



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

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# Master Minimum Equipment List (MMEL)

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Revision: 2  
Date: 07/25/2019

## **Airbus Canada Limited Partnership BD-500-1A10, BD-500-1A11**

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**HIGHLIGHTS OF CHANGE**

The following are the Highlights of Changes for **Revision 2**.

For each page containing a change(s), the revision number and date will be updated accordingly on that page. Changes made to the document that do not affect the content of an MMEL item, such as header changes, minor typos, or format changes, may not be tracked with change bar insertion.

| PAGE NO.                   | EXPLANATION OF CHANGE  |
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| Entire Document            | Minor editorial corrections were made throughout the document that do not affect the relief(s) and are not indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion. |
| ATA 21<br>Air Conditioning |  |
| 21-2                       | Item 21-21-19: AFM limitation added.   |
| 21-3                       | Item 21-22-08: AFM limitation added.   |
| 21-5                       | Item 21-31-01: Updated to no passengers carried.   |
| 21-7                       | Item 21-33-00: Updated to no passengers carried.   |
| 21-7                       | Item 21-33-01: Updated to no passengers carried.   |
| 21-8                       | Item 21-33-02: Updated to no passengers carried.   |
| 21-8                       | Item 21-33-03: Updated to no passengers carried.   |
| 21-9                       | Item 21-51-01: Updated to no passengers carried.   |
| 21-10                      | Item 21-51-01-1: Autoland limitation removed.  |
| 21-10                      | Item 21-51-01-2: Autoland limitation removed.  |
| 21-11                      | Item 21-51-12-1: Autoland limitation removed.  |
| 21-12                      | Item 21-51-12-2: Autoland limitation removed.  |
| 21-13                      | Item 21-51-15-1: Autoland limitation removed.  |
| 21-13                      | Item 21-51-15-2: Autoland limitation removed.  |
| 21-14                      | Item 21-51-21-1: Autoland limitation removed.  |
| 21-14                      | Item 21-51-21-2: Autoland limitation removed.  |
| 21-15                      | Item 21-52-04: First relief, limitation added and updated to no passengers carried.  |

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| ATA 21<br>Air Conditioning<br>(Cont'd) |  |
| 21-15                                  | Item 21-52-04: Second relief, limitation added.  |
| 21-16                                  | Item 21-53-14: Second relief, extended operations limitation added and updated to no passengers carried. |
| 21-17                                  | Item 21-53-18: Extended operations limitation added.   |
| 21-17                                  | Item 21-53-18-1: Autoland limitation removed.  |
| 21-18                                  | Item 21-53-18-2: (M) added and limitations revised.  |
| ATA 24<br>Electrical Power             |  |
| 24-2                                   | Item 24-01-15-1: Item fully revised, relief is now based on "Redundancy".                                |
| 24-2                                   | Item 24-01-15-2: Item fully revised, relief is now based on "Redundancy".                                |
| 24-2                                   | Item 24-01-15-3: Item fully revised, relief is now based on "Redundancy".                                |
| 24-2                                   | Item 24-11-01: First relief B/2/1 deleted.   |
| 24-3                                   | Item 24-11-01: Second relief modified.   |
| 24-3                                   | Item 24-12-01: New relief C/2/1 added.   |
| 24-3                                   | Item 24-12-01: Relief A/2/0 modified.  |
| 24-4                                   | Item 24-21-01-1: Subitem deleted.  |
| 24-5                                   | Item 24-23-03: Extended operations limitation removed.   |
| 24-5                                   | Item 24-31-01: Limitations revised.  |
| 24-6                                   | Item 24-33-03-1: Limitations revised.  |
| 24-6                                   | Item 24-33-03-2: Limitations revised.  |
| 24-6                                   | Item 24-33-03-3: Limitations revised.  |

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| ATA 25<br>Equipment/Furnishings |   |
| 25-9                            | Item 25-23-05: Updated subitem 3) per PL-97.                              |
| 25-10                           | Item 25-41-05: First relief, limitation added for extended operations.    |
| 25-16                           | Item 25-63-01-1: NOTE revised.  |
| ATA 26<br>Fire Protection       |   |
| 26-2                            | Item 26-10-01-1: NOTE 2 deleted.  |
| 26-3                            | Item 26-10-01-2: NOTE 2 deleted.  |
| 26-6                            | Item 26-16-01: Limitation added for extended operations.                  |
| 26-12                           | Item 26-26-00: Second relief, limitation added for extended operations.   |
| ATA 27<br>Flight Controls       |   |
| 27-2                            | Item 27-03-01-3: Item fully revised, relief is now based on "Redundancy". |
| 27-2                            | Item 27-04-01: (O) added and name of item revised.                        |
| 27-4                            | Item 27-04-05-3: Item fully revised, relief is now based on "Redundancy". |
| 27-6                            | Item 27-04-07-2: Item fully revised, relief is now based on "Redundancy". |
| 27-6                            | Item 27-05-01-2: Item fully revised, relief is now based on "Redundancy". |
| 27-6                            | Item 27-21-01: Item fully revised, relief is now based on "Redundancy".   |
| 27-7                            | Item 27-53-01-1: Autoland limitation removed.                             |
| 27-7                            | Item 27-53-01-2: Autoland limitation removed.                             |
| 27-8                            | Item 27-53-10-2: Autoland limitation removed.                             |
| 27-9                            | Item 27-53-10-3: Autoland limitation removed                              |
| 27-9                            | Item 27-61-01: Autoland limitation removed.                               |
| 27-10                           | Item 27-62-01: (O) added.   |
| 27-10                           | Item 27-66-01: Item fully revised, relief is now based on "Redundancy".   |

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AIRCRAFT:  
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**HIGHLIGHTS OF CHANGE**

| PAGE NO.   | EXPLANATION OF CHANGE   |
|--|---|
| ATA 29<br>Hydraulic Power<br><br>29-2  | Item 29-11-30: (O) added and autoland limitation removed.   |
| ATA 30<br>Ice and Rain Protection<br><br>30-2<br><br>30-3<br><br>30-4<br><br>30-6<br><br>30-8<br><br>30-8  | Item 30-11-00: Number required now is "1" and autoland limitation removed.<br><br>Item 30-11-00-01: Autoland limitation removed.<br><br>Item 30-11-00-04: Autoland limitation removed.<br><br>Item 30-22-01: Ambient temperature limitation removed.<br><br>Item 30-81-01: First relief modified.<br><br>Item 30-81-01: Second relief modified.   |
| ATA 32<br>Landing Gear<br><br>32-2<br><br>32-2<br><br>32-2<br><br>32-3<br><br>32-3<br><br>32-3<br><br>32-5<br><br>32-5<br><br>32-6<br><br>32-6<br><br>32-7<br><br>32-7 | Item 32-30-00: (O) added and autoland limitation removed.<br><br>Item 32-31-05: Item fully revised, relief is now based on "Redundancy".<br><br>Item 32-31-12: Item fully revised, relief is now based on "Redundancy".<br><br>Item 32-43-03: Autoland limitation removed.<br><br>Item 32-43-05: Autoland limitation removed.<br><br>Item 32-43-10: Limitations revised, relief is now based on "Redundancy".<br><br>Item 32-44-02: (O) added and autoland limitation removed.<br><br>Item 32-46-02: Autoland limitation removed.<br><br>Item 32-47-01: First relief, (O) removed.<br><br>Item 32-47-05: First relief, (O) removed.<br><br>Item 32-51-01-3): New subitem.<br><br>Item 32-51-06: Limitations revised, relief is now based on "Redundancy". |

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AIRCRAFT:  
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**HIGHLIGHTS OF CHANGE**

| PAGE NO.   | EXPLANATION OF CHANGE   |
|--|---|
| ATA 33<br>Lights<br><br>33-2   | Item 33-24-00: First relief revised.  |
| ATA 34<br>Navigation<br><br>34-5<br><br>34-7<br><br>34-7   | Item 34-11-05-1: Item fully revised, relief is now based on "Redundancy".<br><br>Item 34-32-01: (O) added.<br><br>Item 34-32-01-1: (O) added.   |
| ATA 35<br>Oxygen<br><br>35-5<br><br>35-6   | Item 35-23-01: First relief revised.<br><br>Item 35-30-01: Updated item name.   |
| ATA 36<br>Pneumatic<br><br>36-1<br><br>36-2<br><br>36-2<br><br>36-3<br><br>36-4<br><br>36-5<br><br>36-5<br><br>36-6<br><br>36-7<br><br>36-7<br><br>36-8<br><br>36-10 | Item 36-11-92: First relief, Autoland limitation removed.<br><br>Item 36-11-92: New second relief introduced.<br><br>Item 36-11-92: Third relief, Autoland limitation removed.<br><br>Item 36-11-92: New fourth relief introduced updated to no passengers carried.<br><br>Item 36-12-00-1: First relief revised.<br><br>Item 36-12-00-1: Updated to no passengers carried.<br><br>Item 36-12-00: Changed number required and updated proviso.<br><br>Item 36-12-00-3: Second relief, Autoland limitation removed.<br><br>Item 36-12-01: First relief, Autoland limitation removed.<br><br>Item 36-12-01: Second relief, Autoland limitation removed.<br><br>Item 36-12-01: Third relief, limitations revised, updated to no passengers carried.<br><br>Item 36-12-05: First relief, Autoland limitation removed. |

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**HIGHLIGHTS OF CHANGE**

| PAGE NO.  | EXPLANATION OF CHANGE   |
|---|---|
| ATA 38<br>Water/Waste<br><br>38-2<br><br>38-2<br><br>38-3 | Item 38-30-02: First relief, limitations revised.<br><br>Item 38-30-02: New second relief introduced.<br><br>Item 38-30-02-1: New second relief introduced. |
| ATA 46<br>Information Systems<br><br>46-4                 | Item 46-20-00-7/8/9: Updated model number name to A220-100.   |
| ATA 47<br>Inert Gas System<br><br>47-1<br><br>47-1        | Item 47-30-00: First relief, limitations revised.<br><br>Item 47-30-00: Second relief, limitations revised.   |
| ATA 73<br>Engine Fuel and Control<br><br>73-1             | Item 73-21-01-2: Item fully revised, relief is now based on "Redundancy".   |
| ATA 75<br>Bleed Air<br><br>75-1                           | Item 75-24-01: Autoland limitation removed.   |
| ATA 77<br>Engine Indicating<br><br>77-1<br><br>77-1       | Item 77-31-01: Editorial change in limitations.<br><br>Item 77-32-03: (O) added.  |

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AIRCRAFT:  
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**HIGHLIGHTS OF CHANGE**

| PAGE NO.                 | EXPLANATION OF CHANGE   |
|--------------------------|---|
| ATA 78<br>Engine Exhaust |   |
| 78-1                     | Item 78-30-01: Item fully revised, relief is now based on "Redundancy". |
| 78-1                     | Item 78-30-02: Autoland limitation removed.                             |
| 78-1                     | Item 78-36-04: Autoland limitation removed.                             |
| ATA 79<br>Engine Oil     |   |
| 79-1                     | Item 79-00-00-1): Limitations revised.                                  |
| 79-2                     | Item 79-00-00-2): Limitations revised.                                  |
| 79-3                     | Item 79-21-01: Moved to item 79-33-23.                                  |
| 79-3                     | Item 79-21-01-1): Item deleted.   |
| 79-3                     | Item 79-21-01-1): Item deleted.   |
| 79-3                     | Item 79-21-06: New item.  |
| 79-4                     | Item 79-21-06: New item.  |
| 79-5                     | Item 79-21-06: New item.  |
| 79-6                     | Item 79-21-06: New item.  |
| 79-7                     | Item 79-33-23: New item.  |

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**DEFINITIONS**

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

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**PREAMBLE**

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

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AIRCRAFT:  
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**GUIDELINES FOR (M) AND (O) PROCEDURES**

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the minimum equipment list (MEL) (Airbus Canada Limited Partnership BD-500-1A10, BD-500-1A11) (M) and (O) Procedures, published by the aircraft manufacturer.

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**21. Air Conditioning**

| Sequence No. | Item  | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 00-01        | Overhead Control Panel Pushbutton Annunciation (PBA) Switch Light (Light Function Only) |   |   |   |   |            |
| 1)           | AIR Control Panel – MAN TEMP “ON”   | C | 1 | 0 |   |            |
| 2)           | PRESSURIZATION Control Panel – EMER DEPRESS “ON”  | C | 1 | 0 |   |            |
| 3)           | PRESSURIZATION Control Panel – AUTO PRESS “MAN”   | C | 1 | 0 |   |            |
| 4)           | PRESSURIZATION Control Panel – AUTO PRESS “FAIL”  | C | 1 | 0 |   |            |
| 5)           | PRESSURIZATION Control Panel – DITCHING “ON”  | C | 1 | 0 |   |            |
| 6)           | EQUIP COOLING Control Panel – INLET “OFF”   | C | 1 | 0 |   |            |
| 7)           | AIR Control Panel – PACK FLOW “HI”  | C | 1 | 0 |   |            |
| 8)           | AIR Control Panel – TRIM AIR “OFF”  | C | 1 | 0 |   |            |
| 9)           | AIR Control Panel – RECIRC AIR “OFF”  | C | 1 | 0 |   |            |
| 10)          | AIR Control Panel – RAM AIR “OPEN”  | C | 1 | 0 |   |            |
| 11)          | AIR Control Panel – L(R) PACK “FAIL”  | C | 2 | 0 |   |            |
| 12)          | AIR Control Panel – L(R) PACK “OFF”   | C | 2 | 0 |   |            |

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|---------------------------------------|---|---|---|--|------------|
| 20-01        | Low Pressure Ground Connection (LPGC) |   |   |   |  |            |
| 1)           | Check Valve                           | C | 1 | 0 | (M)(O) May be inoperative closed provided:<br>a) Affected check valve is verified closed, and<br>b) LPGC is not used.  |            |
|              |                                       | C | 1 | 0 | May be inoperative open provided left air conditioning pack is considered inoperative.   |            |
| 2)           | Cover                                 | C | 1 | 0 | (M) Except for extended operations, may be inoperative or missing provided:<br>a) Associated check valve is verified operative,<br>b) Extended overwater operations are not conducted, and<br>c) LPGC access panel (CDL item 53-24) is installed and confirmed not missing.  |            |
| 21-19        | Recirculation Fan (RFAN)              | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) RECIRC AIR is selected OFF,<br>b) Associated check valve is verified operative,<br>c) Both air conditioning packs are operative.<br>d) Forward cargo compartment heating is selected to LO HEAT or HI HEAT when live animals or temperature sensitive cargo is carried in forward cargo compartment, and<br>e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (operations with airplane systems Inoperative). |            |

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|--|---|---|---|---|------------|
| 22-08        | Mix Manifold Temperature Sensor (MIXTS) Element    | C | 4 | 0 | (O) Both elements on each sensor may be inoperative provided:<br>a) Both packs are operative,<br>b) RECIRC AIR is selected OFF,<br>c) Forward cargo compartment heating is selected to LO HEAT or HI HEAT when live animals or temperature sensitive cargo is carried in forward cargo compartment, and<br>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (operations with airplane systems Inoperative). |            |
|              |  | C | 4 | 2 | (O) One element on each sensor may be inoperative.  |            |
| 23-62<br>*** | Floor Heater, Flightcrew (FTWRM)                   | D | 2 | 0 | (M) One or both may be inoperative provided affected heater is deactivated.   |            |
| 23-64        | Galley Fan (GFAN)                                  | C | 2 | 0 | (M) One or both may be inoperative provided:<br>a) Affected GFAN is deactivated, and<br>b) Associated galley heater (GHTR) is deactivated.  |            |
| 23-65        | Galley Heater (GHTR)                               | C | 2 | 0 | (M) One or both may be inoperative provided affected heater is deactivated.   |            |
| 23-66        | Temperature Sensor, Galley Heater (GHTS) - Element | C | 4 | 2 | One element on each sensor may be inoperative.  |            |
|              |  | C | 4 | 0 | (M) Both elements on each sensor may be inoperative provided:<br>a) Associated galley fan (GFAN) is deactivated, and<br>b) Associated galley heater (GHTR) is deactivated.  |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**21. Air Conditioning**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 24-16        | Extraction Fan (EFAN)                                   | C | 2 | 1 | (M) Except for extended operations, may be inoperative provided associated avionics exhaust valve (AEV) is secured OPEN.   |            |
|              |   | C | 2 | 1 | (O) Except for extended operations, may be inoperative provided:<br>a) Both FWD and MID avionics bay exhaust valves (AEV) are verified operative, and<br>b) At least one air conditioning pack is operative. |            |
| 1)           | CAN BUS   | C | 2 | 1 | (O) May be inoperative provided associated EFAN is verified operative.   |            |
| 24-17        | Air Conditioning System Indication on AIR Synoptic Page | C | - | 0 | May be inoperative provided:<br>a) Associated system is operative, and<br>b) Procedures do not require their use.<br><br>NOTE: Any portion of AIR synoptic page which is operative may be used.              |            |
| 24-18        | Avionics Bay Exhaust Valve (AEV)                        | C | 2 | 0 | (M) One or both may be inoperative provided affected AEV is secured OPEN.  |            |
| 24-19        | FWD/MID Avionics VENTS Element                          | D | 4 | 2 | (O) One element on each sensor may be inoperative.   |            |
| 24-24        | Ground Valve, MID Avionics Bay                          | C | 1 | 0 | (M) May be inoperative provided affected valve is secured CLOSED.  |            |
| 26-15        | Forward/Middle Bay Inlet Fan (IFAN)                     | C | 2 | 0 | (O) May be inoperative provided INLET is selected OFF before each flight.  |            |

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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<br>Bar |
|--------------|--------------------------------------|---|---|---|---|---------------|
| 30-04        | Cabin Altitude Limitation Feature    |   |   |   |   |               |
| 1)           | Primary and Backup Altitude Limiter  | C | 2 | 0 | (O) One or both may be inoperative provided: <ol style="list-style-type: none"> <li>a) Both auto pressurization modes are operative, and</li> <li>b) Flight is conducted at or below FL 250.</li> </ol>   |               |
| 2)           | Backup Altitude Limiter              | C | 1 | 0 | (O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Outflow valve (OFV) manual mode is verified operative,</li> <li>b) Altitude limitation function is verified operative, and</li> <li>c) Aircraft is operated in AUTO pressurization mode.</li> </ol>  |               |
| 3)           | Primary Altitude Limiter             | C | 1 | 0 | (O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Outflow valve (OFV) manual mode is verified operative,</li> <li>b) Backup altitude limitation function is verified operative, and</li> <li>c) Aircraft is operated in AUTO pressurization mode.</li> </ol>   |               |
| 31-01        | Cabin Pressure Control System (CPCS) | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) No passengers are carried,</li> <li>b) Outflow valve (OFV) is secured OPEN,</li> <li>c) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL,</li> <li>d) Extended overwater operations are not conducted, and</li> <li>e) Both extraction fans (EFAN) are operative.</li> </ol> |               |
| (Continued)  |                                      |   |   |   |   |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**21. Air Conditioning**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 31-01        | Cabin Pressure Control System (CPCS)<br>(Cont'd) |   |   |   |  |               |
| 1)           | Manual Mode                                      | C | 1 | 0 | (O) May be inoperative provided:<br>a) Auto mode is verified operative, and<br>b) Auto pressurization mode is selected.  |               |
| 2)           | Auto Mode  | C | 2 | 1 | (O) May be inoperative provided:<br>a) Manual mode is verified operative, and<br>b) Affected outflow valve (OFV) AUTO mode is deactivated.   |               |
|              |  | C | 2 | 0 | (O) May be inoperative provided:<br>a) Affected modes are deactivated,<br>b) Pressurization is operated in manual control mode,<br>c) Autopilot is operative,<br>d) Flight is conducted in dual bleed and dual pack, and<br>e) Minimum enroute altitude does not exceed 10,000 feet above MSL. |               |
| 31-28        | Outflow Valve Travel Limiter                     | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) The outflow valve travel limiter is verified inoperative in retracted position, and<br>b) Flights are conducted at or below FL 250.  |               |

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**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 |
|--------------|--|---|---|---|--|------------|
| 33-00        | Cabin Altitude Indication              | C | 1 | 0 | (O) May be inoperative provided:<br>a) Both auto pressurization modes are operative,<br>b) Cabin differential pressure indication is operative, and<br>c) A table is available to convert cabin differential pressure to cabin altitude. |            |
|              |  | D | 1 | 0 | (O) May be inoperative provided:<br>a) No passengers are carried,<br>b) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, and<br>c) Both extraction fans (EFAN) are operative.                          |            |
| 33-01        | Cabin Differential Pressure Indication | C | 1 | 0 | (O) May be inoperative provided:<br>a) Both auto pressurization modes are operative,<br>b) Cabin altitude pressure indication is operative, and<br>c) A table is available to convert cabin altitude to cabin differential pressure.     |            |
|              |  | D | 1 | 0 | (O) May be inoperative provided:<br>a) No passengers are carried,<br>b) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, and<br>c) Both extraction fans (EFAN) are operative.                          |            |

|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**21. Air Conditioning**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|---|---|---|---|---|---------------|
| 33-02        | Cabin Rate of Change (ROC) Indication             | C | 1 | 0 | May be inoperative provided both cabin pressurization automatic modes are operative.  |               |
|              |   | D | 1 | 0 | (O) May be inoperative provided:<br>a) No passengers are carried,<br>b) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, and<br>c) Both extraction fans (EFAN) are operative. |               |
| 33-03        | Landing Field Elevation (LFE) Indication          | C | 1 | 0 | (O) May be inoperative provided:<br>a) No passengers are carried,<br>b) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, and<br>c) Both extraction fans (EFAN) are operative. |               |
|              |   | C | 1 | 0 | (O) May be inoperative provided:<br>a) Pressurization is operated in manual control mode, and<br>b) Autopilot is operative.   |               |
| 33-04        | Landing Field Elevation (LFE) Automatic Selection | C | 1 | 0 | May be inoperative provided:<br>a) LFE manual selection is operative and selected, and<br>b) LFE indication is operative.   |               |
|              |   | C | 1 | 0 | (O) May be inoperative provided:<br>a) Pressurization is conducted in manual mode, and<br>b) Autopilot is operative.  |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**21. Air Conditioning**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|---|---|---|---|---|---------------|
| 33-05        | Emergency<br>Depressurization PBA<br>Switch Guard | C | 1 | 0 | (O) May be damaged or missing<br>provided associated PBA is verified<br>operative.  |               |
| 34-01        | Pressure Equalization<br>Valve (PEV)              |   |   |   |   |               |
| 1)           | Large   | C | 2 | 0 | (M) One or both may be inoperative<br>provided affected valve is secured<br>CLOSED.   |               |
| 2)           | Small   | C | 2 | 0 | (M) One or both may be inoperative<br>provided affected valve is verified<br>CLOSED.  |               |
| 51-01        | Air Conditioning Pack                             | C | 2 | 0 | (O) Except for extended operations,<br>both may be inoperative provided:<br>a) No passengers are carried,<br>b) Packs are selected OFF,<br>c) Flight is conducted in an<br>unpressurized configuration at<br>or below 10,000 feet MSL,<br>and<br>d) Both extraction fans (EFAN)<br>are operative. |               |
| (Continued)  |   |   |   |   |   |               |

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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<br>Bar |
|--------------|-----------------------------------|---|---|---|---|---------------|
| 51-01        | Air Conditioning Pack<br>(Cont'd) |   |   |   |   |               |
| 1)           | Left Pack                         | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Left air conditioning pack is selected OFF,</li> <li>b) Flight is conducted in single pack configuration at or below FL 310,</li> <li>c) Avionics equipment bay smoke detectors are verified operative, and</li> <li>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).</li> </ul>  |               |
| 2)           | Right Pack                        | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Right air conditioning pack is selected OFF,</li> <li>b) Flight is conducted in single pack configuration at or below FL 310,</li> <li>c) Avionics equipment bay smoke detectors are verified operative, and</li> <li>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).</li> </ul> |               |



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**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 |
|--------------|---|---|---|---|--|------------|
| 51-12        | Temperature Control Valve (TCV)<br>(Cont'd) |   |   |   |  |            |
| 2)           | Right TCV                                   | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Right air conditioning pack is selected OFF,</li> <li>b) Flight is conducted in single pack configuration at or below FL 310,</li> <li>c) Avionics equipment bay smoke detectors are verified operative, and</li> <li>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).</li> </ul> |            |
| 51-13        | PACK Temperature Sensor (PTS)               | C | 2 | 1 | Except for extended operations, may be inoperative provided associated air conditioning pack is considered inoperative.  |            |

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|---------------------------------------|---|---|---|---|------------|
| 51-15        | Pack Discharge Pressure Sensor (PDPS) |   |   |   |   |            |
| 1)           | Left PDPS                             | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided:<br>a) Left air conditioning pack is selected OFF,<br>b) Flight is conducted in single pack configuration at or below FL 310,<br>c) Avionics equipment bay smoke detectors are verified operative, and<br>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).  |            |
| 2)           | Right PDPS                            | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided:<br>a) Right air conditioning pack is selected OFF,<br>b) Flight is conducted in single pack configuration at or below FL 310,<br>c) Avionics equipment bay smoke detectors are verified operative, and<br>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). |            |

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|-----------------------------------|---|---|---|--|------------|
| 51-21        | Pack Inlet Pressure Sensor (PIPS) |   |   |   |  |            |
| 1)           | Left PIPS                         | C | 2 | 0 | (O) Except for extended operations, both may be inoperative provided:<br>a) Left air conditioning pack is selected OFF,<br>b) Flight is conducted in single pack configuration at or below FL 310,<br>c) Avionics equipment bay smoke detectors are verified operative, and<br>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).  |            |
| 2)           | Right PIPS                        | C | 2 | 0 | (O) Except for extended operations, both may be inoperative provided:<br>a) Right air conditioning pack is selected OFF,<br>b) Flight is conducted in single pack configuration at or below FL 310,<br>c) Avionics equipment bay smoke detectors are verified operative, and<br>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). |            |

|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**21. Air Conditioning**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 52-04        | Emergency Ram Air Valve (ERAV)                                   | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) No passengers are carried,<br>b) Emergency ram air valve (ERAV) is secured OPEN,<br>c) Both packs are selected OFF,<br>d) Flight is conducted in unpressurized configuration at or below 10,000 feet MSL,<br>e) Extended overwater operations are not conducted,<br>f) Inlet ducts of the emergency ram air valve (ERAV) and right pack are verified operative, and<br>g) Both extraction fans (EFAN) are operative. |               |
|              |  | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) Emergency ram air valve (ERAV) is secured OPEN,<br>b) Right pack is considered inoperative,<br>c) Extended overwater operations are not conducted, and<br>d) Inlet ducts of the emergency ram air valve (ERAV) and right pack are verified operative.  |               |
| 53-08        | Pack Inlet Flow Sensor (PIFS), Pack Inlet Pressure Sensor (PIPS) |   |   |   |  |               |
| 1)           | Left PIFS/PIPS   | C | 4 | 3 | (O) One may be inoperative.  |               |
| 2)           | Right PIFS/PIPS  | C | 4 | 3 | (O) One may be inoperative   |               |

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DATE: 07/25/2019

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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<br>Bar |
|--------------|--------------------------|---|---|---|---|---------------|
| 53-14        | Flow Control Valve (FCV) | C | 2 | 1 | (M) Except for extended operations, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected flow control valve (FCV) is secured CLOSED, and</li> <li>b) Associated air conditioning pack is considered inoperative.</li> </ul>  |               |
|              |                          | C | 2 | 0 | (M)(O) Except for extended operations, both may be inoperative provided: <ul style="list-style-type: none"> <li>a) No passengers are carried,</li> <li>b) Both flow control valves (FCV) are secured CLOSED,</li> <li>c) Both air conditioning packs are considered inoperative,</li> <li>d) Flights are conducted unpressurized at or below 10,000 feet MSL, and</li> <li>e) Both extraction fans (EFAN) are operative.</li> </ul> |               |

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|---------------------------------|---|---|---|---|------------|
| 53-18        | Ram Air Regulating Valve (RARV) | C | 2 | 0 | (M)(O) Except for extended operations, one or both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected RARV is secured OPEN, and</li> <li>b) Associated bypass valve is verified operative.</li> </ul> NOTE: When one or both RARV are secured OPEN, associated pack will operate in degraded mode.   |            |
| 1)           | Left RARV                       | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Left air conditioning pack is selected OFF,</li> <li>b) Flight is conducted in single pack configuration at or below FL 310,</li> <li>c) Avionics equipment bay smoke detectors are verified operative, and</li> <li>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).</li> </ul> |            |
| (Continued)  |                                 |   |   |   |   |            |

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 53-18        | Ram Air Regulating Valve (RARV)<br>(Cont'd) |   |   |   |  |               |
| 2)           | Right RARV                                  | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Right air conditioning pack is selected OFF,</li> <li>b) Flight is conducted in single pack configuration at or below FL 310,</li> <li>c) Avionics equipment bay smoke detectors are verified operative,</li> <li>d) Inlet ducts of the emergency ram air valve (ERAV) and right pack are verified operative, and</li> <li>e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).</li> </ul> |               |
| 55-02        | Forward Cargo Shutoff Valve (FWD CSOV)      | D | 2 | 0 | (M)(O) One or both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both FWD CSOVs are secured CLOSED,</li> <li>b) FWD CARGO switch is selected OFF, and</li> <li>c) Live animals or temperature sensitive cargo is not carried in the forward cargo compartment.</li> </ul>   |               |
| (Continued)  |   |   |   |   |  |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**21. Air Conditioning**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--|---|---|---|---|------------|
| 55-02        | Forward Cargo Shutoff Valve (FWD CSOV)<br>(Cont'd) | C | 2 | 0 | (O) One or both 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.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.   |            |
| 55-03        | Aft Cargo Shutoff Valve (AFT CSOV)                 | C | 2 | 0 | (M)(O) One or both may be inoperative provided:<br>a) Both AFT CSOVs are secured CLOSED, and<br>b) AFT CARGO air switch is selected OFF.  |            |
|              |  | C | 2 | 0 | (O) One or both may be inoperative provided:<br>a) Recirculation fan (RFAN) is operative and selected ON, and<br>b) 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.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. |            |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**21. Air Conditioning**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--|---|---|---|---|------------|
| 55-04        | Cargo Compartment Temperature Sensor (CATS), Cargo Duct Temperature Sensor (CAR DTS) | C | 4 | 0 | (O) May be inoperative provided:<br>a) FWD CARGO air is selected to OFF or VENT before each flight, and<br>b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment.  |            |
| 55-08        | FWD Cargo Bay Trim Air Valve (TAV)   | C | 1 | 0 | (O) May be inoperative in CLOSED position provided:<br>a) FWD CARGO switch is selected to VENT or OFF before each flight, and<br>b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment.  |            |
|              |  | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided:<br>a) FWD cargo bay trim air valve (TAV) is not failed closed,<br>b) TRIM AIR is selected OFF before each flight, and<br>c) Live animals or temperature sensitive cargo is not carried in forward cargo compartment. |            |
| 60-25        | Ventilated Temperature Sensor (VENTS)  | C | 3 | 2 | (O) May be inoperative provided:<br>a) Trim air system is verified operative,<br>b) DTS sensors are verified operative, and<br>c) Associated COCKPIT/CABIN temperature control knob is operative.   |            |
| 60-26        | Duct Temperature Sensor (DTS)  | C | 3 | 2 | (O) Except for extended operations, may be inoperative provided trim air system is verified operative.  |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**21. Air Conditioning**

| Sequence No. | Item                                   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 60-27        | COCKPIT/CABIN Temperature Control Knob | C | 3 | 0 | (O) Except for extended operations, may be inoperative provided:<br>a) MAN TEMP is not used, and<br>b) Associated ventilated temperature sensors (VENTS) are operative.  |               |
| 61-05        | Cabin Trim Air                         |   |   |   |  |               |
| 1)           | Cockpit Trim Air Valve (TAV)           | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided:<br>a) TRIM AIR is selected OFF before each flight, and<br>b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment. |               |
| 2)           | Forward Cabin Trim Air Valve (TAV)     | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided:<br>a) TRIM AIR is selected OFF before each flight, and<br>b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment. |               |
| 3)           | AFT Cabin Trim Air Valve (TAV)         | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided:<br>a) TRIM AIR is selected OFF before each flight, and<br>b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment. |               |
| 62-00        | Trim Air System                        | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided:<br>a) TRIM AIR is selected OFF before each flight, and<br>b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment. |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**21. Air Conditioning**

| Sequence No. | Item                                       | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 63-00        | Trim Air Pressure Regulating Valve (TAPRV) | C | 1 | 0 | (M) Except for extended operations, may be inoperative provided affected valve is secured CLOSED.  |            |
|              |  | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided:<br>a) TRIM AIR is selected OFF before each flight, and<br>b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment. |            |
|              |  | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided:<br>a) Affected valve is deactivated,<br>b) TASOV is verified operative, and<br>c) Left pack is operative.   |            |
| 63-01        | Trim Air Shutoff Valve (TASOV)             | C | 1 | 0 | (M) Except for extended operations, may be inoperative provided affected valve is secured CLOSED.  |            |
| 90-01        | Integrated Air System Controller (IASC)    |   |   |   |  |            |
| 1)           | IASC 1A                                    | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) All other IASC 1 and 2 channels are verified operative,<br>b) TASOV is verified closed, and<br>c) IASC 1A is deactivated.  |            |
| 2)           | IASC 1B                                    | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) All other IASC 1 and 2 channels are verified operative, and<br>b) IASC 1B is deactivated.  |            |

(Continued)

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**21. Air Conditioning**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 90-01        | Integrated Air System Controller (IASC) (Cont'd) |   |   |   |  |               |
| 3)           | IASC 1C  | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) All other IASC 1 and 2 channels are verified operative, and<br>b) IASC 1B is deactivated.  |               |
| 4)           | IASC 2A  | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) All other IASC 1 and 2 channels are verified operative, and<br>b) IASC 2A is deactivated.  |               |
| 5)           | IASC 2B  | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) All other IASC 1 and 2 channels are verified operative, and<br>b) IASC 2B is deactivated.<br><br>NOTE: When IASC 2B is deactivated, IASC 2C becomes inoperative. |               |
| 6)           | IASC 2C  | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) All other IASC 1 and 2 channels are verified operative, and<br>b) IASC 2B is deactivated.  |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**22. Autoflight**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 10-00        | Takeoff/Go-Around (TOGA) Switch (Thrust Lever) | B | 2 | 1 | (O) One may be inoperative provided alternate procedures are established and used.   |               |
|              |  | C | 2 | 1 | (O) One may be inoperative provided:<br>a) Alternate procedures are established and used,<br>b) Autopilot and flight director are not used below 2,000 feet above ground level (AGL),<br>c) APPR 2 operations (CAT II) and autoland operations are not conducted, and<br>d) RNP AR operations are not conducted.   |               |
|              |  | B | 2 | 0 | (O) Both may be inoperative provided:<br>a) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative),<br>b) Autopilot and flight director are not used below 2,000 feet above ground level (AGL),<br>c) APPR 2 operations (CAT II) and autoland operations are not conducted, and<br>d) RNP AR operations are not conducted. |               |
| 11-00        | Autopilot (AP) System                          |   |   |   |  |               |
| 1)           | One AP   | C | 3 | 2 | (O) One may be inoperative provided operations do not require its use.   |               |
| 2)           | Two AP   | B | 3 | 1 | (O) Except for extended operations, two may be inoperative provided:<br>a) Operations do not require dual autopilot systems, and<br>b) Autoland operations are not conducted.  |               |
| (Continued)  |  |   |   |   |  |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**22. Autoflight**

| Sequence No. | Item                              | 1 | 2  | 3 | 4  | Change<br>Bar |
|--------------|-----------------------------------|---|----|---|--|---------------|
| 11-00        | Autopilot (AP) System<br>(Cont'd) |   |    |   |  |               |
| 3)           | Three AP                          | B | 3  | 0 | (O) Except for extended operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Operations do not require their use,</li> <li>b) APPR 2 operations (CAT II) are conducted in accordance with Airplane Flight Manual (AFM) Supplement 8 (Category II and Category III, Autoland Operations),</li> <li>c) Autoland operations are not conducted, and</li> <li>d) RNP AR operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 7 (RNP – Authorization Required Operations).</li> </ul> |               |
| 11-05        | Flight Control Panel<br>(FCP)     |   |    |   |  |               |
| 1)           | Control Panel Readout Window      | C | 4  | 0 | (O) May be inoperative provided crew selection of IAS/MACH, HDG, ALT, V/S, FPA are verified to be indicated on the primary flight displays (PFD).  |               |
| 2)           | Light Bar                         | C | 14 | 0 | (O) May be inoperative (not illuminated) provided associated mode is annunciated on the Flight Mode Annunciator (FMA) of both primary flight displays (PFD).<br><br>NOTE: If mode is inoperative, refer to applicable MMEL item.   |               |
| 3)           | 1/2 BANK Pushbutton               | C | 1  | 0 | May be inoperative.  |               |
| (Continued)  |                                   |   |    |   |  |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**22. Autoflight**

| Sequence No. | Item                                       | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--|---|---|---|---|------------|
| 11-05        | Flight Control Panel (FCP) (Cont'd)        |   |   |   |   |            |
| 4)           | Autopilot (AP) Pushbutton                  | B | 1 | 0 | May be inoperative provided autopilot is considered inoperative.  |            |
| 5)           | Autothrottle (AT) Pushbutton               | C | 1 | 0 | (O) May be inoperative provided:<br>a) Autothrottle disconnect buttons are operative,<br>b) Alternate procedures are established and used, and<br>c) Autoland operations are not conducted. |            |
| 6)           | Flight Level Change (FLC) Mode Pushbutton  | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.  |            |
| 7)           | Altitude (ALT) Mode Pushbutton             | C | 1 | 0 | May be inoperative provided:<br>a) Altitude rotary knob is operative, and<br>b) Altitude alerting system is operative.  |            |
| 8)           | Vertical Navigation (VNAV) Mode Pushbutton | C | 1 | 0 | May be inoperative provided:<br>a) Procedures do not require its use, and<br>b) RNP AR operations are not conducted.  |            |
| 9)           | Flight Path Angle (FPA) Mode Pushbutton    | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.  |            |
| 10)          | Vertical Speed (V/S) Mode Pushbutton       | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.  |            |
| 11)          | Flight Director (FD) Pushbutton            | C | 2 | 1 | One may be inoperative.   |            |
| (Continued)  |  |   |   |   |   |            |

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AIRCRAFT:  
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**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<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 11-05        | Flight Control Panel (FCP)<br>(Cont'd) |   |   |   |  |               |
| 12)          | Speed IAS to Mach Pushbutton           | C | 1 | 0 | May be inoperative provided automatic transition from IAS to Mach and Mach to IAS is operative.  |               |
| 13)          | Speed FMS or MAN Selector Knob         | C | 1 | 0 | May be inoperative provided manual selection (MAN) is operative.   |               |
| 14)          | Heading Rotary Knob                    | B | 1 | 0 | (O) May be inoperative provided:<br>a) Heading PUSH SYNC pushbutton is operative, and<br>b) Alternate procedures are established and used.   |               |
| 15)          | Heading PUSH SYNC Pushbutton           | C | 1 | 0 | May be inoperative provided heading rotary knob is operative.  |               |
| 16)          | Altitude Push Fine Pushbutton          | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Altitude preselect is only available in 1,000-foot or 100-meter increments.  |               |
| 17)          | Altitude Feet to Meter Selector Knob   | B | 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.   |               |
| 18)          | UP/DN Selector Wheel                   | C | 1 | 0 | (O) May be inoperative provided:<br>a) Flight Path Angle (FPA) flight director mode is considered inoperative,<br>b) Vertical speed (V/S) flight director mode is considered inoperative, and<br>c) Alternate procedures are established and used. |               |
| (Continued)  |  |   |   |   |  |               |

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|---------------------------------------|--|

**22. Autoflight**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change Bar |
|--------------|---|---|---|---|---|------------|
| 11-05        | Flight Control Panel (FCP) (Cont'd)               |   |   |   |   |            |
| 19)          | Bright/Dim Knob                                   | B | 1 | 0 | May be inoperative provided brightness is acceptable to flightcrew.   |            |
| 20)          | Emergency Descent Mode (EDM) Guarded Pushbutton   | C | 1 | 0 | May be inoperative provided operations are conducted at or below FL 250.                                      |            |
| 21)          | Emergency Descent Mode (EDM) Pushbutton Guard     | C | 1 | 0 | Except for extended operations, may be inoperative, damaged, or missing.                                      |            |
| 11-10        | Instrument Landing System (ILS) Approach Function |   |   |   |   |            |
| 1)           | APPR1   | C | 1 | 0 | (O) May be inoperative provided ILS APPR1 (CAT I), APPR2 (CAT II), and autoland operations are not conducted. |            |
| 2)           | APPR2   | C | 1 | 0 | (O) May be inoperative provided approach minima do not require use of ILS, APPR2 (CAT II), and autoland.      |            |
| 3)           | LAND2   | C | 1 | 0 | (O) May be inoperative provided autoland operations are not conducted.  |            |
| 4)<br>***    | LAND3   | C | 1 | 0 | (O) May be inoperative provided LAND3 operations (CAT III – fail operational) are not conducted.              |            |

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**22. Autoflight**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 30-00        | Autothrottle (AT) Function                         |   |   |   |  |            |
| 1)           | AT 1   | C | 1 | 0 | (O) May be inoperative and autothrottle used provided:<br>a) Autothrottle function 2 (AT 2) is operative,<br>b) Channel B of flight control panel (FCP) is operative,<br>c) Data concentrator unit modular cabinet (DMC) 2A and 2B are operative, and<br>d) Operations do not require dual autothrottle systems. |            |
| 2)           | AT 2   | C | 1 | 0 | (O) May be inoperative and autothrottle used provided:<br>a) Autothrottle function 1 (AT 1) is operative,<br>b) Channel A of flight control panel (FCP) is operative,<br>c) Data concentrator unit modular cabinet (DMC) 1A and 1B are operative, and<br>d) Operations do not require dual autothrottle systems. |            |
| 30-01        | Autothrottle Retard Function                       | C | 1 | 0 | (O) May be inoperative provided:<br>a) Autothrottle is not used for landing,<br>b) Alternate procedures are established and used, and<br>c) Autoland operations are not conducted.   |            |
| 31-01        | Autothrottle Disconnect Button (Throttle Quadrant) | C | 2 | 1 | One may be inoperative.  |            |
|              |  | C | 2 | 0 | (O) Both may be inoperative provided:<br>a) AT pushbutton on flight control panel (FCP) is operative, and<br>b) Alternate procedures are established and used.   |            |

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**23. Communications**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--|---|---|---|---|------------|
| 00-01        | Overhead Control Panel Pushbutton Annunciator (PBA) Switch Light (Light Function Only) |   |   |   |   |            |
| 1)           | SERV INT "ON"  | C | 1 | 0 | May be inoperative.   |            |
| 2)           | CVR "TEST"   | C | 1 | 0 | May be inoperative.   |            |
| 11-00        | VHF Communication System   | D | 3 | 1 | (O) Any in excess of those required by 14 CFR may be inoperative provided:<br>a) VHF 1 or VHF 3 is operative, and<br>b) Data Link System is considered inoperative if VHF 3 is used in VOICE or inoperative.  |            |
| 12-00<br>*** | High Frequency (HF) Communication System   | D | - | - | Any in excess of those required by 14 CFR may be inoperative.   |            |
| 22-00        | Data Link System   | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE 1: Any portion of system that is operative may be used.<br><br>NOTE 2: Automatic Dependent Surveillance-Contract (ADS-C) function will be inoperative.                       |            |
|              |  | D | 1 | 0 | (O) May be inoperative provided operating regulations and routine procedures do not require its use.<br><br>NOTE 1: Any portion of system that is operative may be used.<br><br>NOTE 2: Automatic Dependent Surveillance-Contract (ADS-C) Function will be inoperative. |            |
| (Continued)  |  |   |   |   |   |            |

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**23. Communications**

| Sequence No. | Item   | 1 | 2  | 3 | 4  | Change Bar |
|--------------|--|---|----|---|--|------------|
| 22-00        | Data Link System (Cont'd)  |   |    |   |  |            |
| 1)<br>***    | Controller-Pilot Data Link Communications (CPDLC) Function Air Traffic Network (ATN)   | C | 1  | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any portion of the function that is operative may be used.                   |            |
|              |  | D | 1  | 0 | May be inoperative provided operating regulations and routine procedures do not require its use.<br><br>NOTE: Any portion of the function that is operative may be used. |            |
| 2)<br>***    | Controller-Pilot Data Link Communications (CPDLC) Pushbutton Accept (ACPT), Reject (RJCT), Standby (STBY), LOAD, Refresh (Glareshield Panel) | D | 10 | 0 | (O) One or more may be inoperative provided alternate procedures are established and used.   |            |
| 30-01        | Prerecorded Announcement (Passenger Briefing System)   | C | 1  | 0 | (O) May be inoperative provided alternate procedures are established and used.   |            |

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**23. Communications**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--|---|---|---|---|------------|
| 30-03        | Crewmember Interphone System                         |   |   |   |   |            |
| 1)           | Flight Deck to Cabin, Cabin to Flight Deck Functions | B | - | - | (O) May be inoperative provided:<br>a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and<br>b) Alternate communications procedures between the affected flight attendants station(s) are established and used.<br><br>NOTE: Any station function(s) that is operative may be used. |            |
|              |  | C | 1 | 0 | (O) May be inoperative provided:<br>a) Crewmember interphone system not required by 14 CFR, and<br>b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.<br><br>NOTE: Any station function(s) that operates normally may be used.  |            |
| 2)           | Cabin to Cabin Function                              | B | - | - | (O) May be inoperative provided:<br>a) Cabin to cabin interphone functions are operative on at least 50% of the cabin handsets, and<br>b) Alternate communications procedures for the affected flight attendants station(s) are established and used.<br><br>NOTE: Any station function(s) that is operative may be used.                                       |            |
| (Continued)  |  |   |   |   |   |            |

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**23. Communications**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 30-03        | Crewmember Interphone System (Cont'd)  |   |   |   |  |            |
| 2)           | Cabin to Cabin Function (Cont'd)   | B | 2 | 0 | (O) May be inoperative provided alternate communications procedures for the affected flight attendants station(s) are established and used.<br><br>NOTE: Any station function(s) that is operative may be used.                          |            |
| 3)           | Flight Deck to Ground Function – Large Turbojet Powered Airplanes Operating under Part 121 | B | - | 0 | (O) May be inoperative provided alternate procedures are established and used.   |            |
|              |  | C | 1 | 0 | (O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) External service panel (nose gear interphone jack) is operative.  |            |
|              |  | C | 1 | 0 | (O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) External service panel (nose gear interphone jack) is operative. |            |
| 4)           | Flight Deck to Ground Function – All other Aircraft/Operations                             | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used.   |            |
|              |  | D | - | 0 | May be inoperative provided procedures do not require its use.   |            |

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**23. Communications**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 30-06        | Alerting System (Audio/Visual)   |   |   |   |  |            |
| 1)           | Alerting System (Audio/Visual)   |   |   |   |  |            |
| a)           | Flight Deck Call Visual Alerting System Cabin Call (CAB CALL) on Audio Control Panel (ACP) | B | 1 | 0 | May be inoperative provided:<br>a) Audio alerting system operates normally, and<br>b) Audio alerting system differentiates between normal and emergency calls.   |            |
| b)           | Flight Deck Call Audio Alerting System   | B | 1 | 0 | May be inoperative provided:<br>a) Flight deck visual alerting system operates normally, and<br>b) Flight deck visual alerting system differentiates between normal and emergency calls.   |            |
| 2)           | Flight Attendant Visual Alerting System  | B | 1 | 0 | (O) May be inoperative provided:<br>a) Passenger address (PA) system is operative,<br>b) Alternate lavatory smoke detector alert (audio or visual) is operative, and<br>c) Alternate procedures for contacting flight attendants are established and used.<br><br>NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishing (NEF).<br><br>NOTE 2: Any visual alerting system function(s) that is operative may be used. |            |
| (Continued)  |  |   |   |   |  |            |

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**23. Communications**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--|---|---|---|---|---------------|
| 30-06        | Alerting System<br>(Audio/Visual)<br>(Cont'd)          |   |   |   |   |               |
| 2)           | Flight Attendant Visual<br>Alerting System<br>(Cont'd) | B | 1 | 0 | (O) May be inoperative provided:<br>a) Audio alerting system<br>operates normally,<br>b) Audio alerting system<br>differentiates between normal<br>and emergency calls,<br>c) Alternate lavatory smoke<br>detector alert (audio or visual)<br>operates normally, and<br>d) Alternate procedures for<br>contacting flight attendants<br>are established and used.<br><br>NOTE 1: Passenger to attendant call<br>system is considered<br>nonessential equipment and<br>furnishing (NEF).<br><br>NOTE 2: Any visual alerting system<br>function(s) that is operative<br>may be used. |               |
| (Continued)  |  |   |   |   |   |               |

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**23. Communications**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change Bar |
|--------------|---|---|---|---|---|------------|
| 30-06        | Alerting System<br>(Audio/Visual)<br>(Cont'd) |   |   |   |   |            |
| 3)           | Flight Attendant Audio Alerting System        | B | - | 0 | (O) May be inoperative provided:<br>a) Flight attendant visual alerting system operates normally,<br>b) Flight attendant visual alerting system differentiates between normal and emergency calls,<br>c) Alternate lavatory smoke detector alert (audio or visual) operates normally, and<br>d) Alternate procedures for contacting flight attendants are established and used.<br><br>NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishing (NEF).<br><br>NOTE 2: Any audio alerting system function(s) that operates normally may be used. |            |
|              |   | B | - | 0 | (O) May be inoperative provided:<br>a) Passenger address (PA) system operates normally,<br>b) Alternate lavatory smoke detector alert (audio or visual) operates normally, and<br>c) Alternate procedures for contacting flight attendants are established and used.<br><br>NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishing (NEF).<br><br>NOTE 2: Any audio alerting system function(s) that is operative may be used.   |            |

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**23. Communications**

| Sequence No. | Item                     | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--------------------------|---|---|---|---|---------------|
| 31-00        | Passenger Address System | B | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and<br>b) Flight attendant alerting system (audio and visual) is operative.<br><br>NOTE: Any station function(s) that operates normally may be used. |               |
|              |                          | C | 1 | 0 | (O) May be inoperative provided:<br>a) Passenger address (PA) not required by 14 CFR, and<br>b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.<br><br>NOTE: Any station function(s) that operates normally may be used.                    |               |

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**23. Communications**

| Sequence No. | Item           | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|----------------|---|---|---|--|---------------|
| 31-03        | Handset System |   |   |   |  |               |
| 1)           | Flight Deck    | C | 1 | 0 | (O) May be inoperative provided:<br>a) Flight deck to cabin communication is operative, and<br>b) Alternate procedures are established and used.   |               |
|              |                | D | 1 | 0 | May be inoperative provided routine procedures do not require its use.   |               |
| 2)           | Cabin          | B | - | - | (O) May be inoperative provided:<br>a) 50% of cabin handsets are operative, and<br>b) Alternate communications procedures between the affected flight attendant station(s) are established and used. |               |
|              |                |   |   |   | NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement.  |               |
|              |                |   |   |   | NOTE 2: Any handset(s) function(s) that is operative may be used.  |               |

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**23. Communications**

| Sequence No. | Item                      | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|---------------------------|---|---|---|---|---------------|
| 31-06        | Flight Deck Speaker       | C | 2 | 1 | One may be inoperative provided:<br>a) Procedures are not dependent on their use,<br>b) Headsets are installed and used by each person on flight deck duty, and<br>c) All aural alerts, messages, and other communications which are normally routed through the flight deck speakers must be audible through the headsets.   |               |
|              |                           | C | 2 | 0 | May be inoperative provided:<br>a) Procedures are not dependent on their use,<br>b) Headsets are installed and used by each person on flight deck duty,<br>c) All aural alerts, messages, and other communications which are normally routed through the flight deck speakers must be audible through the headsets, and<br>d) A spare headset must be readily available for crew use. |               |
| 31-07        | Lavatory Speaker          | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used.  |               |
| 50-35        | Audio Control Panel (ACP) |   |   |   |   |               |
| 1)           | Transmission Key          | C | - | - | One may be inoperative on left or right ACP.<br><br>NOTE: For the observer's ACP, see item 25-02-01.  |               |

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**23. Communications**

| Sequence No.                                     | Item                           | 1 | 2 | 3 | 4   | Change Bar |
|--|--------------------------------|---|---|---|---|------------|
| 51-01  | Push-to-Talk (PTT) Switch      |   |   |   |   |            |
| 1)   | Sidestick                      | C | 2 | 1 | (O) One may be inoperative open provided:<br>a) Associated side has at least one PTT switch that is operative, and<br>b) Affected switch is verified failed open (non-transmitting).    |            |
| 2)   | Flightcrew Audio Control Panel | C | 2 | 1 | (O) One may be inoperative provided:<br>a) Associated side has at least one PTT switch that is operative, and<br>b) Affected switch is verified failed open (non-transmitting).         |            |
| 3)   | Cursor Control Panel (CCP)     | C | 4 | 0 | (O) One or more may be inoperative provided:<br>a) Associated side has at least one PTT switch that is operative, and<br>b) Affected switch is verified failed open (non-transmitting). |            |
| 51-02  | Interphone (INT) Switch        |   |   |   |   |            |
| 1)   | Sidestick                      | C | 2 | 1 | One may be inoperative open (non-transmitting) provided associated audio control panel (ACP) INT switch or associated hand microphone is operative.                                     |            |
| 2)   | Audio Control Panel (ACP)      | C | 2 | 1 | (O) One may be inoperative open (non-transmitting) provided associated sidestick INT switch or associated hand microphone is verified operative.  |            |
| NOTE: For the observer's ACP, see item 25-02-01. |                                |   |   |   |   |            |

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**23. Communications**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 51-03        | Flight Deck Hand Microphone System                               | C | - | 0 | May be inoperative provided associated boom microphones are operative.   |            |
|              |  | D | - | 0 | Any in excess of those required by 14 CFR may be inoperative (non-transmitting).   |            |
| 51-04        | Flight Deck Headsets, Earphones/Headphones, and Boom Microphones |   |   |   |  |            |
| 1)           | Active Noise Cancelling/Reduction Function                       | D | - | 0 | May be inoperative provided normal audio function of headset is operative.   |            |
| 2)           | Headset Boom Microphone  | A | - | 0 | May be inoperative provided:<br>a) Associated hand microphone is installed and operative, and<br>b) Repairs are made within 3 flight-days. |            |
|              |  | D | - | - | Any in excess of those required by 14 CFR may be inoperative.  |            |
| 3)           | Headset Earphone/Headphone                                       | C | - | 1 | May be inoperative provided associated flight deck speaker is operative.   |            |
|              |  | D | - | - | Any in excess of those required by 14 CFR may be inoperative.  |            |
| 70-06        | Cockpit Voice Recorder (CVR) System                              | A | 1 | 0 | May be inoperative provided:<br>a) Flight data recorder (FDR) is operative, and<br>b) Repairs are made within 3 flight-days.               |            |
| 1)           | Independent Power Source   | C | 1 | 0 | May be inoperative.  |            |

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**23. Communications**

| Sequence No. | Item                                 | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--------------------------------------|---|---|---|---|------------|
| 73-01        | Flight Deck Door Surveillance System |   |   |   |   |            |
| 1)<br>***    | Electric System                      | A | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within 3 flight-days.  |            |
|              |                                      | C | 1 | 0 | (O) May be inoperative provided:<br>a) A flight deck door viewing port operates normally, and<br>b) Alternate procedures are established and used.                                    |            |
|              |                                      | D | 1 | 0 | May be inoperative provided procedures do not require its use.  |            |
| 2)           | Viewing Port                         | A | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within 3 flight-days.  |            |
|              |                                      | C | 1 | 0 | (O) May be inoperative provided:<br>a) An electronic flight deck door visual surveillance system is installed and operative, and<br>b) Alternate procedures are established and used. |            |
|              |                                      | D | 1 | 0 | May be inoperative provided procedures do not require its use.  |            |

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**23. Communications**

| Sequence No. | Item                                | 1 | 2 | 3 | 4   | Change Bar |
|--------------|-------------------------------------|---|---|---|---|------------|
| 81-01        | Radio Interface Unit (RIU) Channels |   |   |   |   |            |
| 1)           | Channel 1A                          | C | 1 | 0 | (O) May be inoperative provided:<br>a) Radio tuning function of the left control tuning panel (CTP) is operative, and<br>b) All other radio interface unit (RIU) channels are operative.  |            |
| 2)           | Channel 1B                          | C | 1 | 0 | (O) May be inoperative provided:<br>a) Radio tuning function of the right control tuning panel (CTP) is operative,<br>b) All other radio interface unit (RIU) channels are operative,<br>c) Reversionary tuning is confirmed operative on right control tuning panel (CTP),<br>d) Radio tuning system application (RTSA) is verified operative, and<br>e) Very high frequency navigation (VHF NAV) 2 is verified operative. |            |
| a)           | Channel 1B Aural Function           | C | 1 | 0 | (O) May be inoperative provided:<br>a) Radio interface unit (RIU) channels 1B and 2B are operative, and<br>b) RIU 2B aural warning function is operative.   |            |
| 3)           | Channel 2A                          | C | 1 | 0 | (O) May be inoperative provided:<br>a) Radio tuning function of the right control tuning panel (CTP) is operative, and<br>b) All other radio interface unit (RIU) channels are operative.   |            |
| (Continued)  |                                     |   |   |   |   |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**23. Communications**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 81-01        | Radio Interface Unit (RIU) Channels (Cont'd) |   |   |   |  |            |
| 4)           | Channel 2B                                   | C | 1 | 0 | (O) May be inoperative provided:<br>a) Radio tuning function of the left control tuning panel (CTP) is operative,<br>b) All other radio interface unit (RIU) channels are operative,<br>c) Reversionary tuning is confirmed operative on left control tuning panel (CTP),<br>d) Radio tuning system application (RTSA) is verified operative, and<br>e) VHF NAV 1 is verified operative. |            |
| a)           | Channel 2B Aural Function                    | C | 1 | 0 | (O) May be inoperative provided:<br>a) Radio interface unit (RIU) channels 1B and 2B are operative, and<br>b) RIU 1B aural warning function is operative.  |            |
| 5)<br>***    | Selective Calling (SELCAL) System            | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Partial loss of SELCAL function will affect either left or right radios. To use the SELCAL function, flightcrew must use operative side radios only.   |            |
|              |  | D | - | 0 | May be inoperative provided procedures do not require its use.   |            |

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AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|--|---|---|---|--|------------|
| 00-01        | Overhead Control Panel Pushbutton Annunciator (PBA) Switch Light (Light Function Only) |   |   |   |  |            |
| 1)           | CABIN PWR "OFF"  | C | 1 | 0 |  |            |
| 2)           | RAT GEN "ON"   | C | 1 | 0 |  |            |
| 3)           | L(R) GEN (APU GEN) "FAIL"  | C | 3 | 0 | May be inoperative provided associated L(R) GEN FAIL or APU GEN FAIL Caution CAS message is not displayed.                             |            |
|              |  |   |   |   | NOTE: If message is displayed, refer to the applicable MMEL item.  |            |
| 4)           | L(R) GEN (APU GEN) "OFF"   | C | 3 | 0 | May be inoperative provided associated L(R) GEN OFF, APU GEN OFF status CAS message is not displayed when engines or APU are operated. |            |
|              |  |   |   |   | NOTE: If message is displayed, refer to the applicable MMEL item.  |            |
| 5)           | EXT PWR "AVAIL"  | C | 1 | 0 |  |            |
| 6)           | EXT PWR "IN USE"   | C | 1 | 0 |  |            |
| 7)           | L(R) DISC "OIL"  | C | 2 | 0 |  |            |
| 8)           | L/(R) DISC "DISC"  | C | 2 | 0 |  |            |
| 00-02        | Electrical/Towing Service Panel PBA Switch Light (Light Function Only)                 |   |   |   |  |            |
| 1)           | EXT AC SERV "AVAIL"  | D | 1 | 0 |  |            |
| 2)           | EXT AC SERV "IN USE"   | D | 1 | 0 |  |            |
| 3)           | BATT Annunciator Light   | C | 1 | 0 | NOTE: Battery may deplete if not selected OFF.   |            |

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DATE: 07/25/2019

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|--|---|---|---|---|------------|
| 01-01        | Circuit Breaker (CB) Panel   |   |   |   |   |            |
| 1)           | Left CB Status Reporting   | C | 1 | 0 | May be inoperative.   |            |
| 01-02        | Circuit Breaker (CB) Panel   |   |   |   |   |            |
| 1)           | Right CB Status Reporting  | C | 1 | 0 | May be inoperative.   |            |
| 01-15        | Control Distribution Cabinet (CDC) 1/2 Microprocessor/ Communication Module                                    | C | 4 | 2 | (O) One per CDC assembly may be inoperative.  |            |
| 1)           | Controller Area Network (CAN) Communication Bus - Redundancy   | C | - | - | Redundancy may be lost as indicated by INFO message 24 ELECTRICAL FAULT – CAN COM REDUND LOSS.      |            |
| 2)           | CDC A664 Communication Bus - Redundancy  | C | - | - | Redundancy may be lost as indicated by INFO message 24 ELECTRICAL FAULT – CDC A664 COM REDUND LOSS. |            |
| 3)           | Electrical Power Distribution System (EPDS) Time Trigger Protocol (TTP) Network Communication Bus - Redundancy | C | - | - | Redundancy may be lost as indicated by INFO message 24 ELECTRICAL FAULT – EDPS COM REDUND LOSS.     |            |
| 02-01        | Bus Power Control Unit (BPCU) Protective Function Degradation  | C | 2 | 0 | (O) Except for extended operations, one or both may be inoperative.                                 |            |

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|---|---|---|---|--|------------|
| 11-01        | L DISC/R DISC Switch Guard                                      | B | 2 | 0 | (O) May be inoperative or missing provided:<br>a) Both variable frequency generators (VFG) are operative, and<br>b) EPC 1 and EPC 2 are verified operative.  |            |
| 11-02        | Variable Frequency Generator (VFG)                              |   |   |   | Moved to item 24-21-01, Revision 1.  |            |
| 12-01        | Variable Frequency Generator (VFG) Oil System                   |   |   |   |  |            |
| 1)           | Generator Oil Level Indication (Remote Oil Level Sensor (ROLS)) | C | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Associated VFG power generation is verified operative, and<br>b) Minimum oil level is verified once each flight-day.   |            |
|              |   | A | 2 | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) Associated VFG power generation is verified operative,<br>b) Minimum oil level is verified once each flight-day, and<br>c) Repairs are made prior to completion of next heavy maintenance visit. |            |
| 20-44        | Permanent Magnet Generator (PMG)                                | C | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Affected PMG is disconnected, and<br>b) Both fly-by-wire (FBW) power converters are operative.   |            |

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PAGE NO. 24-4

DATE: 07/25/2019

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|---|---|---|---|--|------------|
| 21-01        | Variable Frequency Generator (VFG) System [Each System Includes Variable Frequency Generator (VFG), Generator Control Unit (GCU), Overvoltage Protection Unit (OPU), Generator Line Contractor (GLC), Line Current Transformer (LCT), Generator Control Switch (PBA)] | B | 2 | 1 | (O) Except for extended operations, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected VFG is selected OFF,</li> <li>b) APU generator is operated continuously throughout flight,</li> <li>c) ALL BTCs and DTCs are verified operative,</li> <li>d) ALL TRUs are verified operative, and</li> <li>e) Opposite VFG is verified operative.</li> </ol> |            |
| 1)           | Protective Function   |   |   |   | Deleted, Revision 2.   |            |
| 22-01        | Auxiliary Power Unit Generator (AGEN)   | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Left variable frequency generator (VFG) and right variable frequency generator (VFG) are operative, and</li> <li>b) APU GEN is selected OFF.</li> </ol>   |            |
| 1)           | Protective Function   | C | 1 | 0 | (O) May be inoperative provided associated power generation is verified operative.   |            |
| 23-01        | Ram Air Turbine (RAT) System  |   |   |   |  |            |
| 1)           | Deployed Sensor   | C | 1 | 0 | (M)(O) May be inoperative provided RAT is visually verified stowed before each flight.   |            |
| (Continued)  |   |   |   |   |  |            |

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AIRCRAFT:  
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**TABLE KEY**

- 5. REPAIR CATEGORY
- 6. NO. INSTALLED
- 7. NO. REQUIRED FOR DISPATCH
- 8. REMARKS OR EXCEPTIONS

**24. Electrical Power**

| Sequence No. | Item                                    | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 23-01        | Ram Air Turbine (RAT) System (Cont'd)   |   |   |   |  |            |
| 2)           | Heater                                  | C | 2 | 1 | (O) One heater may be inoperative provided remaining heater is verified operative.   |            |
| 23-03        | RAT GEN Switch Guard                    | C | 1 | 0 | May be inoperative or missing.   |            |
| 31-01        | Transformer Rectifier Unit (TRU) 1 or 2 | B | 2 | 1 | (M)(O) Except for extended operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) TRU 3 and remaining TRU are verified operative,</li> <li>b) Affected TRU is deactivated,</li> <li>c) Both variable frequency generators (VFG) are operative, and</li> <li>d) All EPCs are verified operative.</li> </ul> |            |
| 33-01        | Fly-by-Wire Power Converter (FBW PC)    |   |   |   |  |            |
| 1)           | Communication Function                  | C | 2 | 1 | (O) One may be inoperative provided opposite side FBW PC is verified operative.  |            |
| 2)           | Protective Function                     | C | 2 | 0 | (O) Both may be inoperative provided opposite side permanent magnet generator (PMG) is verified operative.   |            |

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|---|---|---|---|--|------------|
| 33-03        | AC Bus Tie Contactor (BTC)                        |   |   |   |  |            |
| 1)           | AC Bus Tie Contactor (BTC) 1                      | A | 1 | 0 | (O) Except for extended operations, BTC 1 may be inoperative closed provided:<br>a) EPC 2 is verified operative,<br>b) Both variable frequency generators (VFG) are operative,<br>c) External AC power system is considered inoperative, and<br>d) Repairs are made within 3 flight-days.            |            |
| 2)           | AC Bus Tie Contactor (BTC) 2                      | A | 1 | 0 | (O) Except for extended operations, BTC 2 may be inoperative closed provided:<br>a) EPC 1 and BTC 3 are verified operative,<br>b) Both variable frequency generators (VFG) are operative,<br>c) APU GEN is considered inoperative, and<br>d) Repairs are made within 3 flight-days.                  |            |
| 3)           | AC Bus Tie Contactor (BTC) 3                      | A | 1 | 0 | (O) Except for extended operations, BTC 3 may be inoperative closed provided:<br>a) EPC 1 and BTC 2 are verified operative,<br>b) Both variable frequency generators (VFG) are operative,<br>c) External AC power system is considered inoperative, and<br>d) Repairs are made within 3 flight-days. |            |
| 40-00        | External AC Power System (Includes EPCTA and ELC) | C | 1 | 0 | May be inoperative provided:<br>a) APU generator operates normally, and<br>b) External power is not used.  |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**24. Electrical Power**

| Sequence No. | Item                                   | 1 | 2  | 3 | 4   | Change Bar |
|--------------|--|---|----|---|---|------------|
| 40-02        | Circuit Breaker Status Indication      | C | -  | 0 | May be inoperative for indication “- -” provided cockpit lighting is operative.                               |            |
| 41-00        | External AC Power System               |   |    |   |   |            |
| 1)           | Power Protection                       | C | 1  | 0 | (O) May be inoperative provided:<br>a) APU generator operates normally, and<br>b) External power is not used. |            |
| 52-00        | Control and Distribution Cabinet (CDC) |   |    |   |   |            |
| 1)           | Power Module                           | C | 56 | - | (M) May be inoperative provided both battery chargers are verified operative.                                 |            |
| 2)           | Solid State Power Controller (SSPC)    | C | -  | - | (O) May be inoperative provided affected SSPC is verified inoperative open.                                   |            |
| 54-02        | CABIN PWR Switch Guard                 | D | 1  | 0 | May be inoperative or missing.  |            |
| 55-01        | Maintenance Power Mode                 | D | 1  | 0 | (M) May be inoperative provided alternate procedures are established and used.                                |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**25. Equipment/Furnishings**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--|---|---|---|---|---------------|
| 00-01        | Overhead Control Panel                                     |   |   |   |   |               |
| 1)           | ELT "TEST" Light   | C | 1 | 0 | (M) May be inoperative provided ELT test function is verified to be operative.  |               |
| 2)           | PBA Switch Light<br>(Light Function Only)<br>EVAC CMD "ON" | C | 1 | 0 | (O) May be inoperative provided evacuation (EVAC) horn is verified to be operative.   |               |
| 02-01        | Observer Seat<br>(Including Associated<br>Equipment)       | A | 1 | 0 | May be inoperative provided:<br>a) A passenger seat in passenger cabin is made available to an FAA inspector for performance of official duties, and<br>b) Repairs are made within 2 flight-days.<br><br>NOTE: Observer's seat associated equipment includes safety belt, shoulder harness, audio control panel, oxygen system, microphone, headset, lights, etc. |               |
|              |  | A | 1 | 0 | May be inoperative provided:<br>a) Required minimum safety equipment (oxygen and safety belt) is available,<br>b) Seat is acceptable to FAA inspector for performance of official duties, and<br>c) Repairs are made within 2 flight-days.  |               |

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|---|--|
| <p>AIRCRAFT:<br/>BD-500-1A10, BD-500-1A11</p> | <p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol> |
|---|--|

**25. Equipment/Furnishings**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--|---|---|---|---|---------------|
| 02-01        | Observer Seat<br>(Including Associated<br>Equipment)<br>(Cont'd) |   |   |   | <p>NOTE 1: These provisos are intended to provide for occupancy of above seats by an FAA inspector when minimum safety equipment (oxygen and safety belt) is functional and inspector determines conditions to be acceptable.</p> <p>NOTE 2: Pilot in command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p> |               |
| 11-01        | Pilot Seat   |   |   |   |   |               |
| 1)           | Headrest Adjustment  | C | 2 | 0 | May be inoperative provided seat is acceptable to affected crewmember.  |               |
| 2)           | Fore/Aft Adjustment  | B | 2 | 0 | (M) May be inoperative provided:<br>a) Seat is secured in fore/aft position acceptable to affected crewmember, and<br>b) Egress is not impaired.  |               |
| 3)           | Powered Vertical Adjustment                                      | C | 2 | 0 | (O) May be inoperative provided:<br>a) Manual vertical adjustment is operative,<br>b) Egress is not impaired, and<br>c) Vertical power adjustment shutoff switch is selected OFF.   |               |
| 4)           | Manual Vertical Adjustment                                       | C | 2 | 0 | (O) May be inoperative provided:<br>a) Powered vertical adjustment is operative, and<br>b) Egress is not impaired.  |               |
| 5)           | Recline Adjustment   | B | 2 | 0 | (M) May be inoperative provided backrest is secured in a position acceptable to affected crewmember.  |               |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**25. Equipment/Furnishings**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--|---|---|---|---|---------------|
| 11-01        | Pilot Seat<br>(Cont'd)   |   |   |   |   |               |
| 6)           | Inboard Armrest  | C | 2 | 0 | (M)(O) May be inoperative provided:<br>a) Affected armrest is secured in upright position or removed, and<br>b) Seat is acceptable to affected crewmember.  |               |
| 7)           | Outboard Armrest Adjustment  | C | 4 | 0 | Vertical and/or tilt angle adjustments may be inoperative provided settings are acceptable to affected crewmember.  |               |
| 8)           | Armrest Position Display Indicator                                 | C | 2 | 0 | May be inoperative.   |               |
| 9)           | Lumbar Adjustment  | C | 4 | 0 | May be inoperative in the lowest position provided seat is acceptable to affected crewmember.   |               |
| 10)          | Thigh Lift Adjustment  | C | 2 | 0 | May be inoperative provided seat is acceptable to affected crewmember.  |               |
| 12-01        | Storage Bin/Cabin, Galley, and Lavatory Storage Compartment/Closet | C | - | - | (M) May be inoperative provided:<br>a) Procedures are established to secure affected bin, compartment, or closet in closed position,<br>b) Associated bin, compartment, or closet is prominently placarded "DO NOT USE",<br>c) Any emergency equipment located in affected compartment is considered inoperative, and<br>d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed. |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**25. Equipment/Furnishings**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 12-01        | Storage Bin/Cabin,<br>Galley, and Lavatory<br>Storage<br>Compartment/Closet<br>(Cont'd) |   |   |   | NOTE 1: For overhead bin, if no partition(s) is installed, entire overhead bin is considered inoperative.<br><br>NOTE 2: An inoperative lid/door latch renders the lid/door inoperative.<br><br>(M)(O) May be inoperative provided:<br>a) Affected door is removed,<br>b) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed,<br>c) Affected bin, compartment, or closet is prominently placarded "DO NOT USE",<br>d) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and<br>e) Passengers are briefed that affected bin, compartment, or closet is not used.<br><br>NOTE 1: For overhead bin, if no partition(s) is installed, entire overhead bin is considered inoperative.<br><br>NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use. |               |
| 1)<br>***    | Storage Compartment<br>Key Lock   | D | - | - | (M) May be inoperative in unlocked position provided doors can be secured by other means.  |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**25. Equipment/Furnishings**

| Sequence No. | Item                       | 1 | 2 | 3 | 4  | Change Bar |
|--------------|----------------------------|---|---|---|--|------------|
| 16-03        | Footrest                   | C | 4 | 0 | One or more may be inoperative provided it is acceptable to affected flightcrew member.  |            |
| 16-17        | Eye Level Locator          | C | 1 | 0 | May be inoperative or missing.   |            |
| 18-05        | Cockpit Sun Visor/Sunshade | C | 6 | 0 | May be inoperative or missing provided affected sun visor/sunshade does not obstruct either pilot's field of view for takeoff and landing.   |            |
|              |                            | C | 6 | 0 | (M) May be inoperative provided affected sun visor/sunshade is removed.  |            |
| 21-01        | Passenger Seat             | D | - | - | (M) May be inoperative provided:<br>a) Seat does not block an emergency exit,<br>b) Seat does not restrict any passenger from access to main aircraft aisle, and<br>c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".<br><br>NOTE 1: A seat with an inoperative seat belt is considered inoperative.<br><br>NOTE 2: Inoperative seats do not affect required number of flight attendants.<br><br>NOTE 3: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats. |            |
| 1)           | Recline Mechanism          | D | - | - | (M) May be inoperative and seat occupied provided seat back is secured in full upright position.   |            |
|              |                            | D | - | - | May be inoperative and seat occupied provided seat back is immovable in full upright position.   |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**25. Equipment/Furnishings**

| Sequence No. | Item                                 | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--------------------------------------|---|---|---|---|---------------|
| 21-01        | Passenger Seat<br>(Cont'd)           |   |   |   |   |               |
| 2)           | Underseat Baggage<br>Restraining Bar | C | - | - | (M)(O) May be inoperative provided:<br>a) Baggage is not stowed under seat with inoperative restraining bar,<br>b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and<br>c) Procedures are established to alert cabin crew of inoperative restraining bar. |               |
| 3)           | Armrest with Recline<br>Mechanism    | D | - | - | (M) May be inoperative or missing and seat occupied provided:<br>a) Armrest does not block an emergency exit,<br>b) Armrest does not restrict any passenger from access to main aircraft aisle, and<br>c) If armrest is missing, seat is secured in full upright position.      |               |
| 4)           | Armrest without Recline<br>Mechanism | D | - | - | May be inoperative or missing and seat occupied provided:<br>a) Armrest does not block an emergency exit, and<br>b) Armrest does not restrict any passenger from access to main aircraft aisle.   |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**25. Equipment/Furnishings**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 21-02        | "Fasten Seat Belt While Seated" Sign or Placard          | C | - | - | One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.  |               |
| 23-05        | Flight Attendant Seat Assembly (Single or Dual Position) |   |   |   |  |               |
| 1)           | Required Flight Attendant Seat                           | B | - | - | (M)(O) One seat position or assembly (dual position) may be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected seat position or seat assembly is not occupied,</li> <li>b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to inoperative seat(s) so as to most effectively perform assigned duties,</li> <li>c) Alternate procedures are established and used as published in crewmember manuals,</li> <li>d) Folding type seat stows automatically or is secured in the retracted position, and</li> <li>e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY".</li> </ul> NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.<br><br>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**25. Equipment/Furnishings**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change Bar |
|--------------|---|---|---|---|---|------------|
| 23-05        | Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd) |   |   |   |   |            |
| 1)           | Required Flight Attendant Seat (Cont'd)                           |   |   |   | NOTE 3: Individual operators, when operating with inoperative seats, will consider locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable 14 CFR are met.<br><br>NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to an adjacent seat, the adjacent seat must operate normally.            |            |
| 2)           | Excess Flight Attendant Seat                                      | C | - | - | (M) May be inoperative provided:<br>a) Affected seat position or seat assembly is not occupied, and<br>b) Folding type seat stows automatically or is secured in retracted position.<br><br>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.<br><br>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. |            |
| (Continued)  |   |   |   |   |   |            |

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change Bar |
|--------------|---|---|---|---|---|------------|
| 23-05        | Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd) |   |   |   |   |            |
| 3)           | All-Cargo Configuration   | D | - | - | (O) May be inoperative provided affected seat or seat assembly is not occupied.   |            |
| 29-08        | Nonessential Equipment and Furnishings (NEF)                      | - | - | 0 | May be inoperative, damaged, or missing provided item(s) is deferred in accordance with NEF deferral program. NEF program, procedures, and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in operator's appropriate document.<br><br>NOTE: Exterior lavatory door ashtrays are not NEF items. |            |
| 31-01        | Galley Restraint Latch  | C | - | - | (M)(O) One or both latches for each stowage compartment or serving cart position may be inoperative provided:<br>a) Associated compartment or position is empty, and<br>b) Associated compartment or position is placarded "INOPERATIVE – DO NOT USE".  |            |

|                                       |  |
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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**25. Equipment/Furnishings**

| Sequence No.  | Item  | 1 | 2 | 3 | 4   | Change<br>Bar  |
|---|---|---|---|---|---|----------------|
| 31-02   | Galley/Cabin Waste Receptacle Access Door/Cover |   |   |   | (M)(O) May be inoperative provided:<br>a) Container is empty and access is secured to prevent waste introduction into compartment, and<br>b) Procedures are established to ensure sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.   |                |
| 41-05   | Lavatory Waste Container Flapper/Access Door    | C | - | - | (M) May be inoperative provided:<br>a) Associated waste container is empty and access is secured to prevent waste introduction into waste container,<br>b) Lavatory is used only by crewmembers,<br>c) Associated lavatory entrance door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and<br>d) For extended operations with passengers, there are at least two serviceable lavatories on the aircraft. | <br> <br> <br> |
| NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. |   |   |   |   |   |                |
| (Continued)   |   |   |   |   |   |                |

AIRCRAFT:  
BD-500-1A10, BD-500-1A11

**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<br>Bar |
|--------------|---|---|---|---|---|---------------|
| 41-05        | Lavatory Waste Container Flapper/Access Door (Cont'd) | C | - | - | (M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated waste container is empty,</li> <li>b) Associated waste compartment access is secured to prevent waste introduction,</li> <li>c) Associated waste compartment is placarded "INOPERATIVE – DO NOT USE",</li> <li>d) Associated lavatory smoke detection system is operative, and</li> <li>e) Alternate procedures are established and used to dispose of waste generated by lavatory use.</li> </ol> |               |
| 41-06        | Exterior Lavatory Door Ashtray                        | A | - | - | More than 50% may be inoperative or missing for 3 days.   |               |
|              |   | A | - | - | Up to and including 50% may be inoperative or missing for 10 days.  |               |
| 44-30<br>*** | Ku/Ka-Band Antenna                                    | C | - | - | (O) May be operative as indicated by KU BAND ON (Caution) CAS message provided aircraft deicing operations are not conducted.   |               |
| 60-01        | Printed Supplemental Safety Information               | C | - | 0 | (O) May be inoperative or missing provided: <ol style="list-style-type: none"> <li>a) No passengers are carried,</li> <li>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and</li> <li>c) Alternate procedures are established and used.</li> </ol>   |               |
| 60-02        | Emergency Evacuation Command System                   | C | 1 | 0 | (O) May be inoperative provided alternate procedures for initiating an emergency evacuation are established and used.   |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**25. Equipment/Furnishings**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 60-03        | Emergency Medical Kit (EMK) and/or Associated Equipment            | A | - | 0 | (O) May be incomplete, missing, or inoperative provided:<br>a) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and<br>b) Repairs or replacements are made within one flight.   |               |
|              |  | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.  |               |
| 60-04        | Automatic External Defibrillator (AED) and/or Associated Equipment | A | - | 0 | (O) May be incomplete, missing, or inoperative provided:<br>a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and<br>b) Repairs or replacements are made within one flight.   |               |
|              |  | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.  |               |
| 61-01        | First Aid Kit (FAK) and/or Associated Equipment                    | A | - | - | (O) If more than one is required by 14 CFR, only one of required first aid kits may be incomplete, missing, or inoperative provided:<br>a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and<br>b) Repairs or replacements are made within one flight. |               |
|              |  | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.  |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**25. Equipment/Furnishings**

| Sequence No. | Item                                | 1 | 2 | 3 | 4   | Change Bar |
|--------------|-------------------------------------|---|---|---|---|------------|
| 61-03        | Life Vest                           |   |   |   |   |            |
| 1)           | If Life Vest Required by 14 CFR     | D | - | - | Any in excess of one life vest for each person on board may be inoperative or missing.                    |            |
|              |                                     | D | - | - | (M) May be inoperative or missing provided associated seat is placarded "DO NOT OCCUPY".                  |            |
| 2)           | If Life Vest Not Required by 14 CFR | D | - | - | May be inoperative or missing provided extended overwater operations are not conducted.                   |            |
| 61-06        | Megaphone                           | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing provided:                         |            |
|              |                                     |   |   |   | a) Inoperative megaphone is removed from passenger cabin,   |            |
|              |                                     |   |   |   | b) Associated placard is removed or obscured, and   |            |
|              |                                     |   |   |   | c) Required distribution is maintained.   |            |
|              |                                     | C | - | 0 | (O) May be inoperative or missing provided:   |            |
|              |                                     |   |   |   | a) No passengers are carried,   |            |
|              |                                     |   |   |   | b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and |            |
|              |                                     |   |   |   | c) Alternate procedures are established and used.   |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**25. Equipment/Furnishings**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 61-07        | Flight Attendant Flashlight/Flashlight Holder |   |   |   |  |            |
| 1)           | Flashlight                                    | C | - | 0 | (O) May be inoperative or missing provided each installed flight attendant flashlight is replaced with a flashlight of equivalent characteristics and is readily available.  |            |
|              |   | C | - | 0 | (O) May be inoperative or missing provided:<br>a) No passengers are carried,<br>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and<br>c) Alternate procedures are established and used. |            |
| 2)           | Holder  | C | - | 0 | (M)(O) May be inoperative or missing provided alternate stowage provisions are provided.   |            |
| 62-01        | Emergency Locator Transmitter (ELT)           |   |   |   |  |            |
| 1)<br>***    | Survival Type ELT                             | D | - | - | Any in excess of those required by 14 CFR may inoperative or missing.  |            |
| 2)<br>***    | Fixed ELT System                              | A | - | - | (M) May be inoperative provided:<br>a) System is deactivated, and<br>b) Repairs are made within 90 days.   |            |
|              |   | A | - | - | (M) May be missing provided:<br>a) Placard stating "ELT NOT INSTALLED" is placed in view of the pilot, and<br>b) Repairs are made within 90 days.  |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
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**25. Equipment/Furnishings**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 62-01        | Emergency Locator Transmitter (ELT) (Cont'd)      |   |   |   |  |               |
| 2)<br>***    | Fixed ELT System (Cont'd)                         | D | - | - | (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.   |               |
|              |   | D | - | - | (M) Any in excess of those required by 14 CFR may be missing provided placard stating "ELT NOT INSTALLED" is placed in view of the pilot.                                    |               |
| 3)<br>***    | Low Frequency Underwater Locating Beacon (LF-ULB) | D | 1 | 0 | (M) May be inoperative provided:<br>a) It is not required by regulations, and<br>b) Placard is displayed in the flight deck indicating the date the LF-ULB has been removed. |               |

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| <p>AIRCRAFT:<br/>BD-500-1A10, BD-500-1A11</p> | <p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol> |
|---|--|

**25. Equipment/Furnishings**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--|---|---|---|---|---------------|
| 63-01        | Escape Slide                                       |   |   |   | (M)(O) May be inoperative or missing provided:<br>a) No passengers are carried,<br>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations,<br>c) Each person has unobstructed access from their seat to an operative exit, either regular or emergency,<br>d) Inoperative exits are conspicuously identified as inoperative,<br>e) Any emergency exit sign and floor proximity light associated only with the inoperative exits are covered to obscure the signs and lights,<br>f) Safety briefing includes the location of the inoperative exit(s) and instructions not to use the inoperative exit(s), and<br>g) Alternate procedures are established and used. |               |
| 1)           | Door Slide Sensor/Target                           | C | 8 | - | (O) May be inoperative provided:<br>a) Associated door slide is ARMED before each flight, and<br>b) Associated door mechanical slide flag indicates ARMED.<br><br>NOTE: If the door mechanical slide flag does not indicate ARMED, the door is considered to be inoperative. Apply the emergency exits MMEL item.   |               |
| 63-02        | Overwing Emergency Exit Slide Condition Indication | C | - | 0 | (M) May be inoperative provided associated overwing emergency exit slide pressure is verified to be operative before each flight.   |               |

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**TABLE KEY**

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

**26. Fire Protection**

| Sequence No. | Item   | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 00-01        | Overhead Control Panel Pushbutton Annunciator (PBA) Switch Lights (Light Function Only)  |   |   |   |   |            |
| 1)           | Left Engine Bottle (L ENG BTL) 1(2), Right Engine Bottle (R ENG BTL) 1(2), Auxiliary Power Unit Bottle (APU BTL) "AVAIL"           | C | 5 | 0 |   |            |
| 2)           | Left Engine Bottle (L ENG BTL) 1(2), Right Engine Bottle (R ENG BTL) 1(2), Auxiliary Power Unit Bottle (APU BTL) – Amber Light Bar | C | 5 | 0 |   |            |
| 3)           | CARGO Bottle (BTL) "AVAIL"   | C | 1 | 0 |   |            |
| 4)           | CARGO Bottle (BTL) Amber Light Bar   | C | 1 | 0 |   |            |



AIRCRAFT:  
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**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 |
|--------------|--|---|---|---|---|------------|
| 10-01        | Fire Detection and Extinguishing (FIDEX) Control Unit (Cont'd) |   |   |   |   |            |
| 2)           | Channel B  | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Other FIDEX control unit channel is verified operative,</li> <li>b) Aft lavatories are not used by passengers for any purpose,</li> <li>c) Aft lavatory doors are locked closed and placarded "INOPERATIVE – DO NOT ENTER",</li> <li>d) Aft lavatories are used only by crewmembers,</li> <li>e) In-flight service waste bags are not stored in the aft lavatories, and</li> <li>f) Aft lavatory waste receptacles are empty.</li> </ul> NOTE: The above-mentioned provisos are not intended to preclude crewmember lavatory inspections, which are detailed in the (O) procedures. |            |
| 3)           | Communication Channel A  | C | 1 | 0 | (O) A429 input to channel A may be inoperative provided A429 input to channel B is operative.   |            |
| 4)           | Communication Channel B  | C | 1 | 0 | (O) A429 input to channel B may be inoperative provided A429 input to channel A is operative.   |            |
| 5)           | Channel A Protection Function Degradation                      | C | 1 | 0 | (O) May be inoperative.   |            |
| 6)           | Channel B Protection Function Degradation                      | C | 1 | 0 | (O) May be inoperative.   |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**26. Fire Protection**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 11-00        | Engine Fire Detection Loop                     | C | 4 | 2 | (O) Except for extended range operations, one loop per engine may be inoperative.  |               |
| 12-00        | Auxiliary Power Unit (APU) Fire Detection Loop | C | 2 | 1 | (O) Except for extended operations, one loop may be inoperative.   |               |
|              |  | C | 2 | 0 | (M) Except for extended operations, both may be inoperative provided:<br>a) APU is used for ground operations only,<br>b) APU is continuously monitored,<br>c) APU external control system is operative, and<br>d) APU is shut down before taxi.   |               |
| 14-00        | Main Landing Gear Bay Overheat Detection Loop  | C | 2 | 1 | (O) Except for extended operations, one may be inoperative.  |               |
|              |  | B | 2 | 0 | (M)(O) Both may be inoperative provided:<br>a) Brake temperature monitoring system (BTMS) is operative,<br>b) Main landing gear brakes temperature is monitored, and<br>c) Affected landing gear bay is inspected before each flight.<br><br>NOTE: In case of engine failure after V <sub>1</sub> , performance is the prime consideration, and the landing gear should be retracted normally until performance penalty with gear down is not a problem. |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**26. Fire Protection**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 15-01        | Smoke Detector, Aft Cargo                                    | C | 4 | 3 | (O) One may be inoperative.  |            |
|              |  | C | 4 | - | (O) May be inoperative provided procedures are established and used to ensure the aft cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. |            |
| 15-05        | Overhead CARGO BTL Panel                                     |   |   |   |  |            |
| 1)           | Forward (FWD) FIRE Pushbutton Annunciator (PBA) Switch Guard | C | 1 | 0 | (O) May be damaged or missing provided live animals or temperature sensitive cargo is not carried in forward cargo compartment.  |            |
| 2)           | AFT FIRE Pushbutton Annunciator (PBA) Switch Guard           | C | 1 | 0 | (O) May be damaged or missing provided live animals or temperature sensitive cargo is not carried in aft cargo compartment.  |            |



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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**26. Fire Protection**

| Sequence No. | Item                                   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 17-01        | Smoke Detector, Forward Cargo (Cont'd) |   |   |   | NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.  |            |
| 18-01        | Equipment Bay Smoke Detector           | C | 2 | 1 | (O) Except for extended operations, may be inoperative provided:<br>a) Both engine bleed systems are operative,<br>b) Both air conditioning packs are operative,<br>c) Crossbleed valve is operative, and<br>d) Both fire system control unit channels are operative.                                    |            |
| 20-01        | Portable Fire Extinguisher             | D | - | - | (M) Any in excess of those required by 14 CFR may be inoperative or missing provided:<br>a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and<br>b) Required distribution is maintained. |            |
| 21-05        | Engine Fire Extinguisher               |   |   |   |  |            |
| 1)           | Bottle 1 Squib – Left Engine Port      | C | 2 | 1 | (O) One may be inoperative.  |            |
| 2)           | Bottle 2 Squib – Left Engine Port      | C | 2 | 1 | (O) One may be inoperative.  |            |
| 3)           | Bottle 1 Squib – Right Engine Port     | C | 2 | 1 | (O) One may be inoperative.  |            |
| 4)           | Bottle 2 Squib – Right Engine Port     | C | 2 | 1 | (O) One may be inoperative.  |            |

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|---------------------------------------|--|

**26. Fire Protection**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 22-01        | APU Fire Extinguisher Bottle                              |   |   |   |  |               |
| 1)           | Squib   | C | 2 | 1 | (O) May be inoperative.  |               |
|              |   | C | 2 | 0 | May be inoperative provided auxiliary power unit (APU) is considered inoperative and is not used.  |               |
| 2)           | Pressure Switch   | C | 1 | 0 | May be inoperative provided auxiliary power unit (APU) is considered inoperative and is not used.  |               |
| 22-10        | Overhead ENGINE and Auxiliary Power Unit (APU) FIRE Panel |   |   |   |  |               |
| 1)           | APU FIRE Pushbutton Annunciator (PBA) Switch Guard        | C | 1 | 0 | Except for extended operations, may be inoperative or missing provided APU is not required.  |               |
| 25-01        | Cargo Bay Fire Extinguisher, High Rate Discharge (HRD)    |   |   |   |  |               |
| 1)           | Pressure Switch   | C | 1 | 0 | (O) May be inoperative provided procedures are established and used to ensure that both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits. |               |
|              |   |   |   |   | NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.  |               |

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|---------------------------------------|--|

**26. Fire Protection**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 25-02        | Cargo HRD Fire Extinguisher Cartridge Squib |   |   |   |  |            |
| 1)           | Forward (FWD) Bay Port                      | C | 2 | 1 | (O) One may be inoperative.  |            |
|              |   | C | 2 | 0 | (O) Both may be inoperative provided procedures are established and used to ensure the forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits. |            |
|              |   |   |   |   | NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.  |            |
| 2)           | AFT Bay Port                                | C | 2 | 1 | (O) One may be inoperative.  |            |
|              |   | C | 2 | 0 | (O) Both may be inoperative provided procedures are established and used to ensure the aft cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.     |            |
|              |   |   |   |   | NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.  |            |

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|---------------------------------------|--|

**26. Fire Protection**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--|---|---|---|---|------------|
| 25-04        | Cargo Bay Fire Extinguisher, Low Rate Discharge (LRD) 1  |   |   |   |   |            |
| 1)           | Pressure Switch  | C | 1 | 0 | (O) May be inoperative provided procedures are established and used to ensure both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.        |            |
| 25-06        | Cargo Low Rate Discharge (LRD) 1 Fire Extinguisher Squib |   |   |   |   |            |
| 1)           | Forward (FWD) Bay Port                                   | C | 2 | 1 | One may be inoperative.   |            |
|              |  | C | 2 | 0 | (O) Both may be inoperative provided procedures are established and used to ensure forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**26. Fire Protection**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 25-08        | Cargo Low Rate Discharge (LRD) 1 Fire Extinguisher Squib |   |   |   |  |               |
| 1)           | AFT Bay Port   | C | 2 | 1 | (O) One may be inoperative.  |               |
|              |  | C | 2 | 0 | (O) Both may be inoperative provided procedures are established and used to ensure aft cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits. |               |
|              |  |   |   |   | NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.  |               |
| 26-00        | Lavatory Fire Extinguishing System                       | C | - | 0 | For each lavatory, the lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system is operative.  |               |
| (Continued)  |  |   |   |   |  |               |

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**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<br>Bar  |
|--------------|---|---|---|---|--|----------------|
| 26-00        | Lavatory Fire Extinguishing System (Cont'd) | C | - | 0 | (M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER",</li> <li>c) Lavatory is used only by crewmembers, and</li> <li>d) For extended operations with passengers, there are at least two serviceable lavatories on the aircraft.</li> </ul> <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p> | <br> <br> <br> |

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**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 |
|--------------|---|---|----|----|---|------------|
| 00-00        | Primary Flight Control – Input Power  | C | 23 | 17 | (O) May be inoperative provided remaining power inputs are verified operative.  |            |
| 00-01        | Overhead Control Panel Cutout Switch Light (Light Function Only) PFCC 1(2)(3) “OFF”                     | D | 3  | 0  | All may be inoperative.   |            |
| 00-02        | Primary Flight Control Computer (PFCC) 1(2)(3) Cutout Switch Guard                                      | C | 3  | 1  | May be damaged or missing provided at least one operative PFCC has a switch guard.  |            |
| 00-03        | Pitch Trim Switch Inputs to Inceptor Interface Modules (IIM)/Motor Control Electronics (MCE)            | C | 24 | 16 | (O) May be inoperative provided failure (loss of redundancy on one switch input only) is verified.  |            |
| 00-05        | Aileron Trim Switch Inputs to Inceptor Interface Modules (IIM) and Alternate Flight Control Unit (AFCU) | C | 12 | 8  | (O) May be inoperative provided failure is verified.  |            |
| 01-05        | Primary Flight Control Computer (PFCC) Cutout Switch  |   |    |    |   |            |
| 1)           | Primary Flight Control Computer (PFCC) 1(2) Cutout Switch   | C | 2  | 1  | (M) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated PFCC is deactivated, and</li> <li>b) Remaining two PFCCs are verified operative.</li> </ol>   |            |
| 2)           | Primary Flight Control Computer (PFCC) 3 Cutout Switch  | C | 1  | 0  | (O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated PFCC 3 is deactivated,</li> <li>b) Remaining two PFCCs are verified operative, and</li> <li>c) APU is operated continuously during flight and APU generator is verified operative.</li> </ol> |            |

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**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 |
|--------------|---|---|----|---|--|------------|
| 03-01        | Sidestick Control                                       |   |    |   |  |            |
| 1)           | Shaker Motor  | B | 2  | 1 | (O) One may be inoperative provided:<br>a) The remaining stick shaker is verified operative, and<br>b) Pilot flying has an operative sidestick shaker.   |            |
| 2)           | Autopilot (AP) Detent                                   | C | 2  | 0 | (O) All may be inoperative provided:<br>a) Autoland operations are not conducted, and<br>b) Sidestick movement is verified operative.  |            |
| 3)           | Pitch and Roll Sensors – Redundancy                     | C | -  | - | (O) Redundancy may be lost as indicated by one or both of the following INFO messages:<br><ul style="list-style-type: none"> <li>• 27 FLT CTRL FAULT – L SIDESTICK SNSR REDUND LOSS.</li> <li>• 27 FLT CTRL FAULT – R SIDESTICK SNSR REDUND LOSS.</li> </ul> |            |
| 04-01        | Inceptor Interface Module (IIM) Inputs                  | C | 12 | 0 | (O) May be inoperative.  |            |
| 1)           | Data Concentrator Module Cabinet (DMC) Inputs           |   |    |   | Deleted, Revision 1.   |            |
| 2)           | Full-Authority Digital Engine Controller (FADEC) Inputs |   |    |   | Deleted, Revision 1.   |            |
| 3)           | Inertial Reference System (IRS) Inputs                  |   |    |   | Deleted, Revision 1.   |            |
| 4)           | Slats and Flaps Electronic Control Unit (SFECU) Inputs  |   |    |   | Deleted, Revision 1.   |            |
| 5)           | Output to Data Concentrator Module Cabinet (DMC)        |   |    |   | Deleted, Revision 1.   |            |

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**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 |
|--------------|--|---|---|---|---|------------|
| 04-05        | Primary Flight Control Computer (PFCC)                   |   |   |   |   |            |
|              | PFCC   |   |   |   | Moved to items 27-04-05-1 and 27-04-05-2, Revision 1. |            |
|              | Slats and Flaps Electronic Control Unit (SFECU) Inputs   |   |   |   | Deleted, Revision 1.                                  |            |
|              | Full-Authority Digital Engine Controller (FADEC) Inputs  |   |   |   | Moved to item 27-04-05-1, Revision 1.                 |            |
|              | Radio Altimeter Data Input (Two RAD ALT Installation)    |   |   |   | Deleted, Revision 1.                                  |            |
|              | Radio Altimeter Data Input (Three RAD ALT Installation)  |   |   |   | Moved to item 27-04-05-5, Revision 1.                 |            |
|              | Landing Gear Steering Control Unit (LGSCU) Direct Inputs |   |   |   | Deleted, Revision 1.                                  |            |
|              | Flight Management System (FMS) Input                     |   |   |   | Deleted, Revision 1.                                  |            |
|              | Inertial Reference System (IRS) Input                    |   |   |   | Moved to item 27-04-05-6, Revision 1.                 |            |
|              | Wing Anti-Ice (WAI) Input                                |   |   |   | Deleted, Revision 1.                                  |            |
|              | Attitude and Heading Reference System (AHRS) Inputs      |   |   |   | Moved to item 27-04-05-7, Revision 1.                 |            |
|              | Brake Data Concentrator Unit (BDCU) Inputs               |   |   |   | Deleted, Revision 1.                                  |            |
| (Continued)  |  |   |   |   |   |            |

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**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 |
|--------------|--|---|----|---|---|------------|
| 04-05        | Primary Flight Control Computer (PFCC) (Cont'd)        |   |    |   |   |            |
|              | Air Data System (ADS) Input                            |   |    |   | Deleted, Revision 1.  |            |
|              | Data Concentrator Module Cabinet (DMC) Communications  |   |    |   | Deleted, Revision 1.  |            |
|              | Flight Test Switch Interface                           |   |    |   | Deleted, Revision 1.  |            |
|              | Integrated Standby Instrument (ISI) Inputs             |   |    |   | Moved to item 27-04-05-8, Revision 1.   |            |
| 1)           | Primary Flight Control Computer (PFCC) 1(2)            | C | 2  | 1 | (O) May be inoperative provided:<br>a) Affected PFCC is selected OFF, and<br>b) Remaining two PFCCs are verified operative.   |            |
| 2)           | Primary Flight Control Computer (PFCC) 3               | C | 1  | 0 | (O) May be inoperative provided:<br>a) Affected PFCC 3 is selected OFF,<br>b) Remaining two PFCCs are verified operative, and<br>c) APU is operated continuously during flight and APU generator is verified operative before flight. |            |
| 3)           | Input – Redundancy                                     | C | -  | - | Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – PFCC INPUT REDUND LOSS.   | <br> <br>  |
| 4)           | Full-Authority Digital Engine Controller (FADEC) Input | C | 12 | 8 | (O) May be inoperative provided sufficient remaining sources of information to support ground lift dump (GLD) logic are verified operative.   |            |
| (Continued)  |  |   |    |   |   |            |

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**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<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 04-05        | Primary Flight Control Computer (PFCC) (Cont'd)         |   |   |   |  |               |
| 5)<br>***    | Radio Altimeter Data Input (Three RAD ALT Installation) | C | 9 | 6 | (O) One RAD ALT input per PFCC may be inoperative provided: <ol style="list-style-type: none"> <li>a) LAND 3 operations (CAT III – fail operational) are not conducted, and</li> <li>b) Each PFCC is verified to have two RAD ALT inputs operative.</li> </ol>                                     |               |
| 6)           | Inertial Reference System (IRS) Input                   | C | 9 | 6 | (O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Inertial reference system (IRS), Attitude and Heading Reference System (AHRS), and integrated standby instrument (ISI) inputs are verified operative, and</li> <li>b) Autoland operations are not conducted.</li> </ol> |               |
| 7)           | Attitude and Heading Reference System (AHRS) Input      | C | 3 | 0 | (O) All may be inoperative provided inertial reference system (IRS) and integrated standby instrument (ISI) inputs are verified operative.   |               |
| 8)           | Integrated Standby Instrument (ISI) Input               | C | 3 | 0 | (O) May be inoperative provided inertial reference system (IRS) and Attitude and Heading Reference System (AHRS) inputs are verified operative.  |               |

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**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 |
|--------------|--|---|---|---|---|------------|
| 04-07        | Remote Electronic Unit (REU)   |   |   |   |   |            |
| 1)           | Spoiler REU Communication  | A | 2 | 0 | (O) May be inoperative provided:<br>a) Aircraft is not powered down,<br>b) Electronic FCS test (PBIT) is not performed, and<br>c) May be inoperative for a maximum of 1 calendar-day. |            |
| 2)           | Inceptor Interface Module (IIM)<br>Aeronautical Radio Incorporated (ARINC)<br>Input – Redundancy | C | - | - | Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – DIRECT MODE COM REDUND LOSS.  |            |
| 05-01        | Alternate Flight Control Unit (AFCU)   |   |   |   |   |            |
| 1)           | Input  | C | 2 | 1 | (O) May be inoperative.   |            |
| 2)           | Output to Data Concentrator Module Cabinet (DMC) – Redundancy                                    | C | - | - | Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – DMC AFCU INPUT REDUND LOSS.   |            |
| 21-00        | Rudder Pedal Adjustment System – Handle  | C | 2 | 0 | (O) May be inoperative provided rudder pedals adjustment system is verified operative.  |            |
| 21-01        | Rudder Pedal System – Position Sensor – Redundancy   | C | - | - | Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – RUDDER PEDAL SNSR REDUND LOSS.  |            |
| 51-10        | Flap Power Drive Unit (PDU) Channel – Protection Function  | C | 1 | 0 | (O) May be dispatched with PDU fault (protection function degraded) provided associated INFO message is verified.   |            |

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**TABLE KEY**

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

**27. Flight Controls**

| Sequence No. | Item                          | 1 | 2 | 3 | 4   | Change Bar |
|--------------|-------------------------------|---|---|---|---|------------|
| 53-01        | High Lift Select Lever (HLSL) |   |   |   |   |            |
| 1)           | Flap Channel 2 Sensor         | B | 2 | 1 | (M)(O) One HLSL sensor related to flap channel 2 may be inoperative provided:<br>a) Both slat channels are operative,<br>b) Flap channel 1 is operative,<br>c) SFECU flap channel 2 is deactivated, and<br>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). |            |
|              |                               |   |   |   | NOTE: Flap will operate at half speed.  |            |
| 2)           | Slat Channel 1 Sensor         | B | 2 | 1 | (M)(O) One HLSL sensor related to slat channel 1 may be inoperative provided:<br>a) Both flap channels are operative,<br>b) Slat channel 2 is operative,<br>c) SFECU slat channel 1 is deactivated, and<br>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). |            |
|              |                               |   |   |   | NOTE: Slat will operate at half speed.  |            |
| (Continued)  |                               |   |   |   |   |            |

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**TABLE KEY**

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

**27. Flight Controls**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 53-01        | High Lift Select Lever (HLSEL)<br>(Cont'd)                              |   |   |   |  |            |
| 3)           | Panel Lightplate  | C | 1 | 0 | May be inoperative.  |            |
| 4)           | Slat/Flap Alternate Switch – Micro Switch                               | C | 8 | 7 | (O) One may be inoperative provided slat/flap alternate switch is verified operative before the first flight of each flight-day.   |            |
| 53-10        | Slat/Flap Electronic Control Unit (SFECU)                               |   |   |   |  |            |
| 1)           | Lane of Data Concentrator Unit (DCU) Module Cabinet (DMC) Communication | C | 8 | 4 | (O) One bus lane per SFECU channel may be inoperative.   |            |
| 2)           | Flap Channel  | B | 2 | 1 | (M)(O) One flap channel may be inoperative provided:<br>a) Both slat channels are operative,<br>b) Associated SFECU flap channel is deactivated, and<br>c) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).<br><br>NOTE: Flap will operate at half speed. | <br><br>   |
| (Continued)  |   |   |   |   |  |            |

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**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 |
|--------------|---|---|---|---|--|------------|
| 53-10        | Slat/Flap Electronic Control Unit (SFECU) (Cont'd)    |   |   |   |  |            |
| 3)           | Slat Channel  | B | 2 | 1 | (M)(O) One slat channel may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both flap channels are operative,</li> <li>b) Associated SFECU slat channel is deactivated, and</li> <li>c) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).</li> </ul> NOTE: Slat will operate at half speed.   |            |
| 53-15        | Flap Outboard Brake Proximity Sensor                  | C | 2 | 1 | (O) One may be inoperative provided both LGSCUs are operative.   |            |
| 53-50        | Flap Skew Detection System Channel (Flap Skew Sensor) | B | 2 | 1 | (O) One may be inoperative.  |            |
| 61-01        | Ground Spoiler (GS) System                            | C | 1 | 0 | (M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Ground spoiler actuators are retracted and ground spoiler control module is disabled,</li> <li>b) GS lock-down mechanism is confirmed operative,</li> <li>c) Inoperative ground spoiler surfaces are verified retracted prior to each flight,</li> <li>d) All multifunction spoiler surfaces are operative, and</li> <li>e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).</li> </ul> |            |

|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**27. Flight Controls**

| Sequence No. | Item  | 1 | 2  | 3  | 4   | Change Bar |
|--------------|---|---|----|----|---|------------|
| 62-01        | Multifunction Spoiler (MFS) #1 System                     | A | 1  | 0  | (M)(O) May be inoperative provided:<br>a) MFS 1 REU is deactivated,<br>b) Ground spoiler system is operative,<br>c) Left and right MFS 1 PCU lock-down mechanisms are confirmed operative,<br>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative),<br>e) Autoland operations are not conducted,<br>f) Aircraft is not powered down,<br>g) Electronic FCS test (PBIT) is not performed, and<br>h) May be inoperative for 1 calendar-day. |            |
| 66-01        | Flight Spoiler Control Lever – Sensor – Redundancy        | C | -  | -  | Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – SPOILER LEVER SNSR REDUND LOSS.   |            |
| 81-10        | Slat Power Drive Unit (PDU) Channel – Protection Function | C | 1  | 0  | (O) May be dispatched with PDU fault (protection function degraded) provided associated INFO message is verified.   |            |
| 83-15        | Slat Outboard Brake Proximity Sensor                      | C | 2  | 1  | (O) One may be inoperative provided both LGSCUs are operative.  |            |
| 83-50        | Slat Skew Detection Proximity Sensor                      | B | 32 | 31 | (O) One may be inoperative provided both LGSCUs are operative.  |            |

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**TABLE KEY**

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

**28. Fuel**

| Sequence No. | Item                                 | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--------------------------------------|---|---|---|--|------------|
| 00-01        | Fuel System Synoptic Page Indication | C | - | - | Indications other than fuel quantity and fuel temperature on FUEL synoptic page may be inoperative with no limitations.<br><br>NOTE 1: Any portion of FUEL synoptic page that is operative may be used.<br><br>NOTE 2: For fuel quantity indications, refer to item 28-41-01, and for temperature indications, refer to item 28-41-03. |            |
| 11-15        | Water Drain Valve                    | C | 6 | 3 | (M) One or more may be inoperative provided:<br>a) Water drain valve at each collector tank is operative,<br>b) One water drain valve in center tank is operative, and<br>c) There is no evidence of leakage.  |            |
|              |                                      | C | 6 | 2 | (M) One or more may be inoperative provided:<br>a) Water drain valve at each collector tank is operative,<br>b) There is no evidence of leakage, and<br>c) Center tank remains empty.  |            |
| 12-05        | Fuel Tank Pressure Relief Valve      | C | 3 | 0 | (M)(O) Except for extended operations, one or more may be inoperative provided:<br>a) Affected valve is verified closed,<br>b) Fuel venting system is verified operative,<br>c) Fuel gauging sensors are verified operative, and<br>d) Fuel quantity indications on engine indicating and crew alerting system (EICAS) are operative.  |            |

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|---------------------------------------|--|

**28. Fuel**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 21-40        | Engine Inlet Fuel Pressure Switch   | C | 2 | 0 | (O) Except for extended operations, one or both may be inoperative provided:<br>a) Both boost pumps are verified operative,<br>b) Fuel gravity transfer is verified operative, and<br>c) L BOOST PUMP and R BOOST PUMP are selected ON during entire flight.                                   |            |
| 21-55        | Auxiliary Power Unit (APU) Fuel Feed Shutoff Valve (SOV)                                    | C | 1 | 0 | (M) Except for extended operations, may be inoperative provided:<br>a) APU fuel feed shutoff valve (SOV) is deactivated,<br>b) APU fuel feed shutoff valve (SOV) is verified CLOSED, and<br>c) APU is considered inoperative.  |            |
| 22-03        | Overhead FUEL Control Panel Pushbutton Annunciator (PBA) Switch Light (Light Function Only) |   |   |   |  |            |
| 1)           | FUEL Gravity Transfer (GRAV XFR) "ON"   | C | 1 | 0 | May be inoperative.  |            |
| 22-04        | Center Tank Fuel Transfer System  | C | 2 | 0 | (M)(O) Except for extended operations, one or both may be inoperative provided center tank is empty.   |            |
| 22-15        | Gravity Transfer Shutoff Valve (SOV)  | C | 1 | 0 | (M) Except for extended operations, may be inoperative provided:<br>a) Defuel/isolation transfer SOV is operative,<br>b) Left boost pump and right boost pump are operative,<br>c) Center/right/left fuel tank refuel systems are operative, and<br>d) Gravity transfer SOV is secured CLOSED. |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**28. Fuel**

| Sequence No. | Item            | 1 | 2 | 3 | 4  | Change Bar |
|--------------|-----------------|---|---|---|--|------------|
| 23-02        | AC Boost Pump   |   |   |   |  |            |
| 1)           | Left Boost Pump | B | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Left AC boost pump is selected to AUTO before flight,</li> <li>b) Left AC boost pump is deactivated,</li> <li>c) Right AC boost pump is selected to AUTO before flight,</li> <li>d) Left and right engine feed primary ejector pumps are verified operative before each flight,</li> <li>e) R boost pump is verified operative,</li> <li>f) Fuel gravity transfer is verified operative,</li> <li>g) Procedures are established and used to correct aircraft lateral fuel imbalance when required,</li> <li>h) APU is started before departure and operated continuously throughout the flight,</li> <li>i) Both wing tanks fuel quantity of at least 5,400 lb is maintained throughout the flight, and</li> <li>j) Flight is conducted at or below 22,000 feet MSL and bulk fuel temperature at takeoff is verified to be below 25 °C.</li> </ul> <p style="margin-left: 20px;">NOTE: As long as there is fuel in the center tank throughout the flight, 5,400 lb wing tanks fuel quantity is achieved automatically.</p> |            |
| (Continued)  |                 |   |   |   |  |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**28. Fuel**

| Sequence No. | Item                      | 1 | 2 | 3 | 4   | Change Bar |
|--------------|---------------------------|---|---|---|---|------------|
| 23-02        | AC Boost Pump<br>(Cont'd) |   |   |   |   |            |
| 2)           | Right Boost Pump          | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Right AC boost pump is selected to AUTO before flight,</li> <li>b) Right AC boost pump is deactivated,</li> <li>c) Left AC boost pump is selected to AUTO before flight,</li> <li>d) Left and right engine feed primary ejector pumps are verified operative before each flight,</li> <li>e) L boost pump is verified operative,</li> <li>f) Fuel gravity transfer is verified operative,</li> <li>g) Procedures are established and used to correct aircraft lateral fuel imbalance when required,</li> <li>h) Both wing tanks fuel quantity of at least 5,400 lb is maintained throughout the flight, and</li> <li>i) Flight is conducted at or below 22,000 feet MSL and bulk fuel temperature at takeoff is verified to be below 25 °C.</li> </ul> |            |
|              |                           |   |   |   | NOTE: As long as there is fuel in the center tank throughout the flight, 5,400 lb wing tanks fuel quantity is achieved automatically.   |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**28. Fuel**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|---|---|---|---|---|---------------|
| 23-05        | Defuel/Isolation Transfer Shutoff Valve (SOV) | C | 1 | 0 | (M) Except for extended operations, may be inoperative provided:<br>a) Affected valve is secured CLOSED,<br>b) AC boost pumps are operative, and<br>c) Gravity transfer SOV is operative.<br><br>NOTE: Manual fuel transfer function will not be available.   |               |
|              |   | C | 1 | 0 | (O) Except for extended operations, may be inoperative open provided:<br>a) Refuel SOVs are verified operative,<br>b) AC boost pumps are operative,<br>c) Gravity transfer SOV is operative, and<br>d) All fuel tank indications on engine indicating and crew alerting system (EICAS) are operative. |               |
| 1)           | Position Indication (Micro Switch)            | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Associated valve is verified operative once each flight-day,<br>b) All fuel tank quantity indications on engine indicating and crew alerting system (EICAS) are operative, and<br>c) Gravity transfer SOV is operative.                                     |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**28. Fuel**

| Sequence No. | Item                       | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|----------------------------|---|---|---|--|---------------|
| 23-20        | Refuel/Defuel Adapter Cap  |   |   |   |  |               |
| 1)           | Right Wing Side            | C | 1 | 0 | (M) Except for extended operations, may be inoperative or missing provided there is no evidence of fuel leaking from the refuel/defuel adaptor while the manual fuel transfer is operated once each flight-day.  |               |
| 2)<br>***    | Left Wing Side             | C | 1 | 0 | (M) Except for extended operations, may be inoperative or missing provided there is no evidence of fuel leaking from the refuel/defuel adaptor while the manual fuel transfer is operated once each flight-day.  |               |
| 23-25        | Refuel Shutoff Valve (SOV) |   |   |   |  |               |
| 1)           | Left/Right Wing Tank       | B | 2 | 1 | Except for extended operations, one may be inoperative closed provided:<br>a) Boost pumps are operative,<br>b) Gravity transfer shutoff valve (SOV) is operative, and<br>c) Both center tank fuel transfer systems are operative.<br><br>NOTE: Refueling of affected wing tank will not be possible. |               |
| 2)           | Center Tank                | C | 1 | 0 | Except for extended operations, may be inoperative closed.<br><br>NOTE 1: Refueling the center tank will not be possible.<br><br>NOTE 2: Remaining fuel may be used.   |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**28. Fuel**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 23-30        | Refuel/Defuel Control Panel                   |   |   |   |  |            |
| 1)           | Fuel Quantity Display Indication              | C | 4 | 0 | (O) One or more may be inoperative provided:<br>a) Pressure refueling system manual mode is operative and used, and<br>b) Fuel quantity for each fuel tank is verified on engine indicating and crew alerting system (EICAS) during refueling. |            |
| 2)           | Pre Select Quantity                           | C | 1 | 0 | (O) May be inoperative provided pressure refueling system manual mode is operative and used.   |            |
| 3)           | Auto Mode                                     | C | 1 | 0 | May be inoperative provided pressure refueling system manual mode is operative and used.   |            |
| 4)           | Manual Mode                                   | C | 1 | 0 | May be inoperative provided pressure refueling system auto mode is operative and used.   |            |
| 5)           | Start/Stop Selector                           | C | 1 | 0 | May be inoperative provided pressure refueling system manual mode is operative and used.   |            |
| 6)           | Manual REFUEL/DEFUEL Switch (DEFUEL Position) | C | 1 | 0 | (O) May be inoperative provided:<br>a) Defuel/isolation transfer shutoff valve (SOV) is verified closed before each flight, and<br>b) Alternate defueling procedures are established and used.   |            |
| 7)           | Door Switch                                   | C | 1 | 0 | (O) May be inoperative open provided fueling door is verified closed before each flight.   |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**28. Fuel**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--|---|---|---|---|---------------|
| 23-31<br>*** | Flight Deck Virtual Refuel Panel   | D | 1 | 0 | May be inoperative.   |               |
| 41-01        | Engine Indicating and Crew Alerting System (EICAS) Fuel Quantity Indication System |   |   |   |   |               |
| 1)           | Wing Tank  | C | 2 | 1 | (M)(O) Except for extended operations, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) Fuel quantity and balance are verified before each flight,</li> <li>b) FUEL USED on fuel synoptic page is operative,</li> <li>c) Flight management systems (FMS 1 and FMS 2) are operative,</li> <li>d) Fuel quantity indication for the center tank is operative,</li> <li>e) Gravity transfer shutoff valve (SOV) is operative,</li> <li>f) Manual fuel transfer system is operative,</li> <li>g) Center tank fuel transfer systems are operative,</li> <li>h) Low fuel indication is verified operative,</li> <li>i) Left wing remote data concentrator (RDC) channels are verified operative,</li> <li>j) Right wing RDC channels are verified operative,</li> <li>k) Both fuel flows are verified operative, and</li> <li>l) Alternate procedures for monitoring fuel load during refueling are established and used.</li> </ul> |               |
|              |  |   |   |   | NOTE: Total fuel quantity will not be indicated.  |               |
|              |  |   |   |   | (Continued)   |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**28. Fuel**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change Bar |
|--------------|---|---|---|---|---|------------|
| 41-01        | Engine Indicating and Crew Alerting System (EICAS) Fuel Quantity Indication System (Cont'd) |   |   |   |   |            |
| 2)           | Center Tank   | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) Center tank fuel transfer systems are operative,<br>b) Center tank is verified empty before each flight, and<br>c) Center tank is not refueled.<br><br>NOTE: Total fuel quantity will not be indicated. |            |
| 41-03        | Fuel Temperature Sensor   | C | 2 | 1 | (O) Except for extended operations, one may be inoperative provided:<br>a) Fuel temperature is displayed on fuel synoptic page for one wing tank, and<br>b) Total air temperature (TAT) is operative.   |            |
| 41-15        | Fuel Quantity Computer (FQC)  |   |   |   |   |            |
| 1)           | Channel   | C | 2 | 1 | (O) Except for extended operations, one may be inoperative provided:<br>a) All fuel quantity indications on engine indicating and crew alerting system (EICAS) are operative, and<br>b) FUEL USED readout on fuel synoptic page is operative.                                     |            |
| 2)           | Configuration Strapping Function  | C | 1 | 0 | Except for extended operations, may be inoperative provided all fuel tank quantity and total fuel quantity indications on engine indicating and crew alerting system (EICAS) are operative.   |            |
| (Continued)  |   |   |   |   |   |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**28. Fuel**

| Sequence No. | Item                                       | 1 | 2  | 3 | 4   | Change Bar |
|--------------|--|---|----|---|---|------------|
| 41-15        | Fuel Quantity Computer (FQC)<br>(Cont'd)   |   |    |   |   |            |
| 3)           | Gauging Sensor                             | C | 58 | - | (O) Except for extended operations, one or more may be inoperative provided:<br>a) Fuel quantity gauging circuit is verified operative,<br>b) Both fuel flows are verified operative,<br>c) All fuel tank quantity indications on engine indicating and crew alerting system (EICAS) are operative, and<br>d) FUEL USED readout on fuel synoptic page is operative. |            |
| 4)           | Kilogram-Pound (kg-lb) Miscompare Function | C | 1  | 0 | (O) Except for extended operations, may be inoperative provided alternate procedures are established and used.  |            |
| 41-20        | Fuel Remote Data Concentrator (RDC)        |   |    |   |   |            |
| 1)           | Center Tank RDC                            |   |    |   | Deleted, Revision 1.  |            |
| 2)           | Center Tank RDC Channel                    | C | 2  | 1 | (O) May be inoperative provided:<br>a) All fuel tank quantity indications on EICAS are operative,<br>b) Both left wing RDC channels are verified operative,<br>c) Both right wing RDC channels are verified operative,<br>d) Both FQC channels are verified operative, and<br>e) FMS FUEL USED is operative.  |            |
| (Continued)  |  |   |    |   |   |            |

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|                                       |  |
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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**28. Fuel**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--|---|---|---|---|---------------|
| 41-20        | Fuel Remote Data Concentrator (RDC) (Cont'd) |   |   |   |   |               |
| 3)           | Left Wing RDC Channel                        | C | 2 | 1 | (O) Except for extended operations, may be inoperative provided:<br>a) All fuel tank quantity indications on EICAS are operative,<br>b) Right wing tank RDC channels are verified operative,<br>c) Center tank RDC channels are verified operative,<br>d) Fuel quantity computer channels are verified operative, and<br>e) Flight management system (FMS) FUEL USED function is operative.   |               |
| 4)           | Right Wing RDC Channel                       | C | 2 | 1 | (O) Except for extended operations, one may be inoperative provided:<br>a) All fuel tank quantity indications on engine indicating and crew alerting system (EICAS) are operative,<br>b) Left wing tank RDC channels are verified operative,<br>c) Center tank RDC channels are verified operative,<br>d) Fuel quantity computer (FQC) channels are verified operative, and<br>e) Flight management system (FMS) FUEL USED function is operative. |               |

AIRCRAFT:  
BD-500-1A10, BD-500-1A11

**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        | Power Transfer Unit (PTU) Switch                           |   |   |   |  |            |
| 1)           | AUTO Position  | C | 1 | 0 | (O) May be inoperative provided:<br>a) PTU is verified operative in the ON position before each flight, and<br>b) PTU is selected ON before takeoff and landing.                             |            |
| 11-02        | Alternating Current (AC) Motor Pump (ACMP) No. 2B Switch   |   |   |   |  |            |
| 1)           | AUTO Position  | C | 1 | 0 | (O) May be inoperative provided ACMP 2B is selected ON during entire flight.   |            |
| 11-03        | Alternating Current (AC) Motor Pump (ACMP) No. 3A Switch   |   |   |   |  |            |
| 1)           | AUTO Position  | C | 1 | 0 | (O) May be inoperative provided ACMP 3A is selected ON during entire flight.   |            |
| 11-04        | Alternating Current (AC) Motor Pump (ACMP) No. 3B Switch   |   |   |   |  |            |
| 1)           | AUTO Position  | C | 1 | 0 | (O) May be inoperative provided ACMP 3B is selected ON during entire flight.   |            |
| 11-05        | Pressure Filter Manifold                                   |   |   |   |  |            |
| 1)           | Differential Pressure Indicator (DPI), Systems 1, 2, and 3 | C | 3 | 2 | (M) One may be inoperative provided:<br>a) Case drain and return filters DPI of associated system are verified for non-activated condition, and<br>b) Associated filter element is replaced. |            |



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|---|--|
| <p>AIRCRAFT:<br/>BD-500-1A10, BD-500-1A11</p> | <p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol> |
|---|--|

**29. Hydraulic Power**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 12-03        | Alternating Current Motor Pump (ACMP)                      |   |   |   |  |               |
| 1)           | ACMP 3A  | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) ACMP 3A is deactivated,<br>b) ACMP 3B is verified inoperative,<br>c) Power transfer unit (PTU) is verified operative,<br>d) ACMP 2B is verified operative, and<br>e) ACMP 3B is operated continuously during flight and remains ON during landing. |               |
| 2)           | ACMP 3B  | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) ACMP 3B is deactivated,<br>b) ACMP 3A is verified inoperative,<br>c) Power transfer unit (PTU) is verified operative,<br>d) ACMP 2B is verified operative, and<br>e) ACMP 3A is operated continuously during flight and remains ON during landing. |               |
| 12-30        | Maintenance Free Accumulator (MFA) (System 1 and System 2) | C | 2 | 0 | (M) One or both may be inoperative provided:<br>a) Associated hydraulic reservoir bleed/relief valve is operative, and<br>b) Associated reservoir is bled.   |               |
| 12-32        | Hydraulic Reservoir Bleed/Relief Valve                     | C | 3 | 2 | (M) One may be inoperative provided affected hydraulic reservoir bleed/relief valve has no evidence of leakage.  |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**29. Hydraulic Power**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 12-52        | Hydraulic Accumulator<br>Pressure Gauge<br>System No. 3   | C | 2 | 0 | (O) One or both may be inoperative provided:<br>a) Associated accumulator is verified to not have degraded pressure before each flight, and<br>b) Associated accumulator pressure transducer is verified operative before each flight. |               |
| 13-01        | Overhead Hydraulic (HYD) Control Panel<br>Pushbutton Annunciator (PBA) Switchlight<br>(Light Function Only) |   |   |   |  |               |
| 1)           | HYD 1(2) SOV – “CLSD”   | C | 2 | 0 | (O) One or both may be inoperative provided associated valve position is verified on EICAS, if commanded closed.   |               |
| 14-03        | Ground Servicing Panel  |   |   |   |  |               |
| 1)           | Fill Quick Disconnect   | C | 3 | 0 | (M) One or more may be inoperative provided affected fill quick disconnects have no evidence of leakage.   |               |
| 14-05        | Ground Servicing Panel  |   |   |   |  |               |
| 1)           | Pressure Quick Disconnect   | C | 3 | 0 | (M) One or more may be inoperative provided affected pressure quick disconnects have no evidence of leakage.   |               |
| 14-07        | Ground Servicing Panel  |   |   |   |  |               |
| 1)           | Return Quick Disconnect   | C | 3 | 0 | (M) One or more may be inoperative provided affected return quick disconnects have no evidence of leakage.   |               |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**29. Hydraulic Power**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--|---|---|---|---|---------------|
| 14-09        | Ground Servicing Panel                                   |   |   |   |   |               |
| 1)           | Cap, Connection  | D | 9 | 0 | (M) One or more may be damaged or missing.  |               |
| 30-00        | Hydraulic System (HYD)<br>Synoptic Page Indication       | C | - | - | Indications other than firewall shutoff valve (FWSOV) positions, temperature, pressure, and quantity on HYD synoptic page may be inoperative.<br><br>NOTE 1: Any portion of HYD synoptic page that is operative may be used.<br><br>NOTE 2: For pressure indications, refer to item 29-31-02, and for quantity indications, refer to item 29-11-30. |               |
| 31-01        | Hydraulic Accumulator<br>Pressure Transducer<br>System 3 | C | 2 | 0 | (M) One or both may be inoperative provided:<br>a) Affected system 3 hydraulic accumulator pressure transducer is deactivated, and<br>b) Associated accumulator is verified operative before each flight.   |               |
| 31-02        | Hydraulic System<br>Pressure Transducer                  | B | 3 | 2 | (M)(O) One may be inoperative provided:<br>a) Affected hydraulic system pressure transducer is deactivated, and<br>b) Associated hydraulic pumps pressure switches are operative.   |               |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**29. Hydraulic Power**

| Sequence No. | Item                                    | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 31-03        | Hydraulic Pump Pressure Switch          |   |   |   |  |            |
| 1)           | Hydraulic System 1 Pump Pressure Switch | C | 2 | 1 | (M)(O) One may be inoperative provided:<br>a) Affected hydraulic pump pressure switch is deactivated,<br>b) Associated pump pressure transducer is operative,<br>c) Associated hydraulic pump is verified operative before each flight, and<br>d) PTU and ACMP 2B are selected ON if right engine taxi is conducted.                                 |            |
| 2)           | Hydraulic System 2 Pump Pressure Switch | C | 2 | 1 | (M)(O) One may be inoperative provided:<br>a) Affected hydraulic pump pressure switch is deactivated,<br>b) Associated pump pressure transducer is operative,<br>c) Associated hydraulic pump is verified operative before each flight, and<br>d) ACMP 2B is selected ON if EDP 2A pressure switch is inoperative and left engine taxi is conducted. |            |
| 3)           | Hydraulic System 3 Pump Pressure Switch | C | 2 | 1 | (M)(O) One may be inoperative provided:<br>a) Affected hydraulic pump pressure switch is deactivated,<br>b) Associated pump pressure transducer is operative, and<br>c) Associated hydraulic pump is verified operative before each flight.  |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**30. Ice and Rain Protection**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 00-00        | Anti-Ice Indication on<br>AIR Synoptic Page                        | C | - | 0 | May be inoperative provided:<br>a) Associated system is<br>operative, and<br>b) Procedures do not require<br>their use.<br><br>NOTE: Any portion of AIR synoptic<br>page which operates normally<br>may be used. |               |
| 00-01        | Overhead Control Panel<br>PBA Switchlight<br>(Light Function Only) |   |   |   |  |               |
| 1)           | L SIDE "OFF"   | C | 1 | 0 |  |               |
| 2)           | L WSHLD "OFF"  | C | 1 | 0 |  |               |
| 3)           | R WSHLD "OFF"  | C | 1 | 0 |  |               |
| 4)           | R SIDE "OFF"   | C | 1 | 0 |  |               |

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**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 |
|--------------|----------------------|---|---|---|--|------------|
| 11-00        | Wing Anti-Ice System | C | 2 | 1 | (O) Except for extended operations, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated bleed system is selected OFF,</li> <li>b) Crossbleed valve (CBV) is verified operative,</li> <li>c) Flight is conducted in single bleed configuration at or below FL 310,</li> <li>d) Both air conditioning packs are operative,</li> <li>e) Equipment bay smoke detectors are verified operative, and</li> <li>f) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems inoperative).</li> </ol> <p>NOTE: Affected wing anti-ice system is available from crossbleed.</p> |            |
| (Continued)  |                      |   |   |   |  |            |

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**TABLE KEY**

- 5. REPAIR CATEGORY
- 6. NO. INSTALLED
- 7. NO. REQUIRED FOR DISPATCH
- 8. REMARKS OR EXCEPTIONS

**30. Ice and Rain Protection**

| Sequence No. | Item                             | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|----------------------------------|---|---|---|---|---------------|
| 11-00        | Wing Anti-Ice System<br>(Cont'd) |   |   |   |   |               |
| 1)           | High Pressure Valve<br>(HPV)     | C | 2 | 1 | (O) Except for extended operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated bleed system is selected OFF,</li> <li>b) Crossbleed valve (CBV) is verified operative,</li> <li>c) Flight is conducted under single bleed configuration at or below FL 310,</li> <li>d) Equipment bay smoke detectors are verified operative, and</li> <li>e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems inoperative).</li> </ul> |               |
| 2)           | Temperature Sensor               | A | 2 | 1 | (O) Except for extended operations, both temperature sensor elements on left or right side may be inoperative provided: <ul style="list-style-type: none"> <li>a) WING ANTI-ICE is selected OFF,</li> <li>b) Airplane is not operated in known or forecast icing conditions,</li> <li>c) Both ice detector systems are verified operative, and</li> <li>d) Repairs are made after one flight.</li> </ul>  |               |
| 3)           | Temperature Sensor Element       | C | 4 | 2 | (O) One temperature sensor element on left and/or right side may be inoperative.  |               |
| (Continued)  |                                  |   |   |   |   |               |

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DATE: 07/25/2019

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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<br>Bar |
|--------------|----------------------------------|---|---|---|---|---------------|
| 11-00        | Wing Anti-Ice System<br>(Cont'd) |   |   |   |   |               |
| 4)           | Temperature Control<br>Function  | C | 2 | 1 | (O) Except for extended operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated bleed system is selected OFF,</li> <li>b) Crossbleed valve (CBV) is verified operative,</li> <li>c) Flight is conducted in single bleed configuration at or below FL 310,</li> <li>d) Both air conditioning packs are operative,</li> <li>e) Equipment bay smoke detectors are verified operative, and</li> <li>f) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems inoperative).</li> </ul> |               |
| 5)           | AUTO Mode Function               | C | 1 | 0 | (O) May be inoperative provided wing anti-ice system is operated manually.  |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**30. Ice and Rain Protection**

| Sequence No. | Item                          | 1 | 2 | 3 | 4   | Change Bar |
|--------------|-------------------------------|---|---|---|---|------------|
| 11-09        | Wing Anti-Ice Valve (WAIV)    | C | 2 | 0 | (M)(O) Except for extended operations, one or both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both wing anti-ice (WAI) pressure sensors are verified operative before each flight,</li> <li>b) Both wing anti-ice (WAI) temperature sensors are verified operative before each flight,</li> <li>c) Both ice detection systems are verified operative before each flight,</li> <li>d) Wing anti-ice (WAI) system is selected OFF before each flight,</li> <li>e) Affected wing anti-ice valve(s) (WAIV(s)) is secured CLOSED, and</li> <li>f) Aircraft is not operated in known or forecast icing conditions.</li> </ul> |            |
| 12-01        | Wing Anti Ice Pressure Sensor | C | 2 | 1 | (M)(O) Except for extended operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Wing anti-ice (WAI) system is selected OFF,</li> <li>b) Crossbleed valve (CBV) is selected MAN CLSD,</li> <li>c) Associated WAI valve is secured closed,</li> <li>d) Both ice detection systems are operative,</li> <li>e) Same side engine bleed pressure regulating shutoff valve (PRSOV) and air conditioning pack are considered inoperative, and</li> <li>f) Aircraft is not operated in known or forecast icing conditions.</li> </ul>  |            |

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AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|-----------------------------------|---|---|---|--|------------|
| 21-00        | Engine Cowl Anti-Ice System       |   |   |   |  |            |
| 1)           | AUTO Function                     | C | 2 | 0 | (O) One or both may be inoperative provided associated engine cowl anti-ice system is operated manually as required in flight. |            |
| 22-01        | Engine Cowl Anti-Ice Valve (CAIV) | B | 4 | 2 | (M) Except for extended operations, one cowl anti-ice valve (CAIV) per engine may be inoperative provided:                     |            |
|              |                                   |   |   |   | a) Affected valve(s) is secured open, and  |            |
|              |                                   |   |   |   | b) Remaining outside engine cowl PRSOV anti-ice valve is verified operative.   |            |
| 41-08        | Windshield Heating System         |   |   |   |  |            |
| 1)           | Windshield Heat System            | C | 2 | 1 | (M)(O) Except for extended operations, one may be inoperative provided:  |            |
|              |                                   |   |   |   | a) Airplane is not operated in known or forecast icing conditions,   |            |
|              |                                   |   |   |   | b) Affected heat controller is deactivated,  |            |
|              |                                   |   |   |   | c) Approach minimums do not require its use, and   |            |
|              |                                   |   |   |   | d) APPR 2 (CAT II) and autoland operations are not conducted.  |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**30. Ice and Rain Protection**

| Sequence No. | Item                     | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--------------------------|---|---|---|--|------------|
| 42-01        | Windshield Wiper System  | C | 2 | 0 | (O) One or both may be inoperative provided:<br>a) Flight is not conducted in precipitation within 5 nautical miles of the airport of takeoff or intending landing,<br>b) Approach minimums do not require their use, and<br>c) APPR 2 (CAT II) and autoland operations are not conducted. |            |
| 1)           | OFF (Park Position)      | C | 2 | 0 | May be inoperative provided the wipers can be parked out of the pilots' view.  |            |
|              |                          | C | 2 | 0 | (M) One or both may be inoperative provided:<br>a) Affected wiper is removed, and<br>b) Affected wiper system is considered inoperative.   |            |
| 2)           | Intermittent (INT) Mode  | C | 2 | 0 | One or both may be inoperative provided associated SLOW mode or associated FAST mode is operative.   |            |
| 3)           | SLOW Mode                | C | 2 | 0 | One or both may be inoperative provided associated FAST mode is operative.   |            |
| 4)           | FAST Mode                | C | 2 | 0 | One or both may be inoperative provided associated SLOW mode is operative.   |            |
| 71-00        | Drain Mast Heater System | C | 2 | 1 | (M)(O) May be inoperative provided:<br>a) Water supply to the associated galley and lavatory is secured OFF, and<br>b) Procedures are established and used to ensure associated sink is not used.  |            |

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DATE: 07/25/2019

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|---------------------------|---|---|---|---|------------|
| 81-01        | Ice Detector System (IDS) | C | 2 | 0 | (O) One or both may be inoperative provided:<br>a) Wing and cowl anti-ice systems are operative,<br>b) Alternate procedures are established and used, and<br>c) Flights are conducted at or below FL 350.               |            |
|              |                           | C | 2 | 0 | (O) Except for extended operations beyond 120 minutes, one or both may be inoperative provided:<br>a) Flight is not conducted in known or forecast icing conditions, and<br>b) Wing anti-ice system is selected to OFF. |            |
|              |                           | C | 2 | 1 | (O) May be inoperative provided wing and cowl anti-ice systems are verified operative.  |            |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**31. Indicating/Recording Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 00-02        | Reversion Switch Panel (RSP)<br>(Light Function Only)         |   |   |   |  |            |
| 1)           | Display Tune Inhibit (DSPL TUNE INHIBIT)<br>Light Bar         | C | 1 | 0 | (O) May be inoperative provided display tuning inhibit is verified operative.  |            |
| 2)           | Left and Right Cursor Inhibit (L CURSOR R/INHIB)<br>Light Bar | C | 2 | 0 | One or both may be inoperative provided associated cursor inhibit function is verified operative.  |            |
| 10-01        | Control Panel   |   |   |   |  |            |
| 1)           | Overhead Eyebrow Panel Channel                                | C | 3 | 1 | May be inoperative provided:<br>a) Operations are not conducted at night, and<br>b) Passenger address system is operative.   |            |
| 2)           | Panel Interface Module (PIM)                                  |   |   |   |  |            |
| a)           | Overhead  | C | 3 | 2 | (O) One may be inoperative provided:<br>a) Remaining two overhead PIMs are verified operative,<br>b) At least two left outboard overhead panel channels are verified operative,<br>c) At least two right outboard overhead panel channels are verified operative,<br>d) At least two left inboard overhead panel channels are verified operative,<br>e) At least two right inboard overhead panel channels are verified operative, and<br>f) At least two left overhead eyebrow panel channels are verified operative. |            |

(Continued)

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|                                       |  |
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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**31. Indicating/Recording Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 10-01        | Control Panel<br>(Cont'd)                   |   |   |   |  |               |
| 2)           | Panel Interface Module<br>(PIM)<br>(Cont'd) |   |   |   |  |               |
| b)           | Lighting Panel                              | C | 1 | 0 | (O) May be inoperative provided:<br>a) Trim panel PIM is verified<br>operative, and<br>b) Engine panel PIM is verified<br>operative.     |               |
| c)           | Trim Panel                                  | C | 1 | 0 | (O) May be inoperative provided:<br>a) Lighting panel PIM is verified<br>operative, and<br>b) Engine panel PIM is verified<br>operative. |               |
| d)           | Engine Panel                                | C | 1 | 0 | (O) May be inoperative provided:<br>a) Lighting panel PIM is verified<br>operative, and<br>b) Trim panel PIM is verified<br>operative.   |               |
| 3)           | Remote Data<br>Concentrator (RDC)           | C | 3 | 2 | (O) One may be inoperative provided<br>remaining two RDCs are verified<br>operative.   |               |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**31. Indicating/Recording Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 12-01        | Glareshield Panel   |   |   |   |  |               |
| 1)           | Outboard (OUTBD),<br>Inboard (INBD) Dimming<br>Rotary Knob            | C | 4 | 2 | (O) One on each side may be inoperative provided:<br>a) Light intensity is acceptable to flightcrew, and<br>b) Affected dimming rotary knobs are verified operative in the OFF position.           |               |
| 2)           | Chronometer<br>(CHRONO)<br>Pushbutton                                 | D | 2 | 1 |  |               |
|              |   | C | 2 | 0 | Both may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crewmembers.   |               |
| 21-01        | Clock Indications on<br>Adaptive Flight Display<br>(AFD)              |   |   |   |  |               |
| 1)           | Universal Time<br>Coordination Display<br>(UTC), Chronometer<br>(CHR) | C | 2 | 0 | Aircraft clock may be inoperative provided a clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation is readily available to all flight deck crewmembers. |               |
| 2)           | Automatic Updated<br>Function   | C | 2 | 0 | (O) May be inoperative provided:<br>a) Manual mode is operative, and<br>b) Alternate procedures are established and used.  |               |

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|---|--|
| <p>AIRCRAFT:<br/>BD-500-1A10, BD-500-1A11</p> | <p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol> |
|---|--|

**31. Indicating/Recording Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 31-01        | Flight Data Recorder (FDR) System                   | A | 1 | 0 | <p>May be inoperative provided:</p> <ol style="list-style-type: none"> <li>a) Cockpit voice recorder (CVR) operates normally,</li> <li>b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:                             <ol style="list-style-type: none"> <li>1) The FDR failure occurs after pushback but prior to takeoff, or</li> <li>2) The FDR repair was attempted but was not successful.</li> </ol> </li> <li>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</li> <li>d) Repairs are made within 3 flight-days.</li> </ol> |               |
| 1)           | FDR Recording Parameters Required by Regulation     | A | - | - | <p>Up to three required parameters may be inoperative provided:</p> <ol style="list-style-type: none"> <li>a) Cockpit voice recorder (CVR) operates normally, and</li> <li>b) Repairs are made within 20 calendar-days.</li> </ol>   |               |
| 2)           | FDR Recording Parameters Not Required by Regulation | A | - | - | <p>May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.</p>   |               |
| 40-90        | Aircraft Personality Module (APM)                   |   |   |   |  |               |
| 1)           | APM 1   | A | 1 | 0 | <p>(O) May be inoperative provided:</p> <ol style="list-style-type: none"> <li>a) APM 2 is verified operative,</li> <li>b) Aircraft electrical power is not interrupted, and</li> <li>c) Repairs are made after 1 flight-day.</li> </ol>   |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**31. Indicating/Recording Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|---|---|---|---|---|---------------|
| 40-90        | Aircraft Personality Module (APM)<br>(Cont'd) |   |   |   |   |               |
| 2)           | APM 2   | C | 1 | 0 | (O) May be inoperative provided APM 1 is verified operative.                            |               |
| 41-01        | Integrated Processing Cabinet (IPC)           |   |   |   |   |               |
| 1)           | Fan   | C | 4 | 3 | (O) One may be inoperative.   |               |
| 41-02        | Data Concentrator Module Cabinet (DMC)        |   |   |   |   |               |
| 1)           | Fan   | C | 4 | 3 | (O) One may be inoperative provided ground ambient temperature is less than ISA +10 °C. |               |
| 41-17        | Master Warning/Master Caution Switch/Light    |   |   |   |   |               |
| 1)           | Warning Light<br>(Light Function Only)        | C | 2 | 1 |   |               |
| 2)           | Warning Alarm Cancel Function                 | B | 2 | 1 |   |               |
| 3)           | Caution Light<br>(Light Function Only)        | C | 2 | 1 |   |               |
| 4)           | Caution Alarm Cancel Function                 | B | 2 | 1 |   |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**31. Indicating/Recording Systems**

| Sequence No. | Item   | 1 | 2  | 3 | 4  | Change Bar |
|--------------|--|---|----|---|--|------------|
| 60-00        | Control Tuning Panel (CTP)   |   |    |   |  |            |
| 1)           | Whole Unit   | C | 2  | 1 | (O) One may be inoperative provided:<br>a) Left cursor control panel (CCP 1) and right cursor control panel (CCP 2) are operative,<br>b) Left multifunction keyboard panel (MKP 1) and right multifunction keyboard panel (MKP 2) are operative,<br>c) Radio tuning reversion is verified operative,<br>d) All RIU channels are operative, and<br>e) Affected CTP is selected OFF. |            |
| 2)           | Display Access Keys: Left (L), Right (R), MAP, Flight Management System (FMS), Communication, Navigation, and Surveillance (CNS), Checklist (CHKL), Synoptic (SYN), DATA | C | 16 | 8 | (O) Any button may be inoperative provided:<br>a) The same display key is operative on the opposite CTP,<br>b) On-side cursor control panel (CCP) is operative, and<br>c) Alternate procedures are established and used.   |            |
| 3)           | Map Range Rotary Knob  | C | 2  | 1 | One may be inoperative provided associated cursor control panel (CCP) double stack knob (DSK) knob is operative.   |            |
| a)           | Map Range Rotary Knob – Standby/Weather Radar (STBY/WXR) ON Pushbutton   | C | 2  | 1 | One may be inoperative provided weather mode is selectable on CTP weather page.  |            |
| 4)           | Navigation (NAV SRC) Pushbutton  | C | 2  | 1 | (O) One may be inoperative provided:<br>a) Operative button is on pilot flying (PF) side, and<br>b) Alternate procedures are established and used.   |            |
| (Continued)  |  |   |    |   |  |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**31. Indicating/Recording Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change Bar |
|--------------|---|---|---|---|---|------------|
| 60-00        | Control Tuning Panel (CTP)<br>(Cont'd)            |   |   |   |   |            |
| 5)           | Barometer (BARO) Rotary Knob                      | C | 2 | 1 | (O) One may be inoperative provided alternate procedures are established and used.  |            |
| a)           | BARO Unit Selector (inHg/Hpa)                     | C | 2 | 1 | One may be inoperative provided the required barometric reference unit for the intended flight is available.  |            |
| b)           | BARO Standard Pushbutton                          | C | 2 | 0 |   |            |
| 6)           | Traffic (TFC) Pushbutton                          | C | 2 | 1 |   |            |
| 7)           | Weather (WX) Pushbutton                           | C | 2 | 1 |   |            |
| 8)           | Terrain (TERR) Pushbutton                         | C | 2 | 1 |   |            |
| 9)           | Bright/Off (BRT/OFF) Rotary Knob Dimming Function | C | 2 | 1 | One may be operative provided:<br>a) Brightness level is acceptable to affected flightcrew member,<br>b) Affected control tuning panel (CTP) and radio tuning system application are operative, and<br>c) OFF position is verified operative. |            |
| 10)          | TUNE/MENU Pushbutton                              | C | 2 | 1 |   |            |
| 11)          | Identification (IDENT) Pushbutton                 | C | 2 | 1 | (O) May be inoperative provided IDENT is provided by other means.   |            |
| 12)          | "1/2" Pushbutton                                  | C | 2 | 1 |   |            |
| (Continued)  |   |   |   |   |   |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**31. Indicating/Recording Systems**

| Sequence No. | Item   | 1 | 2  | 3 | 4   | Change<br>Bar |
|--------------|--|---|----|---|---|---------------|
| 60-00        | Control Tuning Panel (CTP)<br>(Cont'd)   |   |    |   |   |               |
| 13)          | TUNE/DATA Rotary Knob  | C | 2  | 1 | (O) May be inoperative provided:<br>a) Associated CCP is operative,<br>b) Radio tuning system application (RTSA) is operative, and<br>c) Alternate procedures are established and used. |               |
| 14)          | Display Option (Bezel) Pushbutton<br>(Line Select Key)                         | C | 14 | 7 | (O) Any button may be inoperative provided alternate procedures are established and used.   |               |
| 60-30        | Center Console Display Lighting Control Panel                                  |   |    |   |   |               |
| 1)           | Lower Display/Integrated Standby Instrument (LWR DSPL/ISI) Dimming Rotary Knob | C | 1  | 0 | May be inoperative provided:<br>a) LWR DSPL and ISI light intensities are acceptable to flightcrew, and<br>b) LWR DSPL can be turned OFF.   |               |
| 61-05        | Cursor Control Panel (CCP)   |   |    |   |   |               |
| 1)           | Double Stack Knob (DSK)  | C | 2  | 1 | Any or all functions of one DSK knob may be inoperative provided all functions of associated multifunction keyboard panel are operative.  |               |
| 2)           | MENU Pushbutton  | C | 2  | 1 | (O) One may be inoperative provided all quick access keys (MAP, FMS, CNS, CHKL, SYN, DATA) are operative on the affected side CTP and MKP.  |               |
| (Continued)  |  |   |    |   |   |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**31. Indicating/Recording Systems**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 61-05        | Cursor Control Panel (CCP)<br>(Cont'd)                             |   |   |   |  |            |
| 3)           | Display Select – Upper and Lower (DSPL SEL – UPR & LWR) Pushbutton | C | 4 | 1 | May be inoperative provided one LWR pushbutton is operative.   |            |
| 4)           | Cursor Select Button   | C | 4 | 2 | One may be inoperative on each CCP.  |            |
|              |  | C | 4 | 2 | Both may be inoperative on one CCP provided associated DSK ENTER pushbutton and associated MKP ENTER pushbutton are operative.   |            |
| 5)           | Trackball  | B | 2 | 1 | (O) One may be inoperative provided:<br>a) All multifunction keyboard panels (MKP) switches are operative, and<br>b) Affected CCP trackball is inhibited using associated CURSOR inhibit (INHIB) pushbutton. |            |
| 61-07        | Multifunction Keyboard Panel (MKP)                                 |   |   |   |  |            |
| 1)           | Whole Unit   | C | 2 | 1 | One may be inoperative provided:<br>a) All switches on both cursor control panels (CCP) are operative, and<br>b) Radio tuning capability is operative on both control tuning panels (CTP).                   |            |
| 2)           | Readout Line   | D | 2 | 0 | One or both may be inoperative.<br><br>NOTE: Failure of readout line does not prevent data entry.  |            |
| (Continued)  |  |   |   |   |  |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**31. Indicating/Recording Systems**

| Sequence No. | Item  | 1 | 2   | 3  | 4   | Change<br>Bar |
|--------------|---|---|-----|----|---|---------------|
| 61-07        | Multifunction Keyboard Panel (MKP)<br>(Cont'd)  |   |     |    |   |               |
| 3)           | Flight Management System (FMS) Key: Message (MSG), ROUTE, Direct (D->), Departure/Arrival (DEP/ARR), Pushbutton                                   | C | 8   | 0  | One or more may be inoperative.<br><br>NOTE: Any portion that remains operative may be used.  |               |
| 4)           | Alphanumeric, Arrow, Previous (PREV) NEXT, Clear/Delete (CLR/DEL), Cancel (CNCL), Execute (EXEC), ENTER Key                                       | C | 100 | 50 | Any key may be inoperative provided:<br>a) All keys on opposite MKP are operative, and<br>b) Affected side cursor control panel (CCP) is fully operative.<br><br>NOTE: Any key that is operative may be used. |               |
| 5)           | Direct Access Key: MAP, Flight Management System (FMS), Communication, Navigation, and Surveillance (CNS), Checklist (CHKL), Synoptic (SYN), DATA | C | 12  | 6  | Any button may be inoperative provided:<br>a) The same display key is available on the opposite MKP, and<br>b) Associated cursor control panel (CCP) is operative.  |               |
| 61-09        | Reversion Switch Panel (RSP)  |   |     |    |   |               |
| 1)           | Left and Right Cursor Inhibit (L&R CURSOR INHIB) Pushbutton   | C | 2   | 0  | (O) One or both may be inoperative provided cursor Trackball on associated cursor control panel (CCP) is verified operative.  |               |
| 2)           | Left and Right Inertial Reference Systems (L&R IRS) Pushbutton  | C | 2   | 1  | (O) One may be inoperative provided:<br>a) All inertial reference systems (IRS) are operative, and<br>b) Remaining IRS pushbutton is verified operative.  |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**31. Indicating/Recording Systems**

| Sequence No. | Item                                | 1 | 2 | 3 | 4   | Change Bar |
|--------------|-------------------------------------|---|---|---|---|------------|
| 74-00        | Electronic Checklist (ECL) Function | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: The ECL is considered inoperative if the ECL part numbers do not match the latest available Airplane Flight Manual issue. |            |
|              |                                     | D | 1 | 0 | May be inoperative provided alternate procedures do not require its use.<br><br>NOTE: The ECL is considered inoperative if the ECL part numbers do not match the latest available Airplane Flight Manual issue.       |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**32. Landing Gear**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 00-01        | Main Instrument Panel<br>PBA Switch Light<br>(Light Function Only)          |   |   |   |  |               |
| 1)           | NOSE STEER "OFF"  | C | 1 | 0 |  |               |
| 2)           | GEAR AURAL "CNCL"   | C | 1 | 0 |  |               |
| 3)           | ALTN BRAKE "ON"   | C | 1 | 0 |  |               |
| 00-02        | External Service Control<br>Panel PBA Switch Light<br>(Light Function Only) |   |   |   |  |               |
| 1)           | TOW PWR "ON"  | C | 1 | 0 | (M) May be inoperative provided alternate procedure for towing or pushback is established and used.  |               |
|              |   | C | 1 | 0 | (M) May be inoperative provided TOW STATUS "NO TOW", "TOW" switch light is operative.  |               |
| 2)           | External Service Control<br>Panel Light<br>TOW STATUS<br>"NO TOW", "TOW"    | C | 2 | 0 | (M) May be inoperative provided:<br>a) TOW PWR switch on external service control panel is operative,<br>b) Parking brake and nose wheel steering are verified to be in OFF position before towing or pushback operations, and<br>c) Alternate procedure for towing or pushback is established and used. |               |

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AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|---|---|---|---|--|------------|
| 30-00        | Landing Gear Actuation System, Alternate Extension System | A | 1 | 0 | (M)(O) Except for extended operations and extended overwater operations, may be inoperative provided: <ul style="list-style-type: none"> <li>a) There is no evidence of external leakage of hydraulic fluid,</li> <li>b) Nose and main landing gear are secured in down position for dispatch,</li> <li>c) Landing gear control valve is deactivated,</li> <li>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and</li> <li>e) Repairs are made within 1 flight-day.</li> </ul> |            |
| 31-05        | Landing Gear Control Lever – Redundancy                   | C | - | - | Redundancy may be lost as indicated by INFO message 32 GEAR FAULT – LGCL REDUND LOSS.  |            |
| 31-12        | Landing Gear Control Valve (LGCV) – Redundancy            | C | - | - | Redundancy may be lost as indicated by INFO message 32 GEAR FAULT – LGCV REDUND LOSS.  |            |
| 40-05        | Brake System In-Flight Test Function                      | C | 1 | 0 | (O) May be inoperative.  |            |

AIRCRAFT:  
BD-500-1A10, BD-500-1A11

**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 |
|--------------|---|---|----|----|--|------------|
| 43-03        | Electric Motor Actuator Controller (EMAC) | C | 8  | 6  | (M)(O) One EMAC per landing gear may be inoperative provided:<br>a) Associated EMAs are retracted and deactivated, and<br>b) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operation with Airplane Systems Inoperative).    |            |
| 43-05        | Electromechanical Actuator (EMA)          | C | 16 | 12 | (M)(O) Up to two EMAs per landing gear may be inoperative provided:<br>a) Affected EMA is retracted and deactivated, and<br>b) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). |            |
| 43-10        | Brake Data Concentrator Unit (BDCU)       |   |    |    |  |            |
| 1)           | Alternate Channel                         | C | 2  | 1  | (O) One may be inoperative provided:<br>a) Both BDCU normal channels are operative, and<br>b) All pedal position transducer channels are operative.  |            |
| 2)           | Redundancy                                | C | -  | -  | (O) Redundancy may be lost as indicated by INFO message 32 BRAKE FAULT – BRAKE CODE 2 INOP provided:<br>a) All BDCU normal and alternate channels are operative, and<br>b) All pedal position transducer channels are operative.                                     |            |

(Continued)

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**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<br>Bar |
|--------------|--|---|---|---|---|---------------|
| 43-10        | Brake Data Concentrator Unit (BDCU) (Cont'd)   |   |   |   |   |               |
| 2)           | Redundancy (Cont'd)  |   |   |   | NOTE: Main battery may deplete when aircraft is depowered for more than 10 hours.   |               |
| 3)           | Gear Retraction Braking Function   | D | 2 | 1 | (O) One may be inoperative.   |               |
| 4)           | Weight on Wheel (WOW) Input Fault  | C | 2 | 1 | (O) May be dispatched with BDCU WOW fault provided:<br>a) Autobrake system is considered inoperative, and<br>b) Braking is not applied until touchdown.   |               |
| 5)           | Throttle Quadrant Assembly (TQA) Rotary Voltage Differential Transducer (RVDT) Channel C Input | C | 2 | 1 | (O) One may be inoperative provided autobrake system is considered inoperative.   |               |
| 43-14        | Pedal Position Transducer (PPT)  |   |   |   |   |               |
| 1)           | LH Pilot Side (Two per PPT)  | C | 4 | 2 | (O) One channel of each pedal position transducer on the pilot (LH pilot) side may be inoperative provided:<br>a) Both BDCU alternate channels are operative,<br>b) All co-pilot (RH pilot) side PPTs are operative, and<br>c) The co-pilot (RH pilot) is in command for takeoff and landing. |               |
| (Continued)  |  |   |   |   |   |               |

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**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 |
|--------------|---|---|---|---|---|------------|
| 43-14        | Pedal Position Transducer (PPT) (Cont'd)                |   |   |   |   |            |
| 2)           | RH Co-Pilot Side (Two per PPT)                          | C | 4 | 2 | (O) One channel of each pedal position transducer on the co-pilot (RH pilot) side may be inoperative provided: <ol style="list-style-type: none"> <li>a) Both BDCU alternate channels are operative,</li> <li>b) All pilot (LH pilot) side PPTs are operative, and</li> <li>c) The pilot (LH pilot) is in command for takeoff and landing.</li> </ol> |            |
| 43-15        | Autobrake System (ABS)                                  | C | 1 | 0 | (O) May be inoperative provided AUTOBRAKE control knob is selected OFF.   |            |
| 44-02        | Wheel Speed Transducer (WST) – Channel (Two Per Sensor) | C | 8 | 6 | (M)(O) One channel per landing gear may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated EMAC is deactivated, and</li> <li>b) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).</li> </ol>   |            |
| 45-01        | External PARK BRK Switch                                | D | 1 | 0 | (O) May be inoperative provided cockpit PARK BRAKE switch is operative.   |            |
| 46-02        | Brake Temperature Monitoring System (BTMS)              | C | 1 | 0 | (M)(O) May be inoperative provided operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).  |            |

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**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 |
|--------------|--|---|---|---|---|------------|
| 47-01        | Tire Pressure Monitoring Unit (TPMU)                       | C | 1 | 0 | (M) May be inoperative provided the tire pressure is checked every 72 hours.  |            |
|              |  | D | 1 | 0 | (M)(O) May be inoperative provided:<br>a) The tire pressure is checked every 72 hours, and<br>b) TPIS is deactivated.             |            |
| 47-05        | Nose Wheel Tire Pressure Indication System (TPIS)          | C | 2 | 0 | (M) One or more may be inoperative provided the tire pressure on affected wheel(s) is checked every 72 hours.                     |            |
|              |  | D | 2 | 0 | (M)(O) One or more may be inoperative provided:<br>a) The tire pressure is checked every 72 hours, and<br>b) TPIS is deactivated. |            |
| 47-10        | Main Wheel Tire Pressure Indication System (TPIS)          | C | 4 | 0 | (M) One or more may be inoperative provided the tire pressure on affected wheel(s) is checked every 72 hours.                     |            |
|              |  | D | 4 | 0 | (M)(O) One or more may be inoperative provided:<br>a) The tire pressure is checked every 72 hours, and<br>b) TPIS is deactivated. |            |
| 49-17        | Brake Temperature Sensor (BTS) Synoptic Readout Indication |   |   |   | Deleted, Revision 1.  |            |

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**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 |
|--------------|---|---|---|---|--|------------|
| 49-20        | Brake Wear Monitoring System            |   |   |   |  |            |
| 1)           | Brake Wear Annunciation                 | C | 4 | 0 | (O) May be inoperative provided alternate procedures are established and used.   |            |
| 2)           | Brake Wear Pin                          | C | 4 | 0 | May be inoperative or missing provided EICAS brake wear annunciation is operative.   |            |
|              |   | C | 4 | 0 | (M) May be inoperative or missing provided alternate procedures are established and used.  |            |
| 51-01        | Nose Wheel Steering Tiller              |   |   |   |  |            |
| 1)<br>***    | Right Tiller                            | C | 1 | 0 | May be inoperative provided left tiller is operative.  |            |
| 2)           | Left Tiller                             | C | 1 | 0 | May be inoperative provided right tiller is installed and operative.   |            |
| 3)           | Redundancy                              | C | - | - | Redundancy may be lost as indicated by INFO message 32 NOSE STEER FAULT – TILLER DEGRADED.   |            |
| 51-06        | Nose Wheel Steering System – Redundancy | C | - | - | Redundancy may be lost as indicated by INFO message 32 NOSE STEER FAULT – STEER REDUND LOSS.   |            |
| 51-37        | Steering Disconnect                     |   |   |   |  |            |
| 1)           | PEDALS DISC on Tiller                   | C | - | 0 | (O) May be inoperative provided:<br>a) NOSE STEER PBA is verified to be operative, and<br>b) PEDAL STEER DISC status message is not displayed. |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**32. Landing Gear**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 51-38        | Towing Control Box<br>"NO TOWING", "TOW"<br>Light | C | 2 | 0 | (O) May be inoperative provided:<br>a) NOSE STEER PBA is selected OFF before towing airplane, and<br>b) Parking brake and steering status are verified before towing airplane. |            |
| 51-40        | Towing Lug on Nose Landing Gear (NLG)             | C | 1 | 0 | (M) May be inoperative provided alternate towing procedures are established and used.  |            |
|              |   | C | 1 | 0 | (O) May be missing provided alternate towing procedures are established and used.  |            |
| 61-01        | Landing Gear Steering Control Unit (LGSCU) System |   |   |   |  |            |
| 1)           | 28V DC Essential Bus Power Supply                 | C | 2 | 1 | (O) One may be inoperