, e) X-BP Crossfeed Systems are verified operative, and f) Repairs are made before next refueling is required. NOTE 1: This item does not include the RH wing inboard tank forward gauge on which the high level sensor is fitted. NOTE 2: In flight FQ 3 is balanced using X-BP 1-3 and X-BP 2-3 functions.	

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		28 FUEL				
11. Fuel Density Compensation						
1) Left Fuel Density Compensation (A/C with M1401 without M1000)	C	1	0		(O) May be inoperative provided: a) Center Fuel Density Compensation is operative, b) Fuel Flowmeters are operative, c) Fuel 1,000 lb. Level Sensors are operative, d) Additional margins on fuel quantity indications are considered.	
2) Center Fuel Density Compensation (A/C with M1401 without M1000)	C	1	0		(O) May be inoperative provided: a) Left Fuel Density Compensation is operative, b) Fuel Flowmeters are operative, c) Fuel 1,000 lb. Level Sensors are operative, d) Additional margins on fuel quantity indications are considered.	
3) Left/Center Fuel Density compensation (A/C with M1000)	C	2	0		(O) One or more may be inoperative provided at least one Fuel Characteristics Sensors is verified operative.	
12. Fuel Characteristics Sensor (A/C with M1000)	C	2	0		(O) One or more may be inoperative provided: a) At least one Fuel Density Compensation is operative, and b) Gauging accuracy is verified.	

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		28 FUEL			
13.	Fuel Tank Pressurization System (A/C with M1000)				
1)	Pressure Sensor	C	1	0	
2)	Pressure Regulation System	C	1	0	May be inoperative provided all Booster Pumps are operative. NOTE: This item does not include overpressure and negative pressure protection function.
14.	Defueling Manifold Defueling Valve (A/C with M1289 or M1000)	C	1	0	(M)(O) May be inoperative provided: a) All X-TK Transfers are verified operative, b) Defueling valve is secured in closed position, and c) Disregard FUEL: X-TK .. FAIL CAS messages triggered when using X-TK function after 20 seconds.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
29	HYDRAULIC POWER				
1.	Hydraulic Filter Electrical Differential Pressure Indicators (DPI)	C	11	0	(M) One or more may be inoperative provided associated filter is verified free of contaminant.
2.	Hydraulic Pressure Transducers	C	3	0	(O) One or more may be inoperative provided associated hydraulic pressure switches are operative.
3.	Hydraulic Pressure Switches	C	6	3	(O) One per hydraulic system may be failed in the open position provided: <ul style="list-style-type: none"> a) Associated hydraulic pumps are verified operative, and b) Hydraulic pressure transducers associated with the affected hydraulic systems are operative.
4.	Hydraulic Quantity Transducers	C	3	1	(O) Hydraulic system #A and #C quantity transducers may be inoperative provided: <ul style="list-style-type: none"> a) Associated visual hydraulic quantity indicators (on hydraulic reservoir) are operative, b) Associated hydraulic reservoir quantity is verified adequate before each flight, and c) Associated hydraulic pressure switches are operative.
5.	Visual Hydraulic Quantity Indicators (on hydraulic reservoirs)	C	3	0	One or more may be inoperative provided associated hydraulic quantity transducers are operative.
6.	Reservoir Bleed/Relief Valves	C	3	0	(M) One or more may be inoperative provided it is verified to be in the closed position.

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30	ICE AND RAIN PROTECTION				
1.	Multi-Function Probe (MFP) Heating Systems				
1)	Primary Heating Systems (A/C with M1350)	B	4	3	(M)(O) One may be inoperative provided: a) The inoperative MFP primary heating system and associated ADS are deactivated and secured, b) ADS associated with the non-heatable MFP is considered inoperative (refer to item 34-9), c) PF side is on the side-slip compensated ADS, d) Approach and landing minima are limited to CAT 1 operations, e) Enroute operations do not require its use, and f) Flight is not conducted into known or forecast icing conditions. NOTE: In case of MFP #3 or MFP #4 primary heating system inoperative, air data parameters displayed on SFD are not side-slip compensated.
2)	Secondary Heating Systems	C	4	3	One may be inoperative.

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		30 ICE AND RAIN PROTECTION				
2.	Wing Anti-Icing System					
1)	Wing Anti-Icing Control Valve	C	1	0	(M)(O) May be inoperative provided: a) Wing anti-icing control valve is secured in closed position, and b) Flight is not conducted into known or forecast icing conditions.	
2)	Skin Temperature Sensors	C	2	0	(O) One or more may be inoperative provided: a) Wing anti-icing control valve is set to closed position, b) Wing anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.	
3)	Pressure Transducers	C	2	0	(O) One or more may be inoperative provided: a) Wing anti-icing control valve is set to closed position, b) Wing anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.	
3.	S-Duct Anti-Icing System					
1)	S-Duct Anti-Icing Control Valve	C	1	0	(M)(O) May be inoperative provided: a) S-duct anti-icing control valve is secured in closed position, and b) Flight is not conducted into known or forecast icing conditions.	
2)	Skin Temperature Sensors	C	2	0	(O) One or more may be inoperative provided: a) S-duct anti-icing control valve is set to closed position, b) S-duct anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.	
3)	Pressure Transducers	C	2	1		
		C	2	0	(O) Both may be inoperative provided: a) S-duct anti-icing control valve is set to closed position, b) S-duct anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
30 ICE AND RAIN PROTECTION						
4.	Engine Inlet Anti-Icing Systems					NOTE: Only one engine inlet anti-icing system may be affected by inoperative equipment at any one time.
1)	Pressure Regulating Shut-Off Valves (PRSOV)	C	3	2		(O) One may be inoperative provided: a) Engine inlet PRSOV is verified in closed position before each departure, b) Associated pressure transducer is operative, and c) Flight is not conducted into known or forecast icing conditions.
2)	Pressure Transducers	C	3	2		(O) One may be inoperative provided: a) Associated engine inlet anti-icing PRSOV is set to closed position, b) Associated engine inlet anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.
5.	Rain Repellent System	C	1	0		(M) May be inoperative provided dry coat is verified to be efficient.
		C	1	0		May be inoperative provided: a) Operations are not conducted in known or forecast precipitation within the arrival and departure areas, and b) When low visibility conditions are known or forecast, approach, or takeoff minima do not require its use.

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		2. NUMBER INSTALLED			
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		4. REMARKS OR EXCEPTIONS			
30	ICE AND RAIN PROTECTION				
6.	Windshield De-Icing System				
1)	LH/RH Power Supply Modules	C	2	1	(O) One may be inoperative provided: a) BACK UP power supply module is verified operative, b) Related WINDSHIELD pushbutton is set to OFF, and c) Related WINDSHIELD BACKUP position is used.
2)	BACK UP Power Supply Module	C	1	0	(O) May be inoperative provided LH and RH power supply modules are verified operative.
7.	Ice Detection System	C	2	0	(M) One or more may be inoperative provided: a) Associated "A/I: ICE DETECTED .." amber CAS message is disregarded, if displayed, and b) Failed ice detector is deactivated.
8. ***	Brake Heating System (A/C with M1000 or M-OPT0011)	D	1	0	(M) May be inoperative provided brake heating control valve is secured in closed position.
9.	TAT Probe Heating Systems	C	2	1	One may be inoperative provided associated TAT probe is considered inoperative (refer to item 31-6).
10.	Ram Air Turbine (RAT) Generator Heater				Refer to ATA 24.

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31	INDICATING/RECORDING SYSTEMS				
1.	Combined Recorders (CVR/DFDR)				
1)	Flight Data Recorder (FDR) Systems				
a)	For a holder of an air carrier or commercial operator certificate	C	2	-	Any in excess of those required by 14 CFR may be inoperative.
		A	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) At least one Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
31	INDICATING/RECORDING SYSTEMS				
1.	Combined Recorders (CVR/DFDR) (Cont'd)				
1)	Flight Data Recorder (FDR) Systems (Cont'd)				
b)	FDR Recording Parameters required by 14 CFR (FDR #1 or FDR #2)				
	For a holder of an air carrier or commercial operator certificate	A	-	-	Up to three recording parameters (including FDR #2 parameter #5A) may be inoperative provided: <ul style="list-style-type: none"> a) At least Cockpit Voice Recorder #2 (CVR #2) and RIPS operate normally, and b) Repairs are made within 20 consecutive calendar-days.
		A	-	-	Up to three recording parameters (including FDR #2 parameter #5A) may be inoperative provided: <ul style="list-style-type: none"> a) At least one Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 10 consecutive calendar-days.
c)	FDR Recording Parameters not required by 14 CFR (FDR #2)				
	For a holder of an air carrier or commercial operator certificate	A	-	-	Except for parameter #5A, may be inoperative provided: <ul style="list-style-type: none"> a) FDR #1 operates normally, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
d)	For an operator other than a holder of an air carrier or commercial operator certificate	C	2	1	Any in excess of those required by 14 CFR may be inoperative.
		A	2	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.

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		4. REMARKS OR EXCEPTIONS			
31	INDICATING/RECORDING SYSTEMS				
1.	Combined Recorders (CVR/DFDR) (Cont'd)				
2.)	Cockpit Voice Recorder (CVR) Systems	C	2	-	Any in excess of those required by 14 CFR may be inoperative.
		A	2	0	May be inoperative provided: a) FDR #1 operates normally, and b) Repairs are made within 3 flight days.
a)	For an operator other than a holder of an air carrier or commercial operator certificate	C	2	1	Any in excess of those required by 14 CFR may be inoperative.
		A	2	-	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.
3)	Independent Power Source (RIPS)	C	1	0	
2.	Enhanced Ground Proximity Warning System (EGPWS)				Refer to ATA 34.
3.	Traffic Alert and Collision Avoidance System (TCAS)				Refer to ATA 34.

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31	INDICATING/RECORDING SYSTEMS				
4.	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	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
		A	-	0	May be missing provided repairs are made within 90 days.
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by 14 CFR may be missing.
5.	Clock Indications	D	2	-	Any in excess of those required by 14 CFR may be inoperative.
6.	Total Air Temperature (TAT) Probes	C	2	1	One may be inoperative provided: a) Fuel temperature indication is operative, and b) Flight is not conducted into known or forecast icing conditions.
7.	Display Units (DU)				Refer to ATA 34.
8. ***	Quick Access Recorder (QAR) (M-OPT0020)	C	1	0	

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31	INDICATING/RECORDING SYSTEMS				
9. ***	CABIN NOT READY Indication (M-OPT0785)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Cabin accommodation is verified in safety position before each departure and approach, b) Console table, (M-OPT0649 or equivalent), is placarded "DO NOT USE", c) Pocket Sliding Door, (M-OPT0488 or equivalent), is considered inoperative (refer to item 25-21.1) for manual door or item 25-21.2) for electrical actuation), d) Monitored Passenger Seats, if installed (M-OPT0717 or equivalent), are considered inoperative (refer to item 25-3), and e) Any other optional feature that could trigger a CABIN NOT READY indication is placarded adequately to be set in the takeoff and landing position.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		32 LANDING GEAR			
1.	Brake Control Unit (BCU) Channels			DELETED Revision 6.	
2.	TPMS/TPIS (Tire Pressure Monitoring/Indicating System)	C	1	0	(M) May be inoperative provided inflation pressure of the associated tire(s) is manually verified every 7 consecutive calendar-days.
3.	Brake Temperature Monitoring System (BTMS)	D	1	0	
4.	Landing Gear and Steering Control Unit (LGSCU) Channels				
1)	Nose Wheel Steering (NWS) System Functions				
a)	A/C with M1398 and M1401, or A/C with M1000	C	2	1	One may be inoperative provided: a) BCU channels are operative, and b) Takeoff or landing on icy runways is not authorized.
		A	2	1	(M)(O) One may be inoperative for four flights provided: a) "GEAR CH 1A" and "GEAR CH 1B" Circuit Breakers are pulled and collared, b) NWS function of LGSCU Channel #2 is verified operative, and c) LGSCU Channel #1 is considered inoperative (refer to item 32-4.2)).
		A	2	1	(M)(O) One may be inoperative for four flights provided: a) "GEAR CH 2A" and "GEAR CH 2B" Circuit Breakers are pulled and collared, b) NWS function of LGSCU channel #1 is verified operative, and c) LGSCU channel #2 is considered inoperative (refer to item 32-4.3)).

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
32	LANDING GEAR				
4.	Landing Gear and Steering Control Unit (LGSCU) Channels (Cont'd)				
1)	Nose Wheel Steering (NWS) System Functions (Cont'd)				
b)	A/C without M1398	C	2	1	(O) One may be inoperative provided: a) "NWS angle check" pre-flight test is successful, b) BCU channels are operative, and c) Takeoff or landing on icy runways is not authorized.
		A	2	1	(M) One may be inoperative for four flights provided: a) "GEAR CH 1A" and "GEAR CH 1B" Circuit Breakers are pulled and collared, b) NWS function of LGSCU channel #2 is verified operative, and c) LGSCU channel #1 is considered inoperative (refer to item 32-4.2)).
		A	2	1	(M) One may be inoperative for four flights provided: a) "GEAR CH 2A" and "GEAR CH 2B" Circuit Breakers are pulled and collared, b) NWS function of LGSCU channel #1 is verified operative, and c) LGSCU channel #2 is considered inoperative (refer to item 32-4.3)).
c)	A/C with M1401				DELETED Revision 10.

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		32 LANDING GEAR				
4.	Landing Gear and Steering Control Unit (LGSCU) Channels (Cont'd)					
2)	Landing Gear and Steering Control Unit (LGSCU) Channel #1	A	1	0	(M)(O) May be inoperative for four flights provided: a) "GEAR CH 1A" and "GEAR CH 1B" Circuit Breakers are pulled and collared, b) LGSCU channel #2 is operative, c) BCU channels are operative, d) Taxi Light is considered inoperative (refer to item 33-10), e) Takeoff or landing on icy runways is not authorized, and f) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed.	
a)	Main Landing Gear Down-Lock Proximity Switch - Channel #1	A	2	0	(M) One or more may be inoperative for four flights provided: a) "GEAR CH 1A" and "GEAR CH 1B" Circuit Breakers are pulled and collared, b) LGSCU channel #2 is operative, and c) LGSCU channel #1 is considered inoperative (refer to item 32-4.2)).	
3)	Landing Gear and Steering Control Unit (LGSCU) - Channel #2	A	1	0	(M)(O) May be inoperative for four flights provided: a) "GEAR CH 2A" and "GEAR CH 2B" Circuit Breakers are pulled and collared, b) LGSCU channel #1 is operative, c) BCU channels are operative, d) Takeoff or landing on icy runways is not authorized, and e) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed.	
a)	Main Landing Gear Down-Lock Proximity Switch - Channel #2	A	2	0	(M) One or more may be inoperative for four flights provided: a) "GEAR CH 2A" and "GEAR CH 2B" Circuit Breakers are pulled and collared, b) LGSCU channel #1 is operative, and c) LGSCU channel #2 is considered inoperative (refer to item 32-4.3)).	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		32 LANDING GEAR				
5.	Weight-On-Wheel (WOW) System					
1)	Nose Landing Gear WOW #1	A	1	0	(O) May be inoperative for 4 flights provided: a) All other WOW proximity switches are operative, b) If available, Weather Radar is switched ON at T/O as applicable and switched OFF at landing, c) APU is verified shutdown before takeoff, d) Airbrakes are manually extended at touchdown, e) Appropriate landing distance increment is applied, and f) Electrical loads on synoptic are closely monitored on ground.	
2)	Nose Landing Gear WOW #2	A	1	0	(O) May be inoperative for one flight provided: a) All other WOW proximity switches are operative, b) Ram Air Turbine (RAT) Generator Heater is considered inoperative (refer to item 24-2), c) Airbrakes are manually extended at touchdown, d) Appropriate landing distance increment is applied, and e) Electrical loads on synoptic are closely monitored on ground.	
3)	Nose Landing Gear WOW #3				RESERVED.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		32 LANDING GEAR				
5. Weight-On-Wheel (WOW) System (Cont'd)						
4) LH Main Landing Gear WOW #1	A	1	0		(O) May be inoperative for one flight provided: a) All other WOW proximity switches are operative, b) Ram Air Turbine (RAT) Generator Heater is considered inoperative (refer to item 24-2), c) Airbrakes are manually extended at touchdown, d) Appropriate landing distance increment is applied, and e) Electrical loads on synoptic are closely monitored on ground.	
5) LH Main Landing Gear WOW #2	A	1	0		(O) May be inoperative for 4 flights provided: a) All other WOW proximity switches are operative, b) Airbrakes are manually extended at touchdown, c) Appropriate landing distance increment is applied, d) Electrical loads on synoptic are closely monitored on ground, and e) Baggage compartment temperature is controlled when on ground.	

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		3. NUMBER REQUIRED FOR DISPATCH				
		32 LANDING GEAR				
5. Weight-On-Wheel (WOW) System (Cont'd)						
6) LH Main Landing Gear WOW #3	A	1	0	(O) May be inoperative for 4 flights provided: a) All other WOW proximity switches are operative, b) If available, Weather Radar is switched ON at T/O as applicable and switched OFF at landing, c) APU is verified shutdown before takeoff, d) Thrust reverser system is considered inoperative (refer to item 78-1), e) Airbrakes are manually extended at touchdown, f) Appropriate landing distance increment is applied, g) Electrical loads on synoptic are closely monitored on ground, and h) Baggage compartment temperature is controlled when on ground.		
7) RH Main Landing Gear WOW #1	A	1	0	(O) May be inoperative for 4 flights provided: a) All other WOW proximity switches are operative, b) Thrust reverser system is considered inoperative (refer to item 78-1), c) Airbrakes are manually extended at touchdown, d) Appropriate landing distance increment is applied, and e) Electrical loads on synoptic are closely monitored on ground.		

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3. NUMBER REQUIRED FOR DISPATCH					
32	LANDING GEAR				
5.	Weight-On-Wheel (WOW) System (Cont'd)				
8)	RH Main Landing Gear WOW #2	A	1	0	(O) May be inoperative for 4 flights provided: a) All other WOW proximity switches are operative, b) Gravity refueling is performed, c) X-TK 1-2 and X-TK 2-3 transfer systems are operative, d) Procedures are established and used to warn personnel on ground that the water drain masts might be hot, e) Airbrakes are manually extended at touchdown, f) Appropriate landing distance increment is applied, and g) Electrical loads on synoptic are closely monitored on ground.
9)	RH Main Landing Gear WOW #3				RESERVED

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32	LANDING GEAR				
6.	Landing Gear Retraction System				
1)	Landing Gear Handle (A/C without M1000)	A	1	0	(O) May be jammed in Landing Gear down position for three flights or 2 consecutive calendar-days, whichever occurs first, provided: a) Autothrottle function (AT) is considered inoperative (refer to item 22-6), b) EGPWS is considered inoperative (refer to item 34-14), c) Limitations, Procedures and Performances are applied, d) There is no Engine CAS or Fault message, e) Landing gears are down and locked, f) Main landing gear doors are closed, and g) L/G control lever is placarded in down position by a "DO NOT ACTUATE" red placard. NOTE: May be cumulated with the Nose Wheel Steering System Item.
2)	Landing Gear Uplock System (A/C without M1000)	A	1	0	(O) May be inoperative for three flights or 2 consecutive calendar-days, whichever occurs first, provided: a) Autothrottle function (AT) is considered inoperative (refer to item 22-6), b) EGPWS is considered inoperative (refer to item 34-14), c) Limitations, Procedures and Performances are applied, d) There is no Engine CAS or Fault message, e) Landing gears are down and locked, f) Main landing gear doors are closed, and g) L/G control lever is placarded in down position by a "DO NOT ACTUATE" red placard. NOTE: May be cumulated with the Nose Wheel Steering System Item.

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		32 LANDING GEAR				
7.	Park Brake Accumulator Indication	C	1	0	(M) May be inoperative provided park brake accumulator pressure is verified before each departure.	
8. ***	Hard Landing Detector					
	(A/C with M-OPT0613)	D	1	0	(O) May be inoperative or missing.	

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		3. NUMBER REQUIRED FOR DISPATCH			
		33 LIGHTS			
1.	Cockpit Lighting	C	-	-	Individual lights may be inoperative provided remaining 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 it is provided, c) Position so that direct rays are shielded from flightcrew members' eyes, and d) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE: Individual button/switch lights and/or annunciators/indications are excluded from this relief.</p>
2.	Cabin Lighting		-	-	Considered as Non-Essential Equipment and Furnishings. Refer to ATA 25.
3.	Baggage Compartment Lighting	C	2	1	One may be inoperative.
		C	2	0	Both may be inoperative provided: <ul style="list-style-type: none"> a) Sufficient natural or alternate lighting is available to perform the required duty on ground, and b) A flashlight is available for flight operations.
		C	2	0	Both may be inoperative provided baggage compartment is empty.
4.	Compartment Lighting	D	-	0	One or more may be inoperative provided sufficient natural lighting is available to perform the required duty.
		D	-	0	One or more may be inoperative provided an alternate lighting is used. NOTE: Compartment lighting includes nose cone light, rear compartment lighting, refueling panel lighting, and water filling compartment lighting.

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		4. REMARKS OR EXCEPTIONS			
33 LIGHTS					
5.	Cabin Signs (FASTEN SEAT BELT, NO SMOKING, and RETURN TO SEAT)	C	-	-	(M)(O) No passenger seat, crewmember seat, or lavatory may be occupied from which a FASTEN SEAT BELT/NO SMOKING sign is not readily legible.
		C	-	-	(M)(O) FASTEN SEAT BELT/NO SMOKING signs may be inoperative and the affected passenger seat(s), cabin crew seat(s), or lavatories may be occupied provided: <ul style="list-style-type: none"> a) The Public Address (PA) system is operative and can be clearly heard throughout the cabin during the flight, and b) A procedure is used to notify passengers when the seat belts must be fastened, smoking is prohibited, and passengers should return to cabin from the lavatory.
		C	-	-	May be inoperative provided passengers are not carried.
6.	Wing Ice Detection Lights	C	2	0	May be inoperative for night operations provided: <ul style="list-style-type: none"> a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require its use.
7.	Navigation Lights	C	3	0	One or more may be inoperative for operations from sunrise to sunset.

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		4. REMARKS OR EXCEPTIONS			
33 LIGHTS					
8.	Anti-Collision Lights				
1)	Red Anti-Collision Lights	C	2	1	One may be inoperative provided all White Strobe Lights are operative.
		C	2	0	Both may be inoperative for other than night operations provided all White Strobe Lights are operative.
					NOTE: Alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.
2)	White Strobe Lights	C	3	2	One may be inoperative provided all red anti-collision lights are operative.
9.	Landing Lights	B	2	1	One may be inoperative.
		C	2	0	Both may be inoperative for other than night operations.
1)	Pulse Function	C	1	0	
10.	Taxi Light	C	1	0	May be inoperative provided landing lights are operative.
		C	1	0	May be inoperative for other than night operations.
11.	Logo Lights	D	-	0	
12.	Ground Utility Lighting (LH and RH pylon lights)	D	-	0	One or more may be inoperative provided sufficient natural lighting is available to perform the required duty.
		D	-	0	One or more may be inoperative provided an alternate lighting is used.
13.	Cabin Emergency Lighting				
1)	Path Lighting	B	-	-	One light may be inoperative.
					NOTE: This item does not include strip.

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		33 LIGHTS				
14.	Exterior Emergency Lighting Systems	C	2	0	One or more may be inoperative for other than night operations.	
15.	EPS (Emergency Power Supply)	A	3	2	EPS #1 may be inoperative provided: <ul style="list-style-type: none"> a) No passengers are carried, b) Emergency Path Lighting is operative, c) Exterior Emergency Lighting Systems are operative, and d) Repairs are made within 2 flights. NOTE: One emergency cockpit Dome Light, one emergency PAX door spotlight, and PAX door EXIT signs are inoperative.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
34 NAVIGATION					
1.	Display Units (DU)	B	4	3	<p>Lower display unit may be inoperative provided:</p> <ul style="list-style-type: none"> a) Inoperative DU is switched OFF, b) AGM #1, AGM #2, and AGM #4 are operative, c) Use of Jeppesen Electronic Terminal Charts is not authorized except for A/C with M1122 and M-OPT0640, and d) Video system is considered inoperative (refer to item 34-23). <p>NOTE: Pilots should review the "loss of second DU" procedure prior to takeoff.</p>
2.	Advanced Graphics Modules (AGM)	C	4	3	<p>AGM #1, AGM #2, or AGM #4 may be inoperative provided:</p> <ul style="list-style-type: none"> a) All Display Units (DU) are operative, b) Associated DU knob on the reversion panel is set to REV, c) Use of Jeppesen Electronic Terminal Charts is not authorized, except for A/C with M1122 and M-OPT0640, and d) Video system is considered inoperative (refer to item 34-23). <p>NOTE: A red crossed DU must not be switched OFF.</p>
		C	4	3	<p>AGM #3 may be inoperative provided:</p> <ul style="list-style-type: none"> a) Left-hand, right-hand, and upper Display Units (DU) are operative (no black DU authorized except lower DU), b) Associated DU knob on the reversion panel is set to REV, c) Use of Jeppesen Electronic Terminal Charts is not authorized, except for A/C with M1122 and M-OPT0640, and d) Video system is considered inoperative (refer to item 34-23). <p>NOTE: A red crossed DU must not be switched OFF.</p>

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
3.	Modular Avionics Unit (MAU) Channels				
1)	MAU #1B	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) FD #2 is considered inoperative (refer to item 22-2), b) AGM #3 is considered inoperative (refer to item 34-2), c) EGPWS #1 and RAAS is considered inoperative (refer to item 34-14), d) FMS #3 is considered inoperative (refer to item 34-12), e) HUD is considered inoperative (refer to item 34-16), f) CPDLC/ATN B1 function is considered inoperative (refer to item 23-13) g) The other MAU Channels are operative, h) Three IRS are operative, i) Four ADS are operative, j) AHRS channel #1 is verified operative, k) AHRS channel #2 is verified operative, l) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, m) AFM abnormal procedure IRS2: ADS INPUT FAULT is applied before each takeoff, n) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed, and o) Repairs are made within 2 flight days.
					NOTE: SVS is not available.
					(Continued)

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		34 NAVIGATION				
3.	Modular Avionics Unit (MAU) Channels (Cont'd)					
3)	MAU #2B	B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) FD #1 is considered inoperative (refer to item 22-2), b) Autothrottle function is considered inoperative (refer to item 22-6), c) AGM #2 is considered inoperative (refer to item 34-2), d) HUD is considered inoperative (refer to item 34-16), e) CPDLC/ATN B1 function is considered inoperative (refer to item 23-13) f) The other MAU Channels are operative, g) Three IRS are operative, h) Four ADS are operative, i) AHRS channel #1 is verified operative, j) AHRS channel #2 is verified operative, k) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, l) AFM abnormal procedure IRS1: ADS INPUT FAULT is applied before each takeoff, m) Approach and landing minima are limited to CAT 1 operations, and n) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed. 	
4.	Cursor Control Device (CCD) Channels	B	4	3	(M) One channel may be inoperative provided: <ul style="list-style-type: none"> a) Only PNF CCD is affected, b) Associated MKB is operative, and c) Remaining CCD Channels are verified operative. 	
5.	Multi-Function Keyboards (MKB)	B	2	1	(O) One may be inoperative provided channels of the associated CCD are operative. NOTE: For CPDLC use, Pilot Non Flying (PNF) MKB must be operative.	

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		34 NAVIGATION			
6.	Secondary Flight Display (SFD)				NOTE: SFD should be checked with engine #1 running.
1)	ILS Data	C	1	0	
2)	Magnetic Heading	A	1	0	May be inoperative provided: a) Flight is conducted in VMC and other than night conditions, and b) Repairs are made within 3 consecutive calendar-days.
7.	Inertial Reference Systems (IRS)				
	(A/C without M1254)	A	3	2	(O) One may be inoperative provided: a) AHRS channel #1 is verified operative, b) AHRS channel #2 is verified operative, c) Four ADS are operative, d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, e) Hold time is respected prior to takeoff, and f) Repairs are made within three flights.
	(A/C with M1254)	A	3	2	(O) One may be inoperative provided: a) If IRS #1 is inoperative, TCAS is considered inoperative (item 34-13), b) AHRS channel #1 is verified operative, c) AHRS channel #2 is verified operative, d) Four ADS are operative, e) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, f) Hold time is respected prior to takeoff, and g) Repairs are made within three flights.

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34	NAVIGATION				
8.	Attitude and Heading Reference System (AHRS) Channels	B	2	1	(O) AHRS channel #1 may be inoperative provided: <ul style="list-style-type: none"> a) AHRS channel #2 is verified operative, b) Three IRS are operative, c) ADS #1, ADS #2, and ADS #4 are operative, and d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.
		B	2	1	(O) AHRS channel #2 may be inoperative provided: <ul style="list-style-type: none"> a) AHRS channel #1 is verified operative, b) Three IRS are operative, c) ADS #1, ADS #2, and ADS #3 are operative, and d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
34 NAVIGATION					
9.	Air Data Systems (ADS)	B	4	3	(O) ADS #1 or ADS #2 may be inoperative provided: a) AHRS channel #1 is verified operative, b) AHRS channel #2 is verified operative, c) Appropriate operative ADS and associated IRS are selected, d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and e) Crosswind at takeoff or landing is limited to 15 knots.
		B	4	3	(O) ADS #3 may be inoperative provided: a) AHRS channel #2 is verified operative, b) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and c) Crosswind at takeoff or landing is limited to 15 knots.
		B	4	3	(M)(O) ADS #4 may be inoperative provided: a) AHRS channel #1 is verified operative, b) "ADS 4" Circuit Breaker is pulled and collared, c) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and d) Crosswind at takeoff or landing is limited to 15 knots.
10.	Radio-Altimeters (RA) (A/C with M1094)	B	2	1	(M)(O) One may be inoperative provided: a) The affected RA is deactivated and secured, and b) Approach and landing minima are not predicated on its use.

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
34	NAVIGATION					
11.	Modular Radio Cabinets (MRC)					
1)	VIDL-G Modules					NOTE: VIDL-G modules host VOR/ILS Data Link and GPS functions.
a)	VOR/ILS Data Link Functions	D	2	-		Any in excess of those required by 14 CFR may be inoperative.
b)	GPS Functions	C	2	-		May be inoperative provided operations do not require its use. NOTE: ADS-B OUT function (A/C with M-OPT0637) is not used when both GPS are inoperative.
c)	Marker Beacon	C	-	0		May be inoperative provided approach procedures do not require its use.
2)	COM Modules (VHF)					Refer to ATA 23.
3)	XPDR Modules					Refer to ATA 34 - ATC Transponder.
4)	ADF Modules	B	2	0		One or more may be inoperative provided: a) Alternate approved navigational equipment is operative, and b) The ADF are not required for the planned routes to be flown.
		D	2	-		Any in excess of those required by 14 CFR may be inoperative.
5)	DME Modules	D	2	-		Any in excess of those required by 14 CFR may be inoperative.
12.	Flight Management Systems (FMS)	D	3	2		One may be inoperative.
1)	Take Off and Landing Data (TOLD)					
	(A/C without M1254)	D	3	0		One or more may be inoperative.

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		34 NAVIGATION				
13. Traffic Alert and Collision Avoidance System (TCAS)						
1) TCAS I	B	-	0		(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
	C	-	0		(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
2) TCAS II	B	-	0		(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
	C	-	0		(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
a) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s) ***	C	2	1		May be inoperative on the non-flying pilot's side provided: a) TA and RA visual display is operative on the flying pilot's side, and b) TA and RA audio function is operative on the flying pilot's side.	

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34	NAVIGATION				
13.	Traffic Alert and Collision Avoidance System (TCAS) (Cont'd)				
b)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) All 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.
c)	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
d)	Audio Function	B	1	0	May be inoperative provided Enroute or approach procedures do not require use of TCAS.
e)	Airspace Selection Function	C	-	0	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		34 NAVIGATION				
14.	Enhanced Ground Proximity Warning System (EGPWS)					
	Class A TAWS Equipment Required					
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
a)	Modes 1 Thru 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
c)	Glideslope Deviation(s) (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 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 System (Predictive) operates normally.	
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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		34 NAVIGATION			
14.	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd) Class A TAWS Equipment Required (Cont'd)				
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 & Advisory System (RAAS)	C	1	0	
(Continued)					

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
34	NAVIGATION				
14.	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)				
	Class B TAWS Equipment Required				
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
a)	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.
c)	Modes 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 not required by 14 CFR, 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.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
34	NAVIGATION				
14.	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)				
	Class B TAWS Equipment Required (Cont'd)				
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 & Advisory System (RAAS)	C	1	0	

	Class C TAWS Equipment				
***	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.
5)	With M-OPT0019				DELETED Revision 10.

15.	Weather Radar	C	1	0	May be inoperative provided it is not required by 14 CFR.
16.	Head-Up Display (HUD) (A/C with M-OPT0002)	D	1	0	May be inoperative provided: a) Approach and landing minima are not predicated on its use, and b) The combiner is stowed in the rest position.

17.	Checklist Controllers (CLC)	C	2	0	One or more may be inoperative.

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		34 NAVIGATION				
18.	Electronic Checklists (ECL)	D	2	1	One may be inoperative.	
		C	2	0	(O) Both may be inoperative provided alternate procedures are established and used.	
19.	Database Modules				DELETED Revision 7.	
20.	MAU Fans	A	6	5	One may be inoperative provided repairs are made within 2 consecutive calendar-days.	
21.	Lightning Sensor System *** (A/C with M-OPT0005)	D	1	0		
22.	Jeppesen Electronic Terminal Charts *** (A/C with M-OPT0022)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided operational procedures do not require its use.	
23.	Video System (A/C with M-OPT0050) ***					
1)	A/C without EVS (A/C with M-OPT0017)	D	1	0		
2)	A/C with EVS (A/C with M-OPT0017)	D	1	0	May be inoperative provided MDU EVS Video System is considered inoperative (refer to item 34-27).	
24.	Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes before 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 verified to be properly tuned and identified.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		34 NAVIGATION				
25.	DLS (Databases Loading System)					
1)	DMU (Data Management Unit)/DLMU (Data Loader Management Unit)	C	1	0	May be inoperative provided databases are not out of date.	
		C	1	0	May be inoperative provided navigation databases and Jeppesen electronic terminal charts are considered inoperative (refer to items 34-22 and 34-24).	
26.	Total Air Temperature (TAT) Probes				Refer to ATA 31.	
27. ***	EVS System (A/C with M-OPT0017)	D	1	0	(M)(O) May be inoperative provided: a) EVS System is not used, b) EVS System is deactivated and secured, and c) Approaches with EVS operational credit are not planned. NOTE: This item includes associated controls and IRW heating. The entire system must be operative or the entire unit must be considered inoperative.	
1)	MDU EVS Video System	D	1	0	(O) May be inoperative provided Approaches with EVS operational credit are not planned.	

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
34 NAVIGATION					
28.	Aircraft Configuration Database (ACDB) / Aero Engine Database (AEDB) (A/C without M1254)	D	3	2	(O) One may be corrupted provided: a) Affected FMS is set to Single mode, b) Other FMS are operative, c) Other FMS are set to Synchronous mode, d) Affected FMS is not selected on Flying Pilot's side, and e) SmartPerf Learning function is set to OFF.
	(A/C with M1254)	D	3	2	(O) One may be corrupted provided: a) Affected FMS is set to Independent mode, b) Other FMS are operative, c) Other FMS are set to Synchronous mode, and d) Affected FMS is not selected on Flying Pilot's side.
29.	ATC Transponder	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.
1)	Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
2) ***	Automatic Dependant Surveillance - Broadcast Out (ADS-B OUT) Function (A/C with M-OPT0637)	D	1	0	(O) May be inoperative provided: a) ADS-B OUT function is set to OFF (Radio window), and b) Operations do not require its use.

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		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION					
30.	Aircraft Personality Module (APM)	C	4	3	One may be inoperative provided "AVC: APM MISCOMPARE" amber CAS message is not displayed with park brake set after power-up.	
31. ***	SVS (Synthetic Vision System) on PDU (A/C with M-OPT0638)	D	2	0	One or more may be inoperative provided: a) Affected SV function is deselected, and b) NAV: AGM .. DB OLD Fault message is not displayed.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
35	OXYGEN					
1.	Crew Oxygen System					
1)	Normal Mode	C	1	0	(O) May be inoperative provided sufficient oxygen quantity for the flight is computed based on 100 percent oxygen supply.	
2.	Passenger Oxygen System					
1)	Normal Mode	C	1	0	May be inoperative provided the flight is conducted below FL 150.	
		C	1	0	(O) May be inoperative provided the flight is conducted in non-pressurized configuration.	
		C	1	0	May be inoperative provided the flight is conducted without any passengers on board.	
2)	Override Mode	C	1	0	May be inoperative provided the flight is conducted without any passengers on board.	
3)	Drop-Out Boxes	B	-	-	One or more may be inoperative provided: a) Affected seats are blocked and placarded to prevent occupancy, and b) Drop-out boxes are operative for all operative passenger seats and toilet compartments.	
4)	First Aid Mode	C	1	0	May be inoperative provided required portable oxygen bottles are operative.	
3.	Third Crew Member Oxygen System	D	1	0	May be inoperative provided the associated seat is not occupied.	
4.	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.	
5.	Portable Oxygen Bottles	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
6.	Oxygen Indications (in ECS synoptic)	C	2	0	(O) Either or both VOL or QTY indications may be inoperative provided oxygen refilling pressure gauge is used for oxygen quantity computation.	

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M MEL TABLE KEY

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
36 PNEUMATIC					
1.	Engine Bleed Air Systems (BAS)	A	3	2	(M)(O) One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF position, b) Associated HP bleed valve, MP bleed valve and precooler cold air valve are verified and secured in closed position, c) If inoperative engine #1 BAS, XBLEED 1-2 pushbutton is set to ON position, d) If inoperative engine #3 BAS, XBLEED 2-3 pushbutton is set to ON position, and e) Flight is not conducted into known or forecast icing conditions.
2.	Precooler System	A	3	2	(M) One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF, b) Associated precooler cold air valve is verified and secured in closed position, and c) Associated engine BAS is not used (refer to item 36-1). NOTE: Only one engine BAS may be affected by inoperative equipment.
1)	Cold Air Shut Off Valve (CASOV) (A/C without M1000)	A	3	2	(O) One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF, b) Limitations and Performance are applied, and c) Associated engine BAS is not used (refer to item 36-1). NOTE: Only one engine BAS may be affected by inoperative equipment.
3.	Air Management Modules (AMM)				Refer to ATA 21.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
36 PNEUMATIC					
4.	Bleed Air Temperature Sensors	A	3	2	One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF position, and b) Associated engine bleed air system is not used (refer to item 36-1). NOTE: Only one engine bleed air system may be affected by inoperative equipment.
5.	Bleed Air Pressure Sensors	A	3	2	One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF position, and b) Associated engine bleed air system is not used (refer to item 36-1). NOTE: Only one engine bleed air system may be affected by inoperative equipment.
6.	Precooler Outlet Dual Temperature Sensors (PODTS)	A	3	2	One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF position, and b) Associated engine bleed air system is not used (refer to item 36-1). NOTE: Only one engine bleed air system may be affected by inoperative equipment.
7.	APU Bleed Air System				Refer to ATA 49.
8.	Bleed Air Leak Detection System (BALDS)				
1)	Channel B	C	1	0	(M) May be inoperative provided: a) BALDS system is connected to channel A, and b) Channel A is verified operative.
2)	Channel A	D	1	0	
9.	Manifold Temperature Sensors	C	2	1	One may be inoperative.

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		38 WATER/WASTE				
1.	Water System Computer Unit (WSCU)					
1)	A/C without Aft/Fwd Vacuum Toilet (A/C without M1000)	C	1	0	(M)(O) May be inoperative provided: a) Water heaters are disconnected and secured, b) Water system is drained, and c) Compressor switch is set to OFF. NOTE 1: Water system is not available. NOTE 2: Toilet and water systems are independent.	
2)	A/C with Aft Vacuum Toilet (A/C with M1000 or M-OPT0038) and without Fwd Vacuum Toilet	C	1	0	(M)(O) May be inoperative provided: a) Water heaters are disconnected and secured, b) Water system is drained, c) Compressor switch is set to OFF, and d) Aft vacuum toilet is considered inoperative (refer to item 25-18). NOTE 1: Water system is not available. NOTE 2: Forward toilet and water systems are independent.	
3)	A/C with Aft Vacuum Toilet (A/C with M1000 or M-OPT0038) and with Fwd Vacuum (A/C with M-OPT0761)	C	1	0	(M)(O) May be inoperative provided: a) Water heaters are disconnected and secured, b) Water system is drained, c) COMPRESSOR switch is set to OFF, d) Aft Vacuum Toilet is considered inoperative (refer to item 25-18), and e) Fwd Vacuum Toilet is considered inoperative (refer to item 25-22). NOTE: Water system is not available.	
2.	Tank Drain Valve	C	1	0	(M) May be inoperative provided the tank drain valve is manually closed.	
3.	Automatic Drainage System	A	1	0	May be inoperative for one flight provided water tank is not refilled. NOTE: This item addresses automatic drainage system of fuselage-under-floor zone from Frame 9 up to Frame 20.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
38	WATER/WASTE					
4. ***	Aft Lavatory Shower System (M-OPT0459)					
1)	Shower Control Unit (SCU) or Shower High Altitude Valve (SHAV)	D	2	0	(M) One or more may be inoperative provided: a) Shower system is drained, and b) Shower system is deactivated and secured.	
2)	Shower Low Altitude Valve (SLAV) or Fan	D	2	0	(M) One or more may be inoperative provided: a) Aft lavatory shower system use is not authorized on ground, and b) Shower Low Altitude Valve (SLAV) is closed and secured.	
3)	Shower Water Pumps					
a)	Normal Cold Water Pump	D	1	0	(M) May be inoperative provided Shower Standby Cold Water Pump is activated and operative.	
		D	1	0	(M) May be inoperative provided: a) Shower system is drained, and b) Shower system is deactivated and secured.	
b)	Standby Cold Water Pump	D	1	0		
c)	Hot Water Pumps	D	2	0		
4)	Shower Hot/Cold Water Level Indications	D	4	2	One indication hot or cold may be inoperative.	
		D	4	0	One or more may be inoperative provided the aft lavatory shower system is not used.	
5)	Shower Cabinet Light (Spots or LED Strips)	D	6	0		
(Continued)						

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		38 WATER/WASTE				
4. Aft Lavatory Shower System *** (M-OPT0459) (Cont'd)						
6) Return to Seat Panel and Loudspeaker in Shower Cabinet	D	2	1	One may be inoperative.		
	C	2	0	(O) Both may be inoperative provided alternate procedures are established and used.		
7) Shower Electrical Window Shade System	D	1	0			
5. Compressor Monitoring PCB						
1) A/C without Aft/Fwd Vacuum Toilet (A/C without M1000)	C	1	0	(O) May be inoperative provided COMPRESSOR switch is set to OFF.		
				NOTE 1: Water system is not available.		
				NOTE 2: Toilet and water systems are independent.		
2) A/C with Aft Vacuum Toilet (A/C with M1000 or M-OPT0038) and without Fwd Vacuum Toilet	C	1	0	(O) May be inoperative provided: a) COMPRESSOR switch is set to OFF, and b) Aft Vacuum Toilet Rinse Valve and Flush Valve are considered inoperative (refer to items 25-14.(1) and 25-14.(2)).		
				NOTE 1: Water system is not available.		
				NOTE 2: Forward toilet and water systems are independent.		
3) A/C with Aft Vacuum Toilet (A/C with M1000 or M-OPT0038) and with Fwd Vacuum Toilet (A/C with M-OPT0761)	C	1	0	(O) May be inoperative provided: a) COMPRESSOR switch is set to OFF, b) Aft Vacuum Toilet Rinse Valve and Flush Valve are considered inoperative (refer to items 25-14.(1) and 25-14.(2)), and c) Fwd Vacuum Toilet Rinse Valve and Flush Valve are considered inoperative (refer to items 25-18.(1) and 25-18.(2)).		
				NOTE: Water system is not available.		
(Continued)						

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MMEL TABLE KEY

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		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
38	WATER/WASTE					
6.	Water Tank Detection Sensor	C	1	0	May be inoperative provided water tank is not refilled.	
7.	Baggage Compartment Water Detection Sensor	A	2	1	(M) One may be inoperative for three days provided the other Baggage Compartment Water Detection Sensor is verified operative.	

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		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
45	CENTRAL MAINTENANCE SYSTEM					
1.	Central Maintenance Computer (CMC)	C	1	0		May be inoperative provided procedures do not require its use.
2. ***	Cockpit Printer (A/C with M-OPT0015)	D	1	0		May be inoperative provided alternate procedures, if required, are established and used.

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		46 NEW TECHNOLOGY				
1. ***	Electronic Flight Bag System (EFB)					
1) ***	EFB Devices used with "Class 2 EFB for EASy Cockpit" (M-OPT0252)	C	2	1	(M)(O) May be inoperative provided: a) Inoperative EFB is secured or removed from the aircraft, b) Remaining operative EFB is verified fully charged, c) Alternate procedures are established and used, d) EASy-based Jeppesen Charts are available, and e) En-Route and Terminal paper charts for the route to be flown are available on-board.	
		C	2	0	(M)(O) Both may be inoperative provided: a) EFBs are secured or removed from the aircraft, b) Alternate procedures are established and used, c) EASy-based Jeppesen Charts are available, and d) En-Route and Terminal paper charts for the route to be flown are available on-board.	
2) ***	EFB Device (other use)	C	-	0	(M)(O) One or more may be inoperative provided: a) Inoperative EFB(s) is/are secured or removed from the aircraft, b) Alternate procedures are established and used, and c) En-Route and Terminal paper charts for the route to be flown are available on-board.	
3) ***	Power Connection	C	-	0	(O) One or more may be inoperative provided associated EFB device is considered inoperative.	

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46	NEW TECHNOLOGY				
1. ***	Electronic Flight Bag System (EFB) (Cont'd)				
4) ***	Mounting Device	C	-	0	(M) May be inoperative provided: a) Associated mounting device is secured or removed from the aircraft, and b) Associated EFB device is considered inoperative.
5) ***	Data Connectivity	C	-	0	(O) One or more may be inoperative provided associated EFB device is considered inoperative.
2. ***	Airshow System (A/C with M-OPT0030)	D	-	0	May be inoperative provided passenger safety briefing do not require its use.
		C	-	0	May be inoperative provided alternate procedures for passenger safety briefing are established and used.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
49 AIRBORNE AUXILIARY POWER					
1.	Auxiliary Power Unit (APU)	D	1	0	(O) May be inoperative provided: a) APU fuel shut-off valve is verified in closed position, and b) APU COMPUTER Solid State Power Controller (SSPC) is set to LOCK.
2.	APU Bleed Air System	C	1	0	(O) May be inoperative provided: a) BLEED APU pushbutton is set to OFF position, and b) APU Load Control Valve (LCV) is verified in closed position.
3.	APU Electrical Generation System				Refer to ATA 24.
4.	APU Fire Protection System				Refer to ATA 26.
5.	APU N1 Indicating System				DELETED Revision 3. NOTE: Relief may be taken using Item 49-1.
6.	APU T5 Indicating System				DELETED Revision 3. NOTE: Relief may be taken using Item 49-1.
7.	APU Oil Tank Gauging System	A	1	0	May be inoperative until next Basic inspection or for up to 100 APU hours after evidence of last Basic inspection, whichever occurs first.
		A	1	0	(M) May be inoperative up to 100 APU hours or until next Basic inspection, whichever occurs first, provided APU oil tank level is visually verified adequate within the first three flights of the period. NOTE: May be inoperative provided APU is considered inoperative (refer to item 49-1).

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		52 DOORS				
1.	Passenger Door Electrical Lifting System	C	1	0	May be inoperative provided door opening duration is verified to be less than 10 seconds. NOTE: The door is closed with outside help or/and using a rope tied to the unlocking handle.	
2.	Cabin to Baggage Compartment Door	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Door is verified to open, close, and latch properly, b) A placard is applied in the cabin on the cabin to baggage compartment door to require permission from the crew to open the door, c) The cabin to baggage compartment door is verified in closed and latched position every time it has been used, and d) Flight level is limited to FL 400 or below. NOTE: This item includes associated door position detection system.	
3.	Baggage Compartment Door	C	1	0	May be jammed in closed position provided: <ul style="list-style-type: none"> a) Latch and lock handles are in flush position, b) DOOR: BAG NOT SECURED white CAS message is not displayed with the parking brake set, and c) Lock visual inspection device is operative and green. 	
1)	Lock Visual Inspection Device	B	1	0	(O) Some amount of red may be displayed provided: <ul style="list-style-type: none"> a) The baggage compartment door is verified latched and locked by the absence of the white DOOR: BAG NOT SECURED CAS message with the parking brake set, and b) Latch and lock handles are in flush position. 	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
52 DOORS						
4.	Service Compartment Door					
1)	Position Detection System	C	1	0	(O) May be inoperative provided the service compartment door is verified latched in closed position before each flight.	
5. ***	Mid Cabin Partition Door	D	1	0	(M) May be inoperative provided the mid cabin partition door is secured in open position. NOTE: This item includes associated door position detection system.	
6. ***	Sliding Door	D	1	0	(M) May be inoperative provided the sliding door is secured in open position. NOTE: This item includes associated door position detection system.	

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MMEL TABLE KEY

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
73	ENGINE FUEL AND CONTROL				
1.	Engine Time Limited Dispatch (TLD)				
1)	Full Authority Digital Electronic Control (FADEC) System Faults	A	-	-	(O) Aircraft may be dispatched with FADEC faults provided: a) Repairs are made in accordance with times established by Dassault document DGT106044 or PWC Type Certificate Data Sheet number E33, Note 7, whichever is more restrictive, and b) Reliability monitoring data are submitted to the engine manufacturer in accordance with the engine Type Certificate Data Sheet note.
2.	Full Authority Digital Electronic Control (FADEC) Channels	A	6	5	(M) #1A or #3A may be inoperative provided: a) Associated engine oil chip detector is checked free of metal particles every 25 flight-hours, and b) Repairs are made within 125 flight-hours.
		A	6	5	(M) #2A may be inoperative provided: a) Associated engine oil chip detector is checked free of metal particles every 25 flight-hours, b) Thrust reverser system is considered inoperative (refer to item 78-1), and c) Repairs are made within 125 flight-hours.
		A	6	5	#1B or #3B may be inoperative provided repairs are made within 125 flight-hours.
		A	6	5	#2B may be inoperative provided: a) Thrust reverser system is considered inoperative (refer to item 78-1), and b) Repairs are made within 125 flight-hours.

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL AND CONTROL				
3.	Fuel Filter Impending and Actual Bypass Switches	A	3	2	(O) One may be inoperative for 14 flight-hours provided: <ul style="list-style-type: none"> a) No Engine Time Limited Dispatch (TLD) - Short Term Faults is displayed, b) It is verified that there is neither impending nor actual fuel filter bypass, and c) No engine abnormal handling characteristic have been observed.

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SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			4. REMARKS OR EXCEPTIONS
			2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	
74 IGNITION					
1. Igniters		C	6	5	One may be inoperative provided FADEC channels driving the other igniters are operative.

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
77	ENGINE INDICATING				
1.	Engine Primary Parameters				
1)	N1 Indications (in ENG TRM window and ENG synoptic)	C	3	2	One may be inoperative provided: a) N2, ITT, and Fuel Flow indications of the associated engine are operative, and b) All FADEC channels are operative.
2)	N2 Indications (in ENG TRM window and ENG synoptic)	C	3	2	One may be inoperative provided: a) N1, ITT, and Fuel Flow indications of the associated engine are operative, and b) All FADEC channels are operative.
2.	Fuel Flowmeters				Refer to ATA 28.
3.	Engine Vibration Monitoring Systems	C	3	2	One may be inoperative.
4.	Data Collection Units (DCU)	A	3	0	(O) One or more may be inoperative provided: a) Associated Engine Electronic Controller is operative, b) Associated engine indications are verified operative, and c) Repairs are made within 50 flight-hours.

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		2. NUMBER INSTALLED			
3. NUMBER REQUIRED FOR DISPATCH					
78 EXHAUST					
1. Thrust Reverser System (A/C without M1000)		A	1	0	(M) May be inoperative provided: a) Thrust reverser system is secured in stowed position, b) Takeoff on icy runways is not authorized, c) The test of thrust reverser is not performed before takeoff, and d) Repairs are made within 100 consecutive calendar-days. NOTE 1: This item includes thrust reverser stow and deploy switches. NOTE 2: Thrust reverser inhibit lever switch must be operative.
(A/C with M1000)		A	1	0	(M)(O) May be inoperative provided: a) Thrust reverser system is secured in stowed position, b) Takeoff on icy runways is not authorized, c) Maximum Takeoff Weight limitations are applied, d) The test of thrust reverser is not performed before takeoff, and e) Repairs are made within 100 consecutive calendar-days. NOTE 1: This item includes thrust reverser stow and deploy switches. NOTE 2: Thrust reverser inhibit lever switch must be operative.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
79 OIL					
1.	Oil Chip Detection Systems	C	3	0	(M) One or more may be inoperative provided associated oil chip detector is verified free of contaminants before each flight.
		A	3	2	One may be inoperative for two flights or 15 flight-hours, whichever occurs first, provided: <ul style="list-style-type: none"> a) No Engine Time Limited Dispatch (TLD) - Short Term Faults is displayed, b) There is no oil filter impending bypass indication, c) There have been no oil chip detector indications within the previous 50 Engine Flight-hours, and d) Associated engine indications (Oil pressure, oil temperature, vibration ...) are operative and are closely monitored during the flight.
2.	Oil Quantity Gauging Systems	C	3	0	(M) One or more may be inoperative provided associated oil tank level is verified adequate before each departure.
3.	Oil Temperature Indications (in ENG-FUEL-TRM window and ENG synoptic)	A	3	2	One may be inoperative provided repairs are made within 3 consecutive calendar-days. NOTE: Dispatch with oil temperature sensor inoperative is not authorized.
4.	Oil Filter Detection Systems	C	3	0	(M) One or more may be inoperative provided associated oil filter is verified free of contaminants before each flight.
		A	3	2	(O) One may be inoperative for 14 flight-hours provided: <ul style="list-style-type: none"> a) No Engine Time Limited Dispatch (TLD) - Short Term Faults is displayed, b) It is verified that there is neither impending nor actual oil filter bypass, c) Associated oil chip detection system is operative, and d) Associated oil pressure and oil temperature indications are operative and are closely monitored during the flight.

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS OR EXCEPTIONS
80 STARTING					
1.	Air Turbine Starter Valves (ATSV)	C	3	2	(M) One ATSV automatic opening function may be inoperative provided: <ul style="list-style-type: none"> a) Associated ATSV is manually set to open position during the associated engine starting sequence, and b) ATSV automatic closing function by the FADEC at the end of the associated engine starting sequence is verified operative. <p>NOTE: Associated engine relight in flight is only possible using WINDMILLING RELIGHT procedure.</p>
2.	Engine-Start Selector				
1)	START Function	C	1	0	(O) May be inoperative provided engines are started in manual mode.