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Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 6
Date: 07/30/2018

Bombardier Challenger **BD-100-1A10** (Models CL-300 & CL-350)

** FOR 14 CFR PARTS 91, 125, and 135 OPERATIONS ONLY **

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REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. I

AIRCRAFT:
 BD-100-1A10

TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
--	Cover Page	--
--	Table of Contents	I
--	Control Page	II thru V
--	Highlights of Change	VI thru VIII
--	Definitions	IX
--	Preamble	X
Section One	Line Replaceable Unit (LRU) Component Relief	1-1
21	Air Conditioning	21-1 thru 16
22	Autoflight	22-1 thru 2
23	Communications	23-1 thru 6
24	Electrical Power	24-1 thru 3
25	Equipment/Furnishings	25-1 thru 12
26	Fire Protection	26-1 thru 2
27	Flight Controls	27-1 thru 2
28	Fuel	28-1 thru 4
29	Hydraulic Power	29-1 thru 3
30	Ice and Rain Protection	30-1 thru 7
31	Indicating/Recording Systems	31-1 thru 10
32	Landing Gear	32-1 thru 2
33	Lights	33-1 thru 7
34	Navigation	34-1 thru 11
35	Oxygen	35-1 thru 2
36	Pneumatic	36-1 thru 24
38	Water/Waste	38-1
45	Central Maintenance Computer	45-1
46	Information Systems	46-1 thru 2
49	Airborne Auxiliary Power	49-1
52	Doors	52-1 thru 2
73	Engine Fuel and Control	73-1
74	Ignition	74-1
76	Engine Control	76-1
77	Engine Indicating	77-1
78	Engine Exhaust	78-1
79	Engine Oil	79-1
80	Starting	80-1
Section Two	Message Oriented MMEL Relief	2-1
--	Statement Page	2-2
--	CAS Messages	2-3 thru 5

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. II

AIRCRAFT:
 BD-100-1A10

CONTROL PAGE

SYSTEM NO.	PAGE NO.	REV. NO.	DATE
Cover Page	--	6	07/30/2018
Table of Contents	I	6	07/30/2018
Control Page	II thru V	6	07/30/2018
Highlights of Change	VI thru VIII	6	07/30/2018
Definitions	IX	6	07/30/2018
Preamble	X	6	07/30/2018
Section One			
Line Replaceable Unit (LRU) Component Relief	1-1	6	07/30/2018
21 Air Conditioning	21-1	6	07/30/2018
	21-2	6	07/30/2018
	21-3	3	03/06/2009
	21-4	5	01/02/2015
	21-5	5	01/02/2015
	21-6	5	01/02/2015
	21-7	6	07/30/2018
	21-8	5	01/02/2015
	21-9	5	01/02/2015
	21-11	5	01/02/2015
	21-12	5	01/02/2015
	21-13	5	01/02/2015
	21-14	5	01/02/2015
	21-15	5	01/02/2015
	21-16	5	01/02/2015
	22 Autoflight	22-1	6
22-2		1	11/26/2004
23 Communications	23-1	6	07/30/2018
	23-2	5	01/02/2015
	23-3	6	07/30/2018
	23-4	6	07/30/2018
	23-5	5	01/02/2015
	23-6	6	07/30/2018
24 Electrical Power	24-1	1	11/26/2004
	24-2	6	07/30/2018
	24-3	6	07/30/2018
25 Equipment/Furnishings	25-1	6	07/30/2018
	25-2	5	01/02/2015
	25-3	5	01/02/2015
	25-4	6	07/30/2018
	25-5	6	07/30/2018
	25-6	6	07/30/2018
	25-7	5	01/02/2015
	25-8	5	01/02/2015
	25-9	6	07/30/2018
	25-10	6	07/30/2018
	25-11	5	01/02/2015
	25-12	5	01/02/2015

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. III

AIRCRAFT:
 BD-100-1A10

CONTROL PAGE

SYSTEM NO.	PAGE NO.	REV. NO.	DATE
26 Fire Protection	26-1	6	07/30/2018
	26-2	6	07/30/2018
27 Flight Controls	27-1	1	11/26/2004
	27-2	6	07/30/2018
28 Fuel	28-1	6	07/30/2018
	28-2	3	03/06/2009
	28-3	3	03/06/2009
	28-4	3	03/06/2009
29 Hydraulic Power	29-1	4	08/15/2011
	29-2	1	11/26/2004
	29-3	1	11/26/2004
30 Ice and Rain Protection	30-1	3	03/06/2009
	30-2	5	01/02/2015
	30-3	3	03/06/2009
	30-4	3	03/06/2009
	30-5	3	03/06/2009
	30-6	5	01/02/2015
	30-7	6	07/30/2018
31 Indicating/Recording Systems	31-1	6	07/30/2018
	31-2	5	01/02/2015
	31-3	5	01/02/2015
	31-4	5	01/02/2015
	31-5	6	07/30/2018
	31-6	6	07/30/2018
	31-7	5	01/02/2015
	31-8	6	07/30/2018
	31-9	6	07/30/2018
	31-10	6	07/30/2018
32 Landing Gear	32-1	5	01/02/2015
	32-2	4	08/15/2011
33 Lights	33-1	5	01/02/2015
	33-2	5	01/02/2015
	33-3	6	07/30/2018
	33-4	6	07/30/2018
	33-5	6	07/30/2018
	33-6	6	07/30/2018
	33-7	5	01/02/2015

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. IV

AIRCRAFT:
 BD-100-1A10

CONTROL PAGE

SYSTEM NO.	PAGE NO.	REV. NO.	DATE
34 Navigation	34-1	6	07/30/2018
	34-2	6	07/30/2018
	34-3	5	01/02/2015
	34-4	5	01/02/2015
	34-5	5	01/02/2015
	34-6	5	01/02/2015
	34-7	5	01/02/2015
	34-8	5	01/02/2015
	34-9	6	07/30/2018
	34-10	6	07/30/2018
	34-11	6	07/30/2018
35 Oxygen	35-1	5	01/02/2015
	35-2	6	07/30/2018
36 Pneumatic	36-1	5	01/02/2015
	36-2	5	01/02/2015
	36-3	5	01/02/2015
	36-4	5	01/02/2015
	36-5	6	07/30/2018
	36-6	6	07/30/2018
	36-7	6	07/30/2018
	36-8	5	01/02/2015
	36-9	5	01/02/2015
	36-10	5	01/02/2015
	36-11	5	01/02/2015
	36-12	5	01/02/2015
	36-13	6	07/30/2018
	36-14	5	01/02/2015
36-15	6	07/30/2018	
36-16	6	07/30/2018	
36-17	6	07/30/2018	
36-18	5	01/02/2015	
36-19	5	01/02/2015	
36-20	5	01/02/2015	
36-21	6	07/30/2018	
36-22	6	07/30/2018	
36-23	6	07/30/2018	
36-24	6	07/30/2018	
38 Water/Waste	38-1	6	07/30/2018
45 Central Maintenance Computer	45-1	Original	11/18/2003
46 Information Systems	46-1	6	07/30/2018
	46-2	6	07/30/2018
49 Airborne Auxiliary Power	49-1	4	08/15/2011
52 Doors	52-1	1	11/26/2004
	52-2	1	11/26/2004
73 Engine Fuel and Control	73-1	5	01/02/2015
74 Ignition	74-1	6	07/30/2018
76 Engine Control	76-1	Original	11/18/2003

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. V

AIRCRAFT:
 BD-100-1A10

CONTROL PAGE

SYSTEM NO.	PAGE NO.	REV. NO.	DATE
77 Engine Indicating	77-1	1	11/26/2004
78 Engine Exhaust	78-1	Original	11/18/2003
79 Engine Oil	79-1	Original	11/18/2003
80 Starting	80-1	Original	11/18/2003
Section Two			
Message Oriented MMEL Relief	2-1	6	07/30/2018
Statement Page	2-2	6	07/30/2018
CAS Messages	2-3	4	08/15/2011
	2-4	6	07/30/2018
	2-5	5	01/02/2015

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. VI

AIRCRAFT:
 BD-100-1A10

HIGHLIGHTS OF CHANGE

SEQUENCE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
21-00-01	Integrated Air System Controller (IASC): Design change introduced by SB 100-21-05 is considered as a baseline in the production aircrafts from 20101. The production effectivity (aircraft 20101 and subs) is added.
21-52-02	Corrected a numbering error.
22-10-02	Flight Directors: Repair category for both provisos is less restrictive than that for item considered inoperative. Relief for flight director is updated according to the repair category for autopilot system 22-10-01, per FAA PL-25. Assigned category B as repair interval.
23-11-02	HF Communication Systems: Maintenance procedure is added to pull the failed HF system CB to avoid tuning inhibit signal sent by the active antenna coupler to other functioning HF system antenna coupler.
23-71-01	Re-indexing of relief
23-41-01	Updated relief to comply with Policy Letter 9, Revision 12.
24-41-01	Removed erroneous (O) Procedure.
24-50-02	Removed erroneous (O) Procedure.
24-64-01	Removed erroneous (O) Procedure.
25-11-02	Revised proviso for clarity.
25-14-08	Revised proviso for clarity.
25-21-01	Updated relief to comply with Policy Letter 79, Revision 9.
25-61-01	Updated relief to comply with Policy Letter 120, Revision 2.
26-11-01	Changed "Note" for clarity and consistency.
26-13-01	Changed Repair Category to comply Policy Letter 25.
26-21-01	Changed Repair Category to comply Policy Letter 25.
27-41-01	Changed "Note" for clarity and consistency.
28-21-01	Changed Repair Category to comply Policy Letter 25.

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. VII

AIRCRAFT:
 BD-100-1A10

HIGHLIGHTS OF CHANGE

SEQUENCE NO.	EXPLANATION OF CHANGE
30-80-01	Changed proviso wording per AFS-240 requirements.
31-21-01	Removed proviso.
31-41-02	Removed specific vendor name from relief.
31-52-01	Changed proviso wording per AFS-240 requirements.
31-61-01	Adaptive Flight Displays: The MMEL is split into two sub-items to represent two different configurations of the aircrafts. Aircraft effectivity is expressed for single and dual CCP installations.
33-41-01	Added relief for STC #ST02893AT.
33-41-02	Added relief for STC #ST02893AT.
33-42-01	Changed proviso wording per AFS-240 requirements.
33-43-01	Changed proviso wording per AFS-240 requirements.
33-45-02	Wing Inspection Lights: MMEL Policy Letter (PL) 72, Revision 4 GC applied to the MMEL relief. The existing relief conditions are modified or deleted.
33-50-01	Changed proviso wording.
34-21-01	Attitude Heading Reference System: Aircraft applicability is updated. Aircrafts 20003 to 20407 without SB 100-34-32 is equipped with AHRS.
34-54-01	Modified Item Name.
34-55-01	Amended proviso wording for clarity.
34-56-01	Updated Relief to comply with Policy Letter 105, Revision 2.
34-61-01	Flight Management System (FMS): Navigation databases is applied with MMEL Policy Letter (PL)-98, Revision 1.
35-20-03	Changed Repair Category.
35-30-01	Updated relief to comply with Policy Letter 43, Revision 3.

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. VIII

AIRCRAFT:
 BD-100-1A10

HIGHLIGHTS OF CHANGE

SEQUENCE NO.	EXPLANATION OF CHANGE
36-10-01	Bleed Valves (IPV): Design change introduced by SB 100-21-05 is considered as a baseline in the production aircrafts from 20101. The production effectivity (aircraft 20101 and subs) is added.
36-10-03	Renumbered item.
36-10-04	Renumbered and removed erroneous (O) Procedure.
36-10-02	Environmental Control Bleed Pressure Indication Systems; Design change introduced by SB 100-21-05 is considered baseline in the production aircrafts from 20101. The production effectivity (aircraft 20101 and subs) is added.
36-20-01	Leak Detection Loops: Trim loop detection is updated to correct the note "right FCV to the mixing manifold". In addition, the production effectivity (aircraft 20101 and subs) is added.
38-00-01	Updated per Policy Letter 83, Revision 8 GC.
41-02-01	Changed Repair Category to comply with Policy Letter 79.
41-02-02	Revised proviso terminology for clarity.
46-10-01	Integrated Flight Information System: Electronic Chart Displays is rewritten as Electronic Charts to avoid the confusion.
46-10-01-3	Removed specific vendor name from relief.
74-21-01	Modified "Note"
Section 2 2-4	Added dispatch consideration.

REVISION NO. 6
DATE: 07/30/2018

PAGE NO. IX

AIRCRAFT:
BD-100-1A10

DEFINITIONS

Insert definitions from Policy Letter PL-25 as revised.

REVISION NO. 6
DATE: 07/30/2018

PAGE NO. X

AIRCRAFT:
BD-100-1A10

PREAMBLE

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

SECTION ONE

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 21-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Integrated Air System Controller (IASC)					
	1) Aircraft without SB 100-21-05					
	a) IASC 1 Channel B	B	1	0	(O) May be inoperative provided: a) IASC 2 Channel B is operative, b) Left Bleed Loop is considered inoperative (36-20-01). c) Left High Pressure Valve is considered inoperative (30-10-01), and d) Operational status of Pre-cooler Cross Over Valve is verified once each flight day.	
	b) IASC 2 Channel B	B	1	0	(O) May be inoperative provided: a) IASC 1 Channel B is operative, b) Trim Air System is considered inoperative (21-61-03), c) Right Bleed Loop is considered inoperative (36-20-01), d) Right High Pressure Valve is considered inoperative (30-10-01), and e) Operational status of Pre-cooler Cross Over Valve is verified once each flight day.	
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 21-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Integrated Air System Controller (IASC) (Cont'd) 2) Aircraft with SB 100-21-05, Aircraft 20101 and subs. a) IASC 1 Channel B b) IASC 2 Channel B				(O) May be inoperative provided: a) IASC 2 Channel B is operative, b) Left Bleed Loop is considered inoperative (36-20-01). c) Left High Pressure Valve is considered inoperative (30-10-01), and d) Operational status of Pre-cooler Cross Over Valve is verified once each flight day. (O) May be inoperative provided: a) IASC 1 Channel B is operative, b) Trim Air System is considered inoperative (21-61-03), c) Right Bleed Loop is considered inoperative (36-20-01), d) Right High Pressure Valve is considered inoperative (30-10-01), and e) Operational status of Pre-cooler Cross Over Valve is verified once each flight day.	

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
23-02	Avionics Cooling Valve	C	1	0	(M) May be inoperative provided: a) Valve is secured CLOSED, b) Avionics cooling fan is verified operative before each flight, and c) One Avionics Ventilation Temperature Sensor Element on each side is verified operative once each flight day.	
23-03	Avionics Ventilated Temperature Sensors					
1)	L/H Avionics Ventilated Temperature Sensor Elements	C	2	1		
		C	2	0	(M) Any or all may be inoperative provided: a) One R/H Avionics Ventilated Temperature Sensor Element is verified operative once each flight day, b) Avionics Cooling Valve is verified operative before each flight, and c) Avionics cooling fan is verified operative before each flight.	
2)	R/H Avionics Ventilated Temperature Sensor Elements	C	2	1		
		C	2	0	(M) Any or all may be inoperative provided: a) One L/H Avionics Ventilated Temperature Sensor Element is verified operative once each flight day, b) Avionics Cooling Valve is verified operative before each flight, and c) Avionics cooling fan is verified operative before each flight.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 21-4

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Safety Valves	C	2	0	(O) Any or all may be inoperative provided: a) PRESSURIZATION EMER DEPRESS switch is selected ON, and b) Operations are conducted unpressurized at or below 9000 ft. MSL.	
31-03	PRESSURIZATION MANUAL "ON" Switch Light (light function only)	C	1	0		
31-04	PRESSURIZATION EMER DEPRESS "ON" Switch Light (light function only)	C	1	0		
31-05	PRESSURIZATION DITCHING "ON" Switch Light (light function only)	C	1	0		
51-01	Flow Control Valves (FCV)					
	1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05	B	2	1	(M)(O) Left may be inoperative provided: a) Valve is secured CLOSED, b) Trim Air System is operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, d) Trim Air Inlet Temperature Sensor is operative, e) Right Bleed Loop is operative, f) Operational status of L/H Environmental Control Bleed Pressure Indication System is verified before each flight, g) Ram Air Valve is verified operative, h) Operations are conducted at or below FL 250, and i) Operations are conducted within one hour from a suitable airport.	

(Continued)

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 21-5

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Flow Control Valves (FCV) (Cont'd) 1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)	B	2	1	(M)(O) Right may be inoperative provided: a) Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, c) Pack Inlet Temperature Sensor is operative, d) Left Bleed Loop is operative, e) Operational status of R/H Environmental Control Bleed Pressure Indication System is verified before each flight, f) Ram Air Valve is verified operative, g) Operations are conducted at or below FL 250, and h) Operations are conducted within one hour from a suitable airport.	
		C	2	0	(M)(O) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.	
(Continued)						

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 21-6

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Flow Control Valves (FCV) (Cont'd)					
	2) (Aircraft 20003 to 20100 with SB 100-21-05) Aircraft 20101 and subs	C	2	1	(M)(O) Left may be inoperative provided: a) Valve is secured CLOSED, b) Trim Air System is operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, d) Trim Air Inlet Temperature Sensor is operative, e) Right Bleed Loop is operative, f) Operational status of L/H Environmental Control Bleed Pressure Indication System is verified before each flight, g) Ram Air Valve is verified operative, h) Operations are conducted at or below FL 250, and i) Operations are conducted within one hour from a suitable airport.	
		C	2	1	(M)(O) Right may be inoperative provided: a) Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, c) Pack Inlet Temperature Sensor is operative, d) Left Bleed Loop is operative, e) Operational status of R/H Environmental Control Bleed Pressure Indication System is verified before each flight, f) Ram Air Valve is verified operative, g) Operations are conducted at or below FL 250, and h) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 21-7

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Flow Control Valves (FCV) (Cont'd) 2) (Aircraft 20003 to 20100 <u>with</u> SB 100-21-05) Aircraft 20101 and subs (Cont'd)	C	2	0	(M)(O) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.	
52-01	Compressor Discharge Temperature Sensor (CDTS) 1) Compressor Discharge Temperature Sensor Elements	C	1	0	May be inoperative provided left and right Flow Control Valves are considered inoperative (21-51-01). (O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	
52-02	Pack Temperature Sensor (PTS)	C	1	0	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	
52-03	Pack Discharge Temperature Sensor (PDTS) 1) Pack Discharge Temperature Sensor Elements	C	1	0	May be inoperative provided left and right Flow Control Valves are considered inoperative (21-51-01). (O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 21-8

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-04	Air Conditioning Pack	C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.	
53-01	Ram Air Valve (RAV)	C	1	0	(M) (O) May be inoperative provided: a) Valve is secured OPEN, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.	
53-02	Ram Air Regulating Valve (RARV)					
	1) Aircraft 20006 to 20033 <u>without</u> SB 100-21-01	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) Ram Air Valve is verified operative, c) Operations are conducted at or below FL 250, and d) Operations are conducted within one hour from a suitable airport.	
		C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.	

(Continued)

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 21-9

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
53-02	Ram Air Regulating Valve (RARV) (Cont'd) 2) Aircraft 20006 to 20033 <u>with</u> SB 100-21-01, 20001 to 20005, 20034 and subsequent.	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured in DISPATCH position, b) Ram Air Valve is verified operative, c) Operations are conducted at or below FL 250, and d) Operations are conducted within one hour from a suitable airport.	
		C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.	
60-01	AIR COND/BLEED RAM AIR "ON" Switch Light (light function only)	C	1	0		
60-02	AIR COND/BLEED MAN TEMP "ON" Switch Light (light function only)	C	1	0		
61-01	Cockpit/Cabin Ventilated Temperature Sensors	C	2	0	(O) Any or all may be inoperative provided cockpit and cabin temperatures are controlled manually.	
1)	Cockpit/Cabin Ventilated Temperature Sensor Elements	C	4	2	(O) One sensor element per sensor may be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 21-10

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-02	Duct Temperature Sensors (DTS)					
	1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05	B	2	0	Any or all may be inoperative provided Trim Air System is considered inoperative (21-61-03).	
	a) Duct Temperature Sensor Elements	B	4	2	(O) One sensor element per sensor may be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	
	2) (Aircraft 20003 to 20100 with SB 100-21-05) Aircraft 20101 and subs	C	2	0	Any or all may be inoperative provided Trim Air System is considered inoperative (21-61-03).	
	a) Duct Temperature Sensor Elements	C	4	2	(O) One sensor element per sensor may be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	
61-03	Trim Air System					
	1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05	B	1	0	(M)(O) May be inoperative provided: a) Right Flow Control Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to PACK ONLY, c) Pre-cooler Cross Over Valve is operative, d) Left Flow Control Valve is operative, e) Pack Inlet Temperature Sensor is operative, f) Left Bleed Loop is operative, g) Ram Air Valve is verified operative, h) R BLEED is selected OFF, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	

(Continued)

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 21-11

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-03	Trim Air System (Cont'd)					
	1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)	C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.	
	2) (Aircraft 20003 to 20100 <u>with</u> SB 100-21-05) Aircraft 20101 and subs	C	1	0	M)(O) May be inoperative provided: a) Right Flow Control Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to PACK ONLY, c) Pre-cooler Cross Over Valve is operative, d) Left Flow Control Valve is operative, e) Pack Inlet Temperature Sensor is operative, f) Left Bleed Loop is operative, g) Ram Air Valve is verified operative, h) R BLEED is selected OFF, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	
		C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 21-12

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-04	Pre-cooler Cross Over Valve (PCV)	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured OPEN, b) Trim Air System is operative, c) Ram Air Valve is verified operative, d) Operations are conducted at or below FL 250, and e) Operations are conducted within one hour from a suitable airport.	
		C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.	
61-05	Pack Inlet Temperature Sensor (PITS) 1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05	B	1	0	(M)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	

(Continued)

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 21-13

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-05	Pack Inlet Temperature Sensor (PITS) (Cont'd)					
	1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)	C	1	0	(M)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.	
	a) Pack Inlet Temperature Sensor Elements	C	2	1	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	
	2) (Aircraft 20003 to 20100 <u>with</u> SB 100-21-05) Aircraft 20101 and subs	C	1	0	(M)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	
(Continued)						

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-05	Pack Inlet Temperature Sensor (PITS) (Cont'd)					
	2) (Aircraft 20003 to 20100 <u>with</u> SB 100-21-05) Aircraft 20101 and subs (Cont'd)	C	1	0	(M)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.	
	a) Pack Inlet Temperature Sensor Elements	C	2	1	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	
61-06	Trim Air Inlet Temperature Sensor (HATS)					
	1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05	B	1	0	(M)(O) May be inoperative provided: a) R/H Bleed Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) APU bleed is used for engines start only, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport.	

(Continued)

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 21-15

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-06	Trim Air Inlet Temperature Sensor (HATS) (Cont'd)					
	1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)	C	1	0	(M)(O) May be inoperative provided: a) R/H Bleed Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.	
	2) (Aircraft 20003 to 20100 <u>with</u> SB 100-21-05) Aircraft 20101 and subs	C	1	0	(M)(O) May be inoperative provided: a) R/H Bleed Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) APU bleed is used for engines start only, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 21-16

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-06	Trim Air Inlet Temperature Sensor (HATS) (Cont'd) 2) (Aircraft 20003 to 20100 <u>with</u> SB 100-21-05) Aircraft 20101 and subs (Cont'd)	C	1	0	(M)(O) May be inoperative provided: a) R/H Bleed Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.	
61-07	Temperature Control Valve (TCV)	C	1	0	May be inoperative provided L/H and R/H Flow Control Valves are considered inoperative (21-51-01).	
61-08	Baggage Compartment Heaters	C	2	0	(M)(O) Any or all may be inoperative provided affected heater is deactivated.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 22-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Autopilot System	B	1	0	Except where enroute operations or approach procedures require its use, may be inoperative provided Altitude Alerting System is operative. NOTE 1: Autopilot is required for RVSM Operations. NOTE 2: Relief for inoperative individual flight guidance operational modes is provided by MMEL Item 22-10-02 Flight Directors.	
10-02	Flight Directors	B	2	1	(O) Except where enroute operations or approach procedures require its use, may be inoperative provided Autopilot System is considered inoperative (22-10-01).	
		B	2	0	Except where enroute operations or approach procedures require its use, may be inoperative provided: a) Autopilot System is considered inoperative (22-10-01), b) TO/GA Switches are considered inoperative (22-11-02), and c) Operations are conducted in accordance with AFM Supplement.	
1)	Flight Director Modes	C	-	-	Except when enroute operations or approach procedures require its use, individual flight director modes may be inoperative provided Altitude Alerting System is operative. NOTE 1: Flight director altitude hold mode is required for RVSM Operations. NOTE 2: Any flight director mode which operates normally may be used.	

REVISION NO. 1
 DATE: 11/26/2004

PAGE NO. 22-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Autopilot/Flight Director Sync Switches	C	2	0	Any or all may be inoperative in Non-SYNC mode.	
		B	2	0	Any or all may be inoperative in SYNC mode provided: a) Autopilot is disengaged and considered inoperative (22-10-01), b) Flight Directors are selected off and considered inoperative (22-10-02), and c) TO/GA switches (22-11-02) are considered inoperative.	
11-02	Take-Off/Go-Around (TO/GA) Switches	C	2	1	(O) May be inoperative provided alternate procedures are established and used.	
		C	2	0	Any or all may be inoperative provided operations are conducted in accordance with AFM Supplement (Flight Directors inoperative).	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 23-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
11-01	VHF Communication Systems	D	-	2	VHF 3 may be inoperative.	
11-02	HF Communication Systems	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(M)(O) May be inoperative while conducting operations that require two 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.	
13-01 ***	Satellite Communication (SATCOM) System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided routine procedures do not require its use.	
20-01 ***	Datalink System (Includes CPDLC and ADS-C functions)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided 14 CFR do not require its use.	

(Continued)

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 23-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
20-01 ***	Datalink System (Includes CPDLC and ADS-C functions) (Cont'd)					
	1) Controller Pilot Data Link Communications (CPDLC) (Aircraft 20003 to 20500 <u>with</u> SB 100-23-22, or SB 100-23-21, or Aircraft 20501 and subs <u>with</u> SB 350-23-010, or SB 350-23-011)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided 14 CFR do not require its use.	
	a) CPDLC In-Coming Message Visual Alerting (CDU and EICAS)	C	2	0	May be inoperative provided In-Coming Message Aural Alerting (chime) is operative.	
		D	2	0	May be inoperative provided operating regulations and routine operations do not require the use of CPDLC.	
	2) Automatic Dependent Surveillance Contract (ADS-C) ***	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided 14 CFR do not require its use.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 23-3

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar	
22-01 ***	Selective Call System (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.		
41-01	Passenger Address System (PA)	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.		
						1) Passenger Configuration	
						a) Lavatory Speaker	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.		

AIRCRAFT:
BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Alerting System (chime / light)					
	1) Flight Deck Call Light	B	1	0	May be inoperative provided the flight deck chime is operative.	
					NOTE: The flight deck chime must always be operative	
	2) Flight Attendant / Cabin Call Light	D	-	0	(O) May be inoperative provided: a) Affected call light is not used for lavatory smoke detector alerting, and b) Alternate procedures are established and used.	
	3) Flight Attendant / Cabin Chime	D	-	0	(O) May be inoperative provided: a) Affected chime is not used for lavatory smoke detector alerting, and b) Alternate procedures are established and used.	
51-01	Hand Held Microphones	C	2	1	May be inoperative provided associated Boom Microphone is operative and used.	
		C	2	0	Any or all may be inoperative provided: a) Boom Microphones are operative and used, and b) Spare Boom Microphone is available in flight compartment.	
51-02	Flight Compartment Speakers	C	2	0	Any or all may be inoperative provided: a) All flight crewmembers on flight deck duty utilize headsets, and b) Spare headset is readily available.	
51-03	Boom Microphones	A	-	0	May be inoperative provided: a) Associated Hand Held Microphone is operative and used, and b) Repairs are made within 3 flight days.	

REVISION NO. 5
DATE: 01/02/2015

PAGE NO. 23-5

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-04	Headsets	D	-	-	Any in excess of those required for each flight crewmember on flight deck duty may be inoperative.	
51-06	Cabin/Lavatory Speakers	C	-	0	May be inoperative provided: a) Passenger Address System (23-41-01) is considered inoperative, b) Flight Attendant / Cabin Chime is considered inoperative (23-41-02, sub item 3), and c) Pre-recorded Announcement System is considered inoperative (23-70-01).	
	1) Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
51-07	Control Wheel TX/INPH Switches	A	2	1	(O) May be inoperative in non-transmit mode provided: a) Boom Microphones on affected side is considered inoperative (23-51-03), b) Crew interphone using O2 mask and hot mike is verified operative before each flight, and c) Repairs are made within 3 flight days. NOTE: Pilot with inoperative TX/INPH Switch will not be able to transmit when wearing the O2 mask.	
51-08	Cockpit Speaker Mute System ***					
	1) Cockpit Speaker Mute Pushbutton	C	1	0	May be inoperative in the mute state provided Flight Compartment Speakers (23-51-02) are considered inoperative.	
		D	1	0	(O) May be inoperative provided the system is not failed in the mute state.	
	2) Cockpit Speaker Mute Annunciators	D	2	0		

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
70-01 ***	Pre-recorded Announcement System (Airshow Custom Passenger Briefings)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided routine procedures do not require its use.	
71-01	Cockpit Voice Recorder (CVR) System Including the Recorder Independent Power Supply (RIPS)					
	1) If CVR and FDR are installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
	a) Recorder Independent Power Supply (RIPS) (20292 and Subs Post SB 100-23-20)	C	1	0	(M) May be inoperative provided RIPS is removed.	
	2) Operators other than a holder of an air carrier or commercial operator certificate	A	1	0	May be inoperative provided repairs are made as required by 14 CFR.	
	a) Recorder Independent Power Supply (RIPS) (20292 and Subs Post SB 100-23-20)	C	1	0	(M) May be inoperative provided RIPS is removed.	

REVISION NO. 1
 DATE: 11/26/2004

PAGE NO. 24-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	APU Generator Channel	C	1	0	(M) May be inoperative provided: a) APU generator is disabled, and b) Engine Driven Generator Channels are operative.	
20-02	ELECTRICAL APU GEN "ON" Switch Light (light function only)	C	1	0	(O)	
30-01	ELECTRICAL L/R BATT "OFF" Switch Light (light function only)	C	2	0		
30-02	ELECTRICAL STBY INST "OFF" Switch Light (light function only)	C	1	0		
31-01	Engine Driven Generator Channels	B	2	1	(M)(O) May be inoperative provided: a) Affected generator is disabled, b) APU is operative, c) APU Generator Channel is operative and used throughout flight, d) AFM performance corrections for APU ON are applied, and e) Operations are conducted at or below FL 300.	
31-02	ELECTRICAL L/R GEN "OFF" Switch Light (light function only)	C	2	0		
31-03 ***	Hydraulic Motor Driven Generator (HMDG) System	D	1	0	(M) May be inoperative provided system is deactivated.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 24-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
41-01	External Power System	C	1	0		
41-02	ELECTRICAL EXT PWR "AVAIL/ON" Switch Light (Pedestal) (light function only)	C	1	0		
41-03	EXTERNAL POWER "AVAIL/IN USE" Indicator (Service Panel)	C	1	0		
41-04	Ground Service Power System	C	1	0	(O) May be inoperative provided ground service contactor is verified open.	
41-05	GND SERVICE "ON" Switch Light (Service Panel) (light function only)	C	1	0		
50-01	Bus Tie Contactors	B	2	1	May be inoperative CLOSED.	
50-02	ELECTRICAL BUS TIE "-" Switch Light (light function only)	C	1	0		
64-01	Auxiliary Buses					
1)	Left Auxiliary Bus	C	1	0		
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 24-3

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
64-01	Auxiliary Buses (Cont'd)					
2)	Right Auxiliary Bus	B	1	0	(O) May be inoperative provided: a) Passenger Address System is considered inoperative (23-41-01), b) Alerting System is considered inoperative (23-41-02), c) Pre-recorded Announcement System is considered inoperative (23-70-01), d) Windshield & Side Window Heating System right Side Window Heating Channel is considered inoperative (30-41-01), e) Cabin Lighting System is considered inoperative (33-20-01), f) Water System is considered inoperative (38-00-01), and g) Lavatory Waste System is considered inoperative (38-30-01).	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 25-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Pilot seats					
1)	Headrests	C	2	0	Any or all may be inoperative or missing provided seat is acceptable to the affected crewmember.	
2)	Lumbar supports	C	2	0	Any or all may be inoperative in the lowest position provided seat is acceptable to the affected crewmember.	
3)	Arm rests	C	4	0	(M) Any or all may be inoperative or missing provided: a) Affected armrest is secured in upright position, b) Egress is not impaired, and c) Seat is acceptable to the affected crewmember.	
4)	Seat adjustments	C	-	-	Vertical, recline, and fore/aft adjustment may be inoperative provided seat is secured in a position to meet individual pilot requirements.	
11-02 ***	Belted Toilet Seat	D	1	0	Seat belt may be inoperative provided the seat is not occupied during taxi, takeoff and landing.	
11-03 ***	Forward Pull Out In Flight Seat	D	1	0	(M) May be inoperative provided it is secured in the STOWED position or removed.	
13-01 ***	Pilots Heated Mats	C	2	0	(M) Any or all may be inoperative provided affected mat is deactivated.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 25-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
14-01	Cockpit Sunvisors					
	1) Sun Visors (Headliner)	C	2	0	Any or all may be inoperative provided affected sun visor does not obstruct either pilot's field of view for take-off and landing.	
		C	2	0	(O) Any or all may be inoperative (missing) provided: a) Affected sun visor is removed, b) Affected sun visor is disposed in a secure stowage location, and c) It is acceptable to flightcrew for intended flight conditions.	
	2) Glareshield Retractable Visors	C	2	0	(M) Any or all may be inoperative or missing provided: a) Affected visor is secured in the retracted position or removed, and b) It is acceptable to flightcrew for intended flight conditions.	
14-02	Control Wheel Chart Holders	C	2	0		
14-03 ***	Cockpit Writing Tables	D	2	0	Any or all may be inoperative (missing) provided affected table does not impede associated crewmember to perform his duties.	
14-04	Lavatory Entry Area Ashtray	A	1	0	May be inoperative or missing for a period of 10 calendar days.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 25-3

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
14-05	Galley Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that the sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.	
14-06	Cabin and Galley Storage Compartments/ Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure Compartment/Closets CLOSED, b) Associated Compartment/Closets is prominently placarded DO NOT USE, c) Any emergency equipment located in affected Compartment/Closets is considered inoperative, and d) Affected Compartment/Closets is not used for storage of any item(s) except for those permanently affixed.	
		C	-	-	(M)(O) May be inoperative provided: a) Affected door(s) is removed, b) Associated Compartment/ Closets is not used for storage of any items, except those permanently affixed, c) Associated Compartment/Closets is prominently placarded DO NOT USE, and d) Passengers are briefed that associated compartment is not used.	
NOTE: Any emergency equipment located in the associated Compartment/Closets (permanently affixed) is available for use.						
(Continued)						

AIRCRAFT:
BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
14-06	Cabin and Galley Storage Compartments/ Closets (Cont'd)					
	1) Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
14-07	Passenger Seat Life Vest Storage Compartment Panels					
	1) If Life vests required by Regulations	C	-	-	May be inoperative (missing) provided: a) Associated life vest is relocated and accessible for affected passenger, and b) Affected passenger is briefed about life vest location.	
		C	-	-	May be inoperative (missing) provided: a) Associated life vest is removed, and b) Affected Passenger Seat is considered inoperative (25-21-01).	
	2) If Life vests not required by Regulations	D	-	-	May be inoperative (missing) provided associated life vest is removed.	
14-08	Lavatory Door	C	1	0	(M) May be inoperative provided: a) Door is secured OPEN or CLOSED, and b) Baggage restraints are operative.	
					NOTE: Does not preclude the carriage of ballast. For ballast purposes, use of bags (made of glass fibre or kevlar) of sands or ingots of non-magnetic metals (such as lead) is acceptable.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 25-5

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Seats	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat(s) with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
1)	Recline Mechanism	D	-	-	(M) May be inoperative and seat(s) occupied provided seat(s) is secured in the upright position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position	
2) ***	Lazyboy Leg rest Mechanism	D	-	-	(M) May be inoperative and seat(s) occupied provided leg rest(s) is secured in stowed position.	
3) ***	Track/Swivel Mechanism	D	-	-	(M) May be inoperative and seat(s) occupied provided: a) Affected forward facing seat is secured in fully aft, fully outboard, forward facing position, and b) Affected aft facing is secured in fully forward, fully outboard, aft facing position.	
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 25-6

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Seats					
4)	Armrest	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
5) ***	Seat Belt Air Bag Restraint Systems					
	Seat Belt Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
	Seat Belt Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 25-7

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-02 ***	Observer Seat					
***	1) Flight Deck Observer Seat (including associated equipment)	A	-	-	(O) May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, b) Affected seat is verified retracted prior to each flight, and c) Repairs are made within 2 flight days.	
		A	-	-	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available to the FAA inspector for the performance of official duties, b) Seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within 2 flight days.	
					NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
					(Continued)	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 25-8

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-02 ***	Observer Seat (Cont'd)					
	1) Passenger/ Observer Seat (including 3-rd Audio System) ***	A	1	0	(M) May be inoperative provided: a) Seat does not block or restrict access to an emergency exit, b) Seat does not restrict any passenger from access to the main aisle, c) Seat is not used and is blocked and placarded "DO NOT OCCUPY", d) Other passenger seat is made available to a Regulatory Authorities inspector (if required) for the performance of official duties, and e) Repairs are made within 2 flight days. NOTE: An inoperative seat belt renders seat inoperative.	
	a) Recline Mechanism ***	C	1	0	(M) May be inoperative and seat occupied provided seat is secured in the upright position.	
	b) Lazyboy Leg rest Mechanism ***	D	1	0	(M) May be inoperative and seat occupied provided leg rest is secured in stowed position.	
	c) Track/Swivel Mechanism ***	D	1	0	(M) May be inoperative and seat occupied provided: a) Affected forward facing seat is secured in fully aft, fully outboard, forward facing position, and b) Affected aft facing seat is secured in fully forward, fully outboard, aft facing position.	
	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).	

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
50-01	Cargo Restraint System	C	1	0	May be inoperative provided cargo compartment remains empty.	
1)	Baggage Net	C	1	0	May be inoperative provided Baggage Shelf is installed, operative and used to restrain all available baggage.	
2) ***	Baggage Shelf	D	1	0	May be inoperative provided shelf is not used. NOTE: An inoperative restraining net renders shelf inoperative.	
61-01 ***	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, and c) Placard stating "ELT not installed" is placed in view of the pilot.	
		A	-	0	(M) May be missing provided: a) Repairs are made within 90 days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
		D	-	-	(M) May be inoperative provided: a) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
		D	-	-	May be missing provided: a) Any in excess of those required by 14 CFR may be missing, and b) Placard stating "ELT not installed" is in view of the pilot.	

(Continued)

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 25-10

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
61-01 ***	Emergency Locator Transmitter (ELT) (Cont'd)					
***	3) Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	
***	4) ELT Indicator Light	D	-	0		
***	5) ELT Aural Alarm	D	-	0		
62-01	Emergency Medical Equipment					
	1) Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.	
(Continued)						

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 25-11

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Emergency Medical Equipment (Cont'd)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
	1) Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.	
	2) First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
	2) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.	
		D	-	-	Any in excess of those required by CFR may be incomplete, missing, or inoperative.	
62-02	Flotation Equipment (Crew and Passengers)	D	-	-	As required by Regulations.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 25-12

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-03	Flashlights/Flashlight Holders					
	1) Flashlights	C	-	0	May be inoperative (missing) provided affected crewmember has a flashlight of equivalent characteristics readily available.	
	2) Holders	C	-	0	May be inoperative (missing) provided alternate stowage provisions are provided.	
70-01 ***	Non-Essential Equipment Furnishings (NEF)	-	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 26-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
11-01	FIREX System	B	1	1	System redundancy may be degraded as indicated by "FIRE SYS FAULT" advisory message provided operations are conducted within one hour from a suitable airport. NOTE: All FIREX System failures causing "FIRE SYS FAULT" advisory message.	
11-02	FIREX Control Unit ARINC Communication	B	1	0	(O) May be inoperative provided FIRE DET test is performed before each flight.	
13-01	APU Fire Detection Subsystem	B	1	0	May be inoperative provided APU is considered inoperative (49-11-01).	
		B	1	0	(M) May be inoperative for ground operations only provided: a) APU access panel is opened, b) APU is continuously visually monitored, and c) APU is shut down before taxi.	
14-01	Main Landing Gear Bay Overheat Detection Subsystem	B	1	0	May be inoperative provided: a) Landing gear is left extended for a minimum of 5 minutes after takeoff, b) Takeoff performance is in accordance with the AFM Supplement (Flight with Landing Gear Down), and c) Takeoff is not conducted in icing conditions. NOTE: In case of engine failure after V1, performance is the prime consideration and the landing gear should be retracted normally until performance penalty with gear down is not a problem.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 26-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
15-01	Baggage Compartment Smoke Detection Subsystem	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast and/or fly away kits. Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.	
21-01	APU Fire Extinguishing Subsystem	B	1	0	May be inoperative provided APU is considered inoperative (49-11-01).	
		B	1	0	(M) May be inoperative for ground operations only provided: a) APU access panel is opened, b) APU is continuously visually monitored, and c) APU is shut down before taxi.	
23-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by Regulations may be inoperative (missing) provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it can not be mistaken for functional unit, and b) Required distribution is maintained.	

REVISION NO. 1
 DATE: 11/26/2004

PAGE NO. 27-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
10-01	EICAS Aileron Control Surface Position Indications	C	2	0	(O) Any or all may be inoperative provided affected control surface is visually checked for full, free and correct movement before each flight.	
20-01	EICAS Rudder Control Surface Position Indication	C	1	0	(O) May be inoperative provided: a) Rudder Pedal Adjustment Systems are operative, and b) Control surface is visually checked for full, free and correct movement before each flight.	
20-02	Rudder Pedal Adjustment Systems	C	2	0	(M) Any or all may be inoperative provided: a) Actuators are deactivated, b) EICAS Rudder Control Surface Position Indication is operative, c) Pedals position is acceptable to the affected crewmember, and d) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations.	
32-01	Stick Shakers	A	2	1	(M)(O) May be inoperative provided: a) Affected shaker is deactivated, b) Aural warnings are verified operative, and c) Repairs are made after 1 flight.	
32-02	STALL PUSHER "OFF" Switch Light (light function only)	C	1	0		

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 27-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Pitch Trim System	C	1	1	(O) System redundancy may be degraded as indicated by "STAB TRIM FAULT" advisory message provided pilot and copilot manual trim switches are verified operative before each flight. NOTE: All Pitch Trim System failures causing "STAB TRIM FAULT" advisory message must be repaired after appearance of this message on EICAS.	
60-01	Spoiler System					
1)	Ground lift Dumping AUTO Function	C	1	0	(O) May be inoperative provided: a) GND SPOILERS rotary selector switch is selected to MANUAL ARM before each takeoff and landing. b) GND SPOILERS rotary selector switch is selected to OFF after each landing.	
61-01	ROLL SPOILERS "OFF" Switch Light (light function only)	C	1	0		

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 28-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-01	APU fuel SOV	B	1	0	(M) May be inoperative provided: a) Valve is deactivated CLOSED, and b) APU is considered inoperative (49-11-01).	
21-02	L & R Fuel Boost Pumps	A	2	1	(M)(O) May be inoperative provided: a) Inoperative Boost Pump is selected to OFF, b) Inoperative Boost Pump is deactivated, c) Both primary feed ejectors are operative, d) Transfer (XFER) Valve is verified operative, e) Gravity cross-flow (XFLOW) valve is verified operative, f) Operations are conducted at or below 18500 ft, g) Bulk Fuel Temperature before takeoff is below or equal to 25 degrees C (77 degrees F), h) Aircraft has fuel of types Jet A or Jet A1, i) A minimum fuel quantity of 2000 lbs per wing (4000 lbs total) is required for landing and any fuel quantity below this value is considered unusable, j) Cross-side Fuel Boost Pump AUTO function is operative, k) Operations are conducted within one hour from a suitable airport, and l) Repairs are made within 1 flight day.	

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-03	L & R Fuel Boost Pumps Auto Function					
	L Fuel Boost Pump AUTO Function	C	1	0	May be inoperative provided FUEL L PUMP rotary selector switch is selected to ON before left engine start and selected to OFF when engine started.	
	R Fuel Boost Pump AUTO Function	C	1	0	May be inoperative provided: a) FUEL R PUMP rotary selector switch is selected to ON before right engine start and selected to OFF when engine started, and b) FUEL R PUMP rotary selector switch is selected to ON before APU start and selected to OFF when right engine started or APU shut down.	
22-01	XFER Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is deactivated CLOSED, b) Gravity XFLOW Valve is verified operative, and c) Operations are conducted within one hour from a suitable airport.	
22-02	FUEL XFER “-“ Switch Light (light function only)	C	1	0		
22-03	FUEL GRAVITY XFLOW “-“ Switch Light (light function only)	C	1	0		
22-04	Gravity XFLOW Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated CLOSED, b) XFER Valve is verified operative, and c) Operations are conducted within one hour from a suitable airport.	

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Pressure Refueling System (Refuel/Defuel Control Panel)	C	1	0	(O) May be inoperative provided gravity refueling procedure is used.	
1)	Automatic Mode	C	1	0	(O) May be inoperative provided Manual Mode is operative.	
2)	Manual Mode	C	1	0	(O) May be inoperative provided Automatic Mode is operative.	
3)	Fuel Quantity Display Indications (Left and Right)	C	2	0	(O) Any or all may be inoperative provided Manual Mode is operative and used.	
23-02	Refuel/Defuel Valves	C	2	0	(M) Any or all may be inoperative provided: a) Valves are deactivated, b) Affected valve is verified CLOSED, and c) Gravity refueling procedure is used.	
23-03	Pressure Relief Valves	C	2	0	(M) Any or all may be inoperative provided: a) Affected valve is verified CLOSED, and b) Pressure Refueling System Manual Mode is operative and used.	
		C	2	0	(M) Any or all may be inoperative provided: a) Affected valve is verified CLOSED, and b) Gravity refueling procedure is used for affected tank.	

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
23-04	Refuel/Defuel Adapter Cap	C	1	0	(M) May be inoperative (missing) provided: a) Refuel/defuel adapter is visually checked for contamination before each pressure refueling, b) Check valve is verified CLOSED after each pressure refueling, and c) Refuel/Defuel Valves are verified CLOSED after each pressure refueling.	
40-01	EICAS Bulk Fuel Temperature Indication System	C	1	0	(M) May be inoperative provided fuel temperature is verified to be within limits before each flight.	
41-01	High Level Sensors	C	2	0	(O) Any or all may be inoperative provided: a) Pressure Refueling System Manual Mode is operative and used, and b) Maximum allowed fuel quantity in each tank is limited to 5500 lbs (2500 kg).	
		C	2	0	Any or all may be inoperative provided gravity refueling procedure is used for the affected tank. NOTE: Refer to AFM fuel limitations for the maximum usable fuel load when using gravity refueling.	
41-02	Fuel Quantity Gauging Computer Channels	C	2	1	May be inoperative provided Fuel Used Readout is operative.	

AIRCRAFT:
BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
11-01	HYDRAULIC L/R SOV "CLOSED" Switch Light (light function only)	C	2	0		
12-01	L & R DC Motor Pumps (DCMP)					
	1) AUTO Function (Aircraft 20003 to 20190 <u>without</u> SB 100-29-011)	C	2	0		
	2) AUTO Function (Aircraft 20003 to 20190 <u>with</u> SB 100-29-011) Aircraft 20191 and subs.	C	2	0	(O) Any or all may be inoperative provided affected pump HYDRAULIC L/R PUMP rotary selector switch is selected to ON before each take-off and approach.	
12-02	Power Transfer System	C	1	0	(M)(O) May be inoperative provided: a) Power transfer unit selector valve is deactivated CLOSED, and b) Takeoff performance is in accordance with the AFM Supplement 2 – Supplemental information for the MMEL (Flight with Landing Gear Down).	
	1) AUTO Function	C	1	0	NOTE: Only take-off and climb performance penalties for Landing Gear Down apply. May be inoperative provided: a) HYDRAULIC PTU rotary selector switch is selected to ON before each take off and selected to OFF during each climb, and b) HYDRAULIC PTU rotary selector switch is selected to ON before each approach and selected to OFF after each landing.	

REVISION NO. 1
 DATE: 11/26/2004

PAGE NO. 29-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
31-01	EICAS L & R Hydraulic Pressure Readouts	C	2	0	(O) Any or all may be inoperative provided DCMP Low Pressure Switch and EDP Low Pressure Switch on affected side are verified operative.	
31-02	L & R Hydraulic Pump Low Pressure Switches					
1)	DCMP Low Pressure Switches	C	2	0	(O) Any or all may be inoperative provided: a) EDP Low Pressure Switch on affected side is operative, b) Affected hydraulic pump is verified operative before each flight, and c) EICAS Hydraulic Pressure Readout and Hydraulic Reservoir Quantity Readout in affected system are operative and monitored during flight.	
2)	EDP Low Pressure Switches	C	2	0	(O) Any or all may be inoperative provided: a) DCMP Low Pressure Switch on affected side is operative, b) Affected hydraulic pump is verified operative before each flight, and c) EICAS Hydraulic Pressure Readout and Hydraulic Reservoir Quantity Readout in affected system are operative and monitored during flight.	
<p>NOTE: When aircraft is dispatched with right EDP Low Pressure Switch inoperative, flaps will operate at low rate.</p>						

REVISION NO. 1
 DATE: 11/26/2004

PAGE NO. 29-3

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
32-01	EICAS Hydraulic Reservoir Quantity Readouts					
1)	L & R	C	2	0	(M) Any or all may be inoperative provided: a) Hydraulic Reservoir Quantity Gauge in affected system is operative, b) Quantity in associated reservoir is verified adequate on respective Hydraulic Reservoir Quantity Gauge before each flight, and c) Hydraulic Pump Low Pressure Switches (EDP and DCMP) on affected side are operative.	
2)	AUX	C	1	0	(M) May be inoperative provided: a) AUX Hydraulic Reservoir Quantity Gauge is operative, and b) Quantity in auxiliary system reservoir is verified adequate on AUX Hydraulic Reservoir Quantity Gauge before each flight.	
32-02	Hydraulic Reservoir Quantity Gauges					
1)	L & R	C	2	0	Any or all may be inoperative provided EICAS Hydraulic Reservoir Quantity Readout in affected system is operative.	
2)	AUX	C	1	0	May be inoperative provided AUX EICAS Hydraulic Reservoir Quantity Readout is operative.	

REVISION NO. 3
 DATE: 03/06/2009

PAGE NO. 30-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-01	High Pressure Valves (HPV)	C	2	0	(M) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) ANTI-ICE WING switch is selected OFF, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative.	
10-02	Anti-Ice Bleed Pressure Indication Systems	C	2	0	Any or all may be inoperative provided: a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.	
10-03	Wing Anti-Ice Valves (WAIV)	C	2	0	(M) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) ANTI-ICE WING switch is selected OFF, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative.	
10-04	Wing Isolation Valve (CBW)	C	1	0	May be inoperative provided: a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 30-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-05	ANTI-ICE WING "ON" Switch Light (light function only)	C	1	0		
10-06	Engine Anti-Ice Valves	C	2	1	May be inoperative CLOSED provided: a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.	
		C	2	1	(O) May be inoperative OPEN provided: a) Affected engine ITT margin is checked before each take-off, and b) Operations are conducted in accordance with AFM Performance data for engine anti-ice ON.	
10-07	Engine Anti-Ice TT2 Probe Heaters	C	2	1	May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.	
10-08	Engine Anti-Ice Low Pressure Switches	C	2	1	May be inoperative provided: a) Operations are conducted in accordance with AFM Performance data for engine anti-ice ON, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.	
10-09	ANTI-ICE ENG L & R "ON" Switch Lights (light function only)	C	2	0		

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Wing Anti-Ice Temperature Sensors	C	4	0	Any or all may be inoperative provided: <ol style="list-style-type: none"> a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative. 	
1)	Outboard Wing Anti-Ice Temperature Sensor Elements	C	4	2	(M) One sensor element per sensor may be inoperative provided Anti-Ice Bleed Pressure Indication Systems operational status is verified before each flight.	
31-01	Air Data Probe Heating System					
1)	Pitot/Static Probe & Base Heaters	B	4	2	(M) Except where enroute operations require its use, same side Probe and/or Base Heaters may be inoperative provided: <ol style="list-style-type: none"> a) Affected heater is deactivated, b) Standby Pitot Probe Heater is operative, c) Operations are not conducted in visible moisture (including standing water and slush) in any form, d) Operations are not conducted in known or forecast icing conditions, e) One Ice Detection System is operative, and f) Operations are conducted in Day VMC conditions only. 	

(Continued)

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Air Data Probe Heating System (Cont'd)					
2)	Standby Pitot Probe Heater	B	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Heater is deactivated, b) Pitot/Static Probe & Base Heaters are operative, c) Operations are not conducted in visible moisture (including standing water and slush) in any form, d) Operations are not conducted in known or forecast icing conditions, e) One Ice Detection System is operative, and f) Operations are conducted in Day VMC conditions only. 	
3)	Static Port Heaters	B	2	1	(M) Except where enroute operations require its use, may be inoperative provided: <ol style="list-style-type: none"> a) Affected heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in Day VMC conditions only. 	

(Continued)

REVISION NO. 3

PAGE NO. 30-5

DATE: 03/06/2009

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Air Data Probe Heating System (Cont'd)					
4)	AOA Sensor Vane & Case Heaters	B	4	2	(M) Same side Vane and/or Case Heaters may be inoperative provided: a) Affected heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in Day VMC conditions only.	
5)	TAT Sensor Heater	B	1	0	(M) May be inoperative provided: a) Heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in Day VMC conditions only.	
31-02	ANTI-ICE L/R PROBES "OFF" Switch Light (light function only)	C	2	0		

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 30-6

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Drain Mast Heaters	C	2	0	(M) Any or all may be inoperative provided: a) Heaters are deactivated, b) Water System is considered inoperative (38-00-01), c) Galley ice drawers remain empty, and d) Lavatory sink and galley drip tray (sink) are placarded "INOPERATIVE-DO NOT USE".	
41-01	Windshield & Side Window Heating System					
1)	Windshield Heating Channels	C	2	1	(M) May be inoperative provided: a) Affected channel is deactivated, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.	
		C	2	0	(M) Any or all may be inoperative provided: a) Affected channel is deactivated, b) Side Window Heating Channels are operative, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative.	
2)	Side Window Heating Channels	C	2	1	(M) Right may be inoperative provided: a) Channel is deactivated, and b) One Windshield Heating Channel is operative.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 30-7

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
80-01	Ice Detection Systems	C	2	1	(M) May be inoperative provided: a) Affected detector is deactivated, and b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.	
		C	2	0	(M) Any or all may be inoperative for other than night operations provided: a) Affected detector is deactivated and, b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.	
		C	2	0	(M) Any or all may be inoperative for night operations provided: a) Affected detector is deactivated and, b) Anti-ice systems are turned ON when SAT is between +10 degrees C and -40 degrees C.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 31-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Clock				Deleted, Revision 6	
1)	Universal Time Co-ordination Display (UTC)	C	1	0		
2)	Flight Time (FT)	C	1	0		
3)	Chronometer (CHR)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to determine elapsed time.	
4)	LCD Display Segments/Mode (Annuns.)	C	-	-	Individual segments or annunciations may be inoperative provided flightcrew can readily determine mode of operation.	
31-01 ***	Flight Data Recorder (FDR)					
	1) Holder of an air carrier or commercial operator certificate	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
(Continued)						

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 31-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-01 ***	Flight Data Recorder (FDR) (Cont'd)					
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. 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.	
	a) FDR Recording Parameters required by 14 CFR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.	
	b) FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
(Continued)						

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 31-3

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-01 ***	Flight Data Recorder (FDR) (Cont'd) 2) Operators other than a holder of an air carrier or commercial operator certificate	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made as required by 14 CFR.	
41-01	Cursor Control Panel (CCP) (Aircraft with Single CCP) (Aircraft 20000 to 20124)					
1)	L/R Toggle Switch	C	1	0	May be inoperative with CCP control active for right MFD provided right MFD is operative.	
		C	1	0	May be inoperative with CCP control active for left MFD.	
2)	Joystick	C	1	0	May be inoperative provided: a) Electronic Checklist is considered inoperative (31-60-01), and b) Maintenance Diagnostic Computer is considered inoperative (45-45-01).	
3)	CKLST Pushbutton	C	1	0	May be inoperative provided Electronic Checklist is considered inoperative (31-60-01).	
4)	SKIP Pushbutton	C	1	0		
(Continued)						

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 31-4

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Cursor Control Panel (CCP) (Aircraft with Single CCP) (Aircraft 20000 to 20124) (Cont'd)					
5)	FRMT Pushbutton	C	1	0	May be inoperative provided Maintenance Diagnostic Computer is considered inoperative (45-45-01). NOTE: Plan Map will not be available unless PLAN pushbutton is installed and operative.	
6)	TFC Pushbutton	C	1	0	May be inoperative provided Maintenance Diagnostic Computer is considered inoperative (45-45-01).	
7)	TR/WX Pushbutton	C	1	0	May be inoperative provided Maintenance Diagnostic Computer is considered inoperative (45-45-01).	
8)	ENTER Pushbutton	C	1	0	May be inoperative provided: a) Electronic Checklist is considered inoperative (31-60-01), and b) Maintenance Diagnostic Computer is considered inoperative (45-45-01).	
9) ***	AUTO Pushbutton	D	1	0		
10) ***	PLAN Pushbutton	D	1	0		
11) ***	SHLDR Pushbutton	D	1	0		
12) ***	SIDE Pushbutton	D	1	0		
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 31-5

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 and up)	C	2	1	(O) Right side may be inoperative.	
	1) Joystick	C	2	1		
		C	2	0	May be inoperative provided: a) Maintenance Diagnostic Computer (45-45-01) is considered inoperative, b) Electronic Checklist (31-60-01) is considered inoperative, c) Graphical Weather function (46-10-01) is considered inoperative, and d) Electronic Charts (46-10-01) are considered inoperative.	
	2) JSTK Pushbuttons	C	2	0		
	3) MEM Pushbuttons	D	6	0		
	4) CHART Pushbuttons	C	2	1		
		C	2	0	May be inoperative provided Electronic Charts (46-10-01) are considered inoperative.	
	5) ZOOM Pushbuttons	C	2	1		
		C	2	0	May be inoperative provided: a) Graphical Weather function (46-10-01) is considered inoperative, and b) Electronic Charts (46-10-01) are considered inoperative.	
(Continued)						

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 and up) (Cont'd)					
	6) Orient Pushbuttons (located under the CHART pushbutton)	C	2	1		
		C	2	0	May be inoperative provided: a) Graphical Weather function (46-10-01) is considered inoperative, and b) Electronic Charts (46-10-01) are considered inoperative.	
	7) LWR FRMT Pushbuttons	C	2	0		
	8) UPR MENU Pushbuttons	C	2	1		
	9) LWR MENU Pushbuttons	C	2	1		
	10) ESC Pushbuttons	C	2	0		
	11) PUSH SELECT Pushbuttons (Menu)	C	2	1		
	12) MENU ADV knobs	C	2	1		
	13) DATA knobs (Menu)	C	2	1		
	14) TFC Pushbuttons	C	2	0		
	15) TR/WX Pushbuttons	C	2	0		
(Continued)						

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 31-7

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 and up) (Cont'd)					
	16) ELEC Pushbuttons	C	2	0		
	17) FLT Pushbuttons	C	2	0		
					NOTE: The Flight Control System (FCS) diagnostics page will not be accessible.	
	18) HYD Pushbutton	C	2	0		
	19) A/ICE Pushbutton	C	2	0	May be inoperative provided the Maintenance Diagnostic Computer (45-45-01) is considered inoperative.	
					NOTE: The Flight Control System (FCS) diagnostics page will not be accessible.	
	20) ECS Pushbutton	C	2	0	May be inoperative provided the Maintenance Diagnostic Computer (45-45-01) is considered inoperative.	
					NOTE: The Flight Control System (FCS) diagnostics page will not be accessible.	
	21) FUEL Pushbutton	C	2	0	May be inoperative provided Maintenance Diagnostic Computer (45-45-01) is considered inoperative.	
	22) CAS Pushbutton	C	2	1	Right side may be inoperative.	
					(Continued)	

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 and up) (Cont'd)					
	23) CKLST Pushbutton	C	2	0	May be inoperative provided Electronic Checklist (31-60-01) is considered inoperative.	
	24) SKIP Pushbutton	C	2	0	May be inoperative provided Electronic Checklist (31-60-01) is considered inoperative.	
		D	2	1		
	25) ENTER Pushbutton	C	2	1		
		C	2	0	May be inoperative provided: a) Maintenance Diagnostic Computer (45-45-01) is considered inoperative. b) Electronic Checklist (31-60-01) is considered inoperative, c) Graphical Weather function (46-10-01) is considered inoperative, and d) Electronic Charts (46-10-01) are considered inoperative.	
					NOTE: Flightcrew will lose the ability to select waypoint with joysticks.	
	26) SUMRY Pushbutton	C	2	0	May be inoperative provided the Right MFD is operative.	
		D	2	1		
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 31-9

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 and up) (Cont'd)					
	27) STAT Pushbutton	C	2	1		
		C	2	0	May be inoperative provided both FSU (46-10-01) are considered inoperative.	
52-01	BRT/DIM System	C	1	0	May be inoperative provided lighting brightness is acceptable to flightcrew for all intended flight conditions.	
60-01	Electronic Checklist	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
60-02 ***	Digital Voice Checklist	D	1	0	May be inoperative provided normal procedures do not require its use.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 31-10

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Adaptive Flight Displays (AFD)					
	1) Aircraft with Single Cursor Control Panel	B	4	3	(O) Right MFD may be inoperative provided: a) Cursor Control Panel L/R Toggle Switch is operative to select CCP control to left MFD, b) Two Control Display Units are installed and operative, c) Unaffected displays reversion capabilities are verified operative before each flight, and d) Radio tuning reversion capabilities are verified operative before each flight. NOTE: If right side radio tuning is required, the RIGHT DISPLAYS reversion switch must be selected to PFD REV or the TUNE reversion switch must be selected to CDU ONLY.	
	2) Aircraft with Dual Cursor Control Panel (Aircraft 20125 and subsequent)	B	4	3	(O) Right MFD may be inoperative provided: a) Left Cursor Control Panel is operative to control left MFD, b) Two Control Display Units are installed and operative, c) Unaffected displays reversion capabilities are verified operative before each flight, and d) Radio tuning reversion capabilities are verified operative before each flight. NOTE: If right side radio tuning is required, the RIGHT DISPLAYS reversion switch must be selected to PFD REV or the TUNE reversion switch must be selected to CDU ONLY.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 32-1

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Landing Gear Retraction System	A	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Ground lock pins are installed, b) All flight crewmembers on flight deck duty utilize headsets, c) Operations are not conducted in known or forecast icing conditions, d) Extended overwater operations are prohibited, e) Operations are conducted in accordance with AFM Supplement, and f) Repairs are made within 1 flight day. 	
43-01	Brake Accumulator Pressure Gauges	C	2	0	(M) Any or all may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge.	

REVISION NO. 4
 DATE: 08/15/2011

PAGE NO. 32-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
60-01	Nose Landing Gear Doors System	A	1	1	(M) May be inoperative as indicated by NOSE GEAR DOOR caution message provided: a) Nose Landing Gear Door mechanism is visually inspected and does not have any disconnected part, wear, excessive corrosion or cracks, b) Airspeed is limited to 250 KIAS, c) Operations are conducted at or below FL 180, and d) Repairs are made within 3 flight days. NOTE: For missing Nose Gear Door Seal, refer to the Configuration Deviation List (CDL).	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 33-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Cockpit and Instrument Lighting Systems					
1)	Reading, Stowage Lights, and Panels' Backlighting	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining Lighting System lights are sufficient to clearly illuminate all instruments, controls and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crew members' eyes, and c) Lighting configuration and intensity is acceptable to flight crew. NOTE: Individual button/switch lights and/or annunciators/indications are excluded from this relief.	
2)	Dome Light LEDs	C	-	-	May be inoperative provided lighting from remaining LEDs is acceptable to flight crew.	
20-01	Cabin Lighting System (Overhead & Sidewall)	C	-	-	Individual lighting sources may be inoperative provided cabin lighting is sufficient for crewmembers to perform their duties.	
20-02 ***	Floor Accent Lighting System	D	-	0		
21-01	Airstair Lights	D	-	0		

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 33-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Passenger Notice System (No Smoking / Fasten Seat Belt)	C	1	0	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger notice system (No Smoking / Fasten Seat Belt), is not readily legible, and b) Associated seat or lavatory is blocked and placarded – DO NOT OCCUPY.	
		C	1	0	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.	
		C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
		C	1	0	May be inoperative provided no passengers are carried.	
1)	Aural tone function	C	1	0	(O) May be inoperative provided alternative procedures are established and used.	
31-01	Service Lighting					
1)	Aft Compartment Lights	D	2	0		
2)	Cargo Loading Light	D	1	0		
3)	Service Panel Lights	D	4	0		

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Landing Lights					
1)	Belly Fairing Lights	C	2	1	May be inoperative for night operations provided Nose Light is operative.	
		C	2	1	May be inoperative for night operations provided Taxi Light is operative.	
		C	2	0	Any or all may be inoperative for night operations provided: a) Nose Light is operative, and b) Taxi Light is operative.	
		C	2	0	Any or all may be inoperative for other than night operations.	
***	LoPresti Boom Beam HID Landing Light (STC #ST02893AT)	C	2	0	May be inoperative for other than night operations.	
***	LoPresti Boom Beam HID Landing Light Ballasts (STC #ST02893AT)	C	6	3	May be inoperative provided all factory installed taxi lights are operative.	
***	LoPresti Boom Beam HID Landing Lighting Ballasts with LoPresti Boom Beam Taxi Lights Installed (STC #ST02893AT)	C	6	0	May be inoperative provided both Landing Lights are operative.	
a) ***	Belly Fairing Lights Pulse Function	D	2	0		

(Continued)

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 33-4

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Landing Lights (Cont'd)					
2)	Nose Light	C	1	0	May be inoperative for night operations provided: a) One Belly Fairing Light is operative, and b) Taxi light is operative.	
		C	1	0	May be inoperative for night operations provided Belly Fairing Lights are operative.	
		C	1	0	May be inoperative for other than night operations.	
41-02	Taxi Light	C	1	0	May be inoperative for night operations provided: a) Nose Landing Light is operative, and b) One Belly Fairing Landing Light is operative.	
		C	1	0	May be inoperative for night operations provided Belly Fairing Landing Lights are operative.	
		C	1	0	May be inoperative for other than night operations.	
***	LoPresti Boom Beam HID Taxi Light (STC #ST02893AT)	C	2	1		
		C	2	0	May be inoperative between sunset and sunrise provided landing lights are operative.	

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Navigation Lights (Halogen or LED types)					
	1) Wing Tip Navigation Lights	C	-	2	(M) One on each side must be operative and enabled for operations from sunset to sunrise.	
		C	-	0	Any or all may be inoperative for operations from sunrise to sunset.	
	2) Tail Navigation Lights	C	-	1	(M) One must be operative and enabled for operations from sunset to sunrise.	
		C	-	0	Any or all may be inoperative for operations from sunrise to sunset.	
43-01	Dual Function Anti-Collision Lights					
	1) White Strobes (Upper/Lower)	C	2	0	(O) Any or all may be inoperative for operations from sunrise to sunset.	
	2) Red Beacons (Upper/Lower)	C	2	0	May be inoperative provided the navigation lights and strobe lights are operative	
43-02 ***	Wing Tip Strobe Lights	D	2	0		
45-01 ***	Logo Lights	D	2	0		

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 33-6

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
45-02	Wing Inspection Lights				Deleted, Revision 6.	
		C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	
					Deleted, Revision 6.	
50-01	Exterior Emergency Lights				(O) Any or all may be inoperative for night operations provided: a) Minimum Flight Crew as defined in the AFM, are the only occupants of the aircraft. b) Alternate procedures are established and used, and c) Repairs are made within 1 flight day.	
		A	3	0		
		C	3	0	Any or all may be inoperative for other than night operations.	
50-02	Exit Identifiers and Emergency Escape Path Marking System (Seat Mounted Lighting System)					
	1) Passengers are carried		1	1	System must be operative	
(Continued)						

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 33-7

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
50-02	Exit Identifiers and Emergency Escape Path Marking System (Seat Mounted Lighting System) (Cont'd) a) Path Marking Light Fixtures (Bruce Industries Lights STC ST01569LA) b) Exit Identifiers I) Bruce Industries Light Model BR9661-series STC ST01569LA II) EMTEQ LED type (P/N C300-ELES-001 and C300-ELES-002 only) Aircraft, 20139, 20143, 20146, 20148 and up. 2) No passengers are carried					
		C	-	-	A minimum of one out of two bulbs in each fixture must be operative.	
		C	2	2	A minimum of two out of five bulbs within each fixture must be operative.	
		C	4	3	A minimum of three full LED rows out of four within each fixture must be operative.	
		B	1	0		

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Integrated Standby Instrument System (ISIS)					
1)	ILS Function	C	1	0		
2)	Attitude Function	B	1	0	(M) May be inoperative provided: a) Operations are conducted in Day VMC conditions, b) Operations are not conducted into known or forecast VFR-On-Top conditions, and c) Instrument attitude display is covered.	
10-02	Non-stabilized Magnetic Compass (Standby Compass)	B	1	0	(O) May be inoperative provided operations are conducted under positive radar control by ATC during the enroute flight phase.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided operations are conducted in conjunction with approved Free Gyro Navigation Techniques.	
11-01	Altitude Alerting System	A	1	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) A minimum of two altitude tapes are operative on the displays, c) Enroute operations do not require its use, d) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and e) Repairs are made within 3 flight days.	
(Continued)						

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Altitude Alerting System (Cont'd)					
	1) Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
	2) Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
21-01	Attitude Heading Reference System (AHRS) (Aircraft 20003 to 20407 <u>without</u> SB 100-34-32)	A	2	1	(M)(O) AHRS 2 may be inoperative provided: a) Integrated Standby Instrument System is operative, b) Flight Director 2 is considered inoperative (22-10-02), c) Autopilot System is considered inoperative (22-10-01), d) Reversion Switch Panel ATT/HDG rotary switch is selected to 1, e) Operations are conducted in Day VMC only, f) Operations are not conducted into known or forecast VFR-On-Top conditions, g) Operations are conducted within one hour from a suitable airport, h) Operations are conducted in accordance with AFM Supplement, and i) Repairs are made within 1 flight day.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 34-3

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-01 ***	Synthetic Vision System (SVS) (including Database)	D	1	0	(O) May be inoperative provided SVS is selected OFF. NOTE: SVS is considered inoperative if associated database is out of date.	
41-01	Weather Radar System	D	1	-	Any in excess of those required by Regulations may be inoperative.	
42-01	Terrain Awareness Warning System (TAWS) (If Class A TAWS Equipment Required)					
	1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
	a) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
	b) Test mode	A	1	0	May be inoperative provided: a) GPWS/TAWS is considered inoperative, and b) Repairs are made within 2 flight days.	
	c) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout is not required by 14 CFR, and b) Alternate procedures are established and used.	

(Continued)

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 34-4

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Terrain Awareness Warning System (TAWS) (Cont'd) (If Class A TAWS Equipment Required) (Cont'd) 1) GPWS (Cont'd) d) Windshear Mode (Mode 7) ***				(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. (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance (predictive) operates normally.	
	2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions ***	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	

(Continued)

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 34-5

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Terrain Awareness Warning System (TAWS) (Cont'd)					
	(If Class A TAWS Equipment Required) (Cont'd)					
	4) Runway Awareness and Advisory System (RAAS) (Includes Smart Runway and Smart Landing (SR/SL) functions) ***	C	1	0	(O) May be inoperative provided the RAAS system is selected OFF.	
	(If 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/TAWS is considered inoperative, and b) Repairs are made within 2 flight days.	
	c) Mode 2, 4 & 5 ***	C	3	0		
	d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					(Continued)	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 34-6

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Terrain Awareness Warning System (TAWS) (Cont'd) (If Class B TAWS Equipment Required) (Cont'd)					
	e) Windshear Mode (Reactive) ***	C	-	0	(O) May be inoperative provided: a) Advisory callout is not required by 14 CFR, and Alternate procedures are established and used	
	2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	3) Terrain Displays (Terrain Overlay on MFD or PFD)	C	-	0		
	4) Runway Awareness and Advisory System (RAAS) (Includes Smart Runway and Smart Landing (SR/SL) functions) ***	C	1	0	(O) May be inoperative provided the RAAS system is selected OFF.	

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
43-01	Traffic Collision Avoidance System (TCAS) TCAS II (Including TCAS function of the Traffic Surveillance System (TSS) Aircraft 20408 and subs)	B	-	0	(M) May be inoperative provided: a) The system is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) It is not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
	1) Combined Traffic Advisory (TA) and Resolution Advisory (RA) Dual Display Systems	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
	2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
	3) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) Resolution Advisory (RA) visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require TCAS use.		

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 34-8

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
44-01	Radio Altimeter	A	1	0	(M)(O) May be inoperative provided: a) Radio Altimeter is deactivated, b) Spoiler system is verified operative before each flight, c) TAWS is considered inoperative (34-42-01), d) TCAS is considered inoperative (34-43-01), e) Approach minimums or operating procedures do not dependent on its use, and f) Repairs are made within 2 flight days.	
46-01 ***	Lightning Detection System	D	1	0		
51-01	VHF Navigation Systems (VOR/ILS)	C	2	1	NAV 2 may be inoperative.	
51-02	Automatic Direction Finding (ADF) System	D	-	-	Any in excess of those required by Regulations may be inoperative.	
51-03	Marker Beacon Systems	C	2	0	Any or all may be inoperative provided alternate procedures are established and used.	
		D	2	0	Any or all may be inoperative provided routine procedures do not require its use.	
53-01	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by Regulations may be inoperative.	
54-01	ATC Transponders and Automatic Altitude Reporting Systems (Including TCAS function of the Traffic Surveillance System (TSS) Aircraft 20408 and subs)	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.	

(Continued)

REVISION NO. 6

PAGE NO. 34-9

DATE: 07/30/2018

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
54-01	ATC Transponders and Automatic Altitude Reporting Systems (Including TCAS function of the Traffic Surveillance System (TSS) Aircraft 20408 and subs) (Cont'd)	D	2	1	Any in excess of those required by 14 CFR may be inoperative. NOTE: Transponder and Flight Director/ Autopilot must use same side ADC data for RVSM operations.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	2	0	May be inoperative provided: a) Operations do not require its use, b) Repairs are made prior to completion of the next heavy maintenance visit.	
	2) ADS-B Squitter Transmissions				Moved to item 56-01, Revision 6.	
55-01	Global Positioning System (GPS)	D	-	1	May be inoperative except where enroute operations or approach procedures require dual GPS.	

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
56-01 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	1) ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	2) ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 34-11

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Flight Management System (FMS)					
1)	Flight Management Computers	C	-	1	Right Flight Management Computer (FMC) may be inoperative provided Fuel Quantity Gauging Computer Channels (28-41-02) are operative. NOTE: (Aircraft with SB 100-34-10) When operating with one FMS inoperative, FMS-computed take off and approach performance must be verified using applicable AFM data.	
2)	Control Display Units	C	-	1	Right may be inoperative provided Adaptive Flight Displays are operative.	
3)	Navigation Database	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
62-01	Data Base Unit	D	1	0		

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 35-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
12-01	EICAS Oxygen Quantity Readout	C	1	0	(O) May be inoperative provided Ground Service Panel Pressure Gauge is operative and checked before each flight.	
12-02	Oxygen Overpressure Relief Indicator	C	1	0	(O) May be inoperative (missing) provided alternate procedure is used to ensure that oxygen supply is at or above minimum requirements for flight.	
13-01	Ground Service Panel Pressure Gauge	C	1	0	May be inoperative provided EICAS Oxygen Quantity Readout is operative.	
13-02	Bottle(s) Pressure Gauge	C	-	0		
13-03	Filler Valve (Service Panel)	C	1	0	(M) May be inoperative provided replenished bottle(s) is installed with adequate oxygen for flight.	
20-02	Passenger Oxygen Circuit	B	1	0	(O) May be inoperative provided: a) PAX OXYGEN Control Panel rotary selector switch is selected to OFF, b) Operations are conducted so that minimum enroute altitude (MEA) is at or below 13,000 feet MSL, c) Operations are conducted at or below FL 250, d) Portable oxygen units are provided for all crew members and for 10 percent of passengers for half an hour (supplemental oxygen), and e) Procedures are established to ensure that passengers are appropriately briefed.	
		C	1	0	May be inoperative provided: a) PAX OXYGEN Control Panel rotary selector switch is selected to OFF, and b) Passengers are not carried. (Continued)	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 35-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
20-02	Passenger Oxygen Circuit (Cont'd)					
1)	Automatic Presentation System	B	1	0	(M)(O) May be inoperative provided: a) Manual deployment is verified operative, and b) Operations are conducted at or below FL 300. NOTE: Flight planning has to take into account higher oxygen consumption in manual Deploy Mode.	
20-03 ***	Therapeutic Oxygen Circuit	D	1	0	May be inoperative provided PAX OXYGEN THERAPEUTIC switch is selected OFF.	
30-01	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 36-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV)					
	1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05	B	2	0	(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) XBLEED valve is selected OPEN, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is verified operative once each flight day, f) Pack Inlet Temperature Sensor is verified operative once each flight day, g) Bleed Loops are verified operative before each flight, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 190, and j) Operations are conducted within one hour from a suitable airport.	
		B	2	0	(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) XBLEED valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is verified operative once each flight day, f) Right Bleed Loop is verified operative before each flight, g) Right Flow Control Valve is operative, h) Trim Air System is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 36-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
	1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)					
		C	2	0	(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft MSL.	
	a) L/H Bleed Valve	B	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is verified operative once each flight day, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 36-3

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
	1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)					
	a) L/H Bleed Valve (Cont'd)	B	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	
	b) R/H Bleed Valve	B	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected OPEN, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is verified operative once each flight day, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 36-4

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
	1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)					
	b) R/H Bleed Valve (Cont'd)	B	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) APU bleed is used for engines start only, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport.	
	2) Aircraft 20003 to 20100 <u>with</u> SB 100--21--05, Aircraft 20101 and subs	C	2	0	(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) XBLEED valve is selected OPEN, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is verified operative once each flight day, f) Pack Inlet Temperature Sensor is verified operative once each flight day, g) Bleed Loops are verified operative before each flight, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 190, and j) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 36-5

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
	2) Aircraft 20003 to 20100 <u>with</u> SB 100-21-05, Aircraft 20101 and subs (Cont'd)	C	2	0	(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) XBLEED valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is verified operative once each flight day, f) Right Bleed Loop is verified operative before each flight, g) Right Flow Control Valve is operative, h) Trim Air System is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.	
		C	2	0	(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft MSL.	
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 36-6

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
	2) Aircraft 20003 to 20100 <u>with</u> SB 100-21-05, Aircraft 20101 and subs (Cont'd)					
	a) L/H Bleed Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is verified operative once each flight day, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	
		C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 36-7

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
	2) Aircraft 20003 to 20100 <u>with</u> SB 100-21-05, Aircraft 20101 and subs (Cont'd)					
	b) R/H Bleed Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected OPEN, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is verified operative once each flight day, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	
		C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) APU bleed is used for engines start only, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 36-8

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems					
	1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05	B	2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.	
		B	2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED valve is selected OPEN, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is operative, f) Pack Inlet Temperature Sensor is operative, g) Bleed Loops are operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 190, and j) Operations are conducted within one hour from a suitable airport.	

(Continued)

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 36-9

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
	1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)	C	2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft MSL.	
	a) L/H Bleed Pressure Indication System	B	1	0	(O) May be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are operative, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 36-10

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd) 1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd) a) L/H Bleed Pressure Indication System (Cont'd)	B	1	0	(O) May be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED Valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 36-11

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd) 1) Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd) b) R/H Bleed Pressure Indication System					
		B	1	0	(O) May be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected OPEN, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are operative, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	
		B	1	0	(O) May be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 36-12

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
	2) Aircraft 20003 to 20100 <u>with</u> SB 100-21-05, Aircraft 20101 and subs	C	2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.	
		C	2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED valve is selected OPEN, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is operative, f) Pack Inlet Temperature Sensor is operative, g) Bleed Loops are operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 190, and j) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 36-13

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
	2) Aircraft 20003 to 20100 <u>with</u> SB 100-21-05, Aircraft 20101 and subs (Cont'd)	C	2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft MSL.	
	a) L/H Bleed Pressure Indication System	C	1	0	(O) May be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are operative, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 36-14

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd) 2) Aircraft 20003 to 20100 <u>with</u> SB 100-21-05, Aircraft 20101 and subs (Cont'd) a) L/H Bleed Pressure Indication System (Cont'd)	C	1	0	(O) May be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED Valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 36-15

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd) 2) Aircraft 20003 to 20100 <u>with</u> SB 100-21-05, Aircraft 20101 and subs (Cont'd) b) R/H Bleed Pressure Indication System					
		C	1	0	(O) May be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected OPEN, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are operative, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	
		C	1	0	(O) May be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 36-16

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-03	AIR COND/BLEED L/R BLEED "OFF" Switch Light (light function only)	C	2	0		
10-04	AIR COND/BLEED XBLEED "-" Switch Light (light function only)	C	1	0		
20-01	Leak Detection Loops 1) Environmental Control System Leak Detection Loops	B	7	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) Anti-ice System Wing/Pylon Leak Detection Loops are operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, d) Ram Air Valve is selected OPEN, e) PRESSURIZATION EMER DEPRESS switch is selected ON, f) APU bleed is used for engines start only, g) Cross bleed start procedure is not used for engine start in flight and on ground, and h) Operations are conducted unpressurized at or below 9000 ft MSL.	

(Continued)

REVISION NO. 5
DATE: 01/02/2015

PAGE NO. 36-17

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd)					
	1) Environmental Control System Leak Detection Loops (Cont'd)					
	a) Pylon Loops	C	2	0	Any or all may be inoperative provided Anti-Ice System Wing/Pylon Leak Detection Loop on affected side is operative. NOTE: L/R Pylon loops include L/R Powerplant interface to L/R Bleed Valve (IPV).	
	b) Bleed Loops (Aircraft 20003 to 20100 <u>without</u> SB 100-21-05)	B	2	1	(O) Right may be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Flow Control Valve is operative, f) Pack Inlet Temperature Sensor is operative, g) APU bleed is used for engines start only, h) Cross bleed start procedure is not used for engines start in flight and on ground. i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport. NOTE: The right bleed ducting loop includes all the ducting downstream of the right Bleed Valve (IPV) down to the right Flow Control Valve (FCV) and the right ATS duct. The right bleed loop also includes the APU and high pressure ground connection ducting.	
					(Continued)	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 36-18

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd) b) Bleed Loops (Aircraft 20003 to 20100 <u>without</u> SB 100-21-05) (Cont'd)	B	2	1	(O) Left may be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Flow Control Valve is operative, f) Trim Air System is operative, g) Trim Air Inlet Temperature Sensor is operative, h) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, i) Cross bleed start procedure is not used for engine start in flight and on ground, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 36-19

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd)					
	b) Bleed Loops (Aircraft 20003 to 20100 <u>without</u> SB 100-21-05) (Cont'd)	B	2	1	(O) Left may be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) R/H Environmental Control Bleed Pressure Indication System is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Cross bleed start procedure is not used for engine start in flight and on ground, k) Ram Air Valve is verified operative, l) Operations are conducted at or below FL 190, and m) Operations are conducted within one hour from a suitable airport. NOTE: The left bleed ducting loop includes all the ducting downstream of the left Bleed Valve (IPV) down to the left Flow Control Valve (FCV) and the left ATS duct. (Continued)	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 36-20

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd) c) Bleed Loops (Aircraft 20003 to 20100 <u>with</u> SB 100-21-05), Aircraft 20101 and subs	C	2	1	(O) Right may be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Flow Control Valve is operative, f) Pack Inlet Temperature Sensor is operative, g) APU bleed is used for engines start only, h) Cross bleed start procedure is not used for engines start in flight and on ground. i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport. NOTE: The right bleed ducting loop includes all the ducting downstream of the right Bleed Valve (IPV) down to the right Flow Control Valve (FCV) and the right ATS duct. The right bleed loop also includes the APU and high pressure ground connection ducting.	
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 36-21

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd) c) Bleed Loops (Aircraft 20003 to 20100 <u>with</u> SB 100-21-05), Aircraft 20101 and subs (Cont'd)	C	2	1	(O) Left may be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Flow Control Valve is operative, f) Trim Air System is operative, g) Trim Air Inlet Temperature Sensor is operative, h) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, i) Cross bleed start procedure is not used for engine start in flight and on ground, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 36-22

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd)					
	c) Bleed Loops (Aircraft 20003 to 20100 <u>with</u> SB 100-21-05), Aircraft 20101 and subs (Cont'd).	C	2	1	(O) Left may be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) R/H Environmental Control Bleed Pressure Indication System is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Cross bleed start procedure is not used for engine start in flight and on ground, k) Ram Air Valve is verified operative, l) Operations are conducted at or below FL 190, and m) Operations are conducted within one hour from a suitable airport.	
					NOTE: The left bleed ducting loop includes all the ducting downstream of the left Bleed Valve (IPV) down to the left Flow Control Valve (FCV) and the left ATS duct.	
					(Continued)	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 36-23

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd)					
	d) Pack Loops	C	2	1		
		C	2	0	NOTE: The Air Conditioning System (ACS) pack ducting loop includes all the ducting downstream of the left FCV to the left Ozone Converter, left ACS Pack and Pre-cooler Cross-over Valve.	
	e) Trim Loop	B	1	0	May be inoperative provided Trim Air System is considered inoperative (21-61-03). NOTE: The trim air ducting loop includes all the ducting downstream of the right FCV to the mixing manifold.	
	2) Anti-Ice System Leak Detection Loops					
	a) Wing/Pylon Loops	C	2	0	Any or all may be inoperative provided: a) Environmental Control System Leak Detection Pylon Loop on affected side is operative, and b) Anti-Ice System Leak Detection Fuselage/Wing Loop on affected side is operative. NOTE: The L/R Wing/Pylon loops include the L/R powerplant interface to the IPV (part of ACS system) and HPV.	
(Continued)						

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 38-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Water System					
1)	Potable Water System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	1	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
2)	Lavatory Waste System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	1	0	(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded INOPERATIVE – DO NOT ENTER. NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

REVISION NO. Original
 DATE: 11/18/2003

PAGE NO. 45-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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45. Central Maintenance Computer

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Maintenance Diagnostic Computer (MDC)	C	1	0	May be inoperative provided alternate procedures are established and used.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 46-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar	
10-01	Integrated Flight Information System (IFIS) 1) File Server Unit (FSU) a) (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 to 20181 with SB 100-46-02) (Aircraft 20182 and up with SB 100-46-01) b) (Aircraft 20182 and up without SB 100-46-01) 2) Electronic Charts (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 to 20181 with SB 100-46-02) (Aircraft 20182 and up with SB 100-46-01) (Aircraft 20182 and up without SB 100-46-01)				(O) May be inoperative provided alternate procedures are established and used. May be inoperative provided routine procedures do not require its use. NOTE: Any function which operates normally may be used. (O) May be inoperative provided alternate procedures are established and used. May be inoperative provided routine procedures do not require its use. NOTE: Any function which operates normally may be used. (O) May be inoperative provided alternate procedures are established and used. May be inoperative provided routine procedures do not require its use.		
		C	2	0			
		D	2	0			
		C	1	0			
		D	1	0			
		C	2	0			
		D	2	0			

(Continued)

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 46-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Integrated Flight Information System (IFIS) (Cont'd)					
	3) Graphical Weather Function (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 and up with SB 100-46-03)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

		D	1	0	May be inoperative provided routine procedures do not require its use.	
	4) Enhanced Map Overlay Function (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 to 20181 with SB 100-46-02) (Aircraft 20182 and up with SB 100-46-01)	C	1	0	(O) May be inoperative on either or both MFDs provided alternate procedures are established and used.	

		D	1	0	May be inoperative on either or both MFDs provided routine procedures do not require its use.	

REVISION NO. 4
 DATE: 08/15/2011

PAGE NO. 49-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Auxiliary Power Unit (APU)	B	1	0	(M) May be inoperative provided: a) Auxiliary Power Unit is deactivated, and b) Engine Driven Generator Channels are operative. NOTE: Appropriate bleed source performance data must be used.	
11-02	APU Hour Meter	C	1	0	(M) May be inoperative provided alternate method for checking APU hour is used.	
51-01	APU Load Control Valve	C	1	0	(M) May be inoperative provided it is deactivated CLOSED. NOTE 1: The APU is still available as source of electrical power, if required. NOTE 2: Appropriate bleed source performance data must be used.	
51-02	AIR COND/BLEED APU "ON" Switch Light (light function only)	C	1	0		

REVISION NO. 1
 DATE: 11/26/2004

PAGE NO. 52-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
00-01 ***	Exterior Door Keyable Locks	D	-	0	May be inoperative provided affected lock does not affect associated door normal operation.	
10-01	Passenger Door Power Assist System	C	1	0	(M)(O) May be inoperative provided: a) Door is verified manually operative, and b) Opening damping feature is verified operative.	
30-01	Baggage Door Counterbalance systems	C	2	0	(M) Any or all may be inoperative provided: a) Baggage door is verified closed, latched and not used, and b) Baggage door is placarded "BAGGAGE DOOR INOPERATIVE-DO NOT OPEN". NOTE: Baggage compartment is accessible through the door located in cabin.	
70-01	Door Indication Systems					
1)	Passenger Door Indication System	C	1	0	(M) May be inoperative provided: a) Door is CLOSED and LOCKED before each departure, b) External handle is verified STOWED before each departure, c) External pressure vent flap is verified CLOSED before each departure, and d) Internal mechanism indicator flag is verified green before each departure.	

(Continued)

REVISION NO. 1
 DATE: 11/26/2004

PAGE NO. 52-2

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-01	Door Indication Systems (Cont'd)					
2)	Emergency Exit Indication system	C	1	0	(O) May be inoperative provided: a) Door is CLOSED and LOCKED before each departure, and b) External pressure vent flap is verified CLOSED before each departure.	
3)	Cargo Door Indication System	C	1	0	(O) May be inoperative provided: a) Door is CLOSED and LOCKED before each departure, b) External handle is verified STOWED before each departure, and c) External pressure vent flap is verified CLOSED before each departure.	
4)	Aft Equipment Bay Door Indication System	C	1	0	(O) May be inoperative provided door is CLOSED and LOCKED before each departure.	
5)	Battery Bay Door Indication System	C	1	0	(O) May be inoperative provided door is CLOSED and LOCKED before each departure.	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 73-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Engine Control Systems	A	2	2	May be dispatched as indicated by "L or R ENGINE MINOR FAULT" advisory message provided repairs are made in accordance with times established by engine manufacturer. No repair interval extensions are permitted.	
30-01	Fuel Flow Readouts	B	2	1	(O) May be inoperative provided Fuel Used Readout is considered inoperative (73-30-02).	
30-02	Fuel Used Readout	C	1	0	May be inoperative provided Fuel Quantity Gauging Computer Channels are operative.	
40-01	Fuel Filter Impending Bypass Indication Systems	C	2	1	(M) May be inoperative provided fuel filter element on affected engine is replaced before the first flight after failure occurred and every 20 flight hours thereafter.	
40-03	Fuel Low Temperature Indication Systems	C	2	1	May be inoperative provided icing inhibitor is added to the fuel.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 74-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Engine Ignition Systems	B	2	2	System(s) redundancy may be degraded as indicated by "L/R ENG IGN FAULT" advisory message. NOTE: All Engine Ignition System(s) failures causing "L/R ENG IGN FAULT" advisory message must be repaired after appearance of this message on EICAS.	
31-01	ENGINE IGNITION "ON" Switch Light (light function only)	C	1	0		

REVISION NO. Original

PAGE NO. 76-1

DATE: 11/18/2003

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

76. Engine Control

Sequence No.	Item	1	2	3	4	Change Bar
11-02	FADECs Automatic Engine Control Functions					
1)	SYNC Function	C	1	0		
2)	MACH HOLD Function	C	1	0		
20-01	ENGINE AUTO APR "OFF" Switch Light (light function only)	C	1	0		
20-02	ENGINE MACH HOLD "ON" Switch Light (light function only)	C	1	0		

REVISION NO. 1
 DATE: 11/26/2004

PAGE NO. 77-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Engine Vibration Indications	B	2	1	May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.	

REVISION NO. Original
 DATE: 11/18/2003

PAGE NO. 78-1

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Thrust Reverser Systems	C	2	1	(M) May be inoperative provided: a) Affected Thrust Reverser is stowed and locked, and b) Operations are conducted in accordance with AFM performance data.	
		C	2	0	(M) Any or all may be inoperative provided: a) Affected Thrust Reverser is stowed and locked, and b) Operations are not conducted on wet contaminated runways.	

REVISION NO. Original

PAGE NO. 79-1

DATE: 11/18/2003

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Remote Oil Level Indications (Refuel/Defuel panel)	C	2	0	Any or all may be inoperative provided associated oil tank sight gauge is used to determine oil level.	
30-02	Oil Filter Impending Bypass Indication Systems	A	2	1	(M) May be inoperative provided: a) Affected oil filter element is replaced, and b) Repairs are made within 3 flight days.	

REVISION NO. Original
 DATE: 11/18/2003

PAGE NO. 80-1

AIRCRAFT: BD-100-1A10	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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80. Starting						
Sequence No.	Item	1	2	3	4	Change Bar
11-01	Air Turbine Starter Valves	C	2	1	(M)(O) May be inoperative provided: a) Valve is deactivated, and b) Alternate starting procedures are established and used to start the affected engine.	

SECTION TWO

MESSAGE ORIENTED MMEL RELIEF

REVISION NO. 6
DATE: 07/30/2018

PAGE NO. 2-2

AIRCRAFT:
BD-100-1A10

STATEMENT PAGE

1. Section Two of the MMEL will list only Crew Alerting system (CAS) Messages meeting the following requirements:
 - a) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
 - b) Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
 - c) Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

REVISION NO. 4

PAGE NO. 2-3

DATE: 08/15/2011

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
AIR COND FAULT (Advisory)	B	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.	
AUTO PRESS FAIL (Caution)	B	(O) Aircraft may be dispatched provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.	
AUX HYD PUMP FAIL ON (Advisory)	B	(O) Aircraft may be dispatched provided: a) The AUX pump is verified to stop when selected to OFF, and b) The AUX pump is selected OFF after takeoff, selected to AUTO before approach and OFF after landing.	
CABIN PRESS FAULT (Caution)	B	(O) Aircraft may be dispatched provided: a) Manual pressurization is verified operative before flight, b) No other CAS messages related to air conditioning or pressurization is posted, c) Ram Air Valve is verified operative, and d) Operations are conducted at or below FL 250.	
	B	(O) Aircraft may be dispatched provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.	

REVISION NO. 6
 DATE: 07/30/2018

PAGE NO. 2-4

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ELECTRICAL FAULT (Advisory)	B	(O) Aircraft may be dispatched provided Battery temperature indications are verified operative before each flight.	
ICE DETECTOR FAIL (Caution)	C	(O) Aircraft may be dispatched for other than night operations provided: <ol style="list-style-type: none"> a) Affected detector is deactivated, b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM. 	
	C	(O) Aircraft may be dispatched for night operations provided: <ol style="list-style-type: none"> a) Affected detector is deactivated, b) Anti-ice systems are turned ON when SAT is between +10 °C and -40 °C. 	
ICE DETECTOR FAULT (Advisory)	C	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> a) Affected detector is deactivated, and b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM. 	
L AUX BUS FAIL (Advisory)	C	(O) Aircraft may be dispatched provided procedures are in place to accommodate loss of cabin inverter.	
L WSHLD HEAT FAIL (Caution)	C	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> a) None of following messages are displayed: <ul style="list-style-type: none"> • L or R WINDOW HEAT FAIL • R WSHLD HEAT FAIL • ICE DETECTOR FAIL b) Left windshield channel is deactivated, and c) Operations are not conducted in known or forecast icing conditions. 	

REVISION NO. 5
 DATE: 01/02/2015

PAGE NO. 2-5

AIRCRAFT:
 BD-100-1A10

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
MANUAL PRESS FAIL (Advisory)	B	(O) Aircraft may be dispatched provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Manual Pressurization switch is selected OFF, c) Ram Air Valve is selected OPEN, d) Pressurization EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.	
R WINDOW HEAT FAIL (Caution)	C	(O) Aircraft may be dispatched provided: a) Right Side Window Heating Channel is deactivated, and b) No more than one of the following messages is displayed: • L WSHLD HEAT FAIL • R WSHLD HEAT FAIL, and c) Operations are not conducted in known or forecast icing conditions.	
R WSHLD HEAT FAIL (Caution)	C	(O) Aircraft may be dispatched provided: a) None of following messages are displayed: • L or R WINDOW HEAT FAIL • L WSHLD HEAT FAIL • ICE DETECTOR FAIL b) Right windshield channel is deactivated, and c) Operations are not conducted in known or forecast icing conditions.	
STBY INST BATT FAULT (Advisory)	B	Aircraft may be dispatched provided operations are not conducted more than one hour from a suitable airport.	
TRIM AIR FAIL (Caution)	B	(O) Aircraft may be dispatched provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.	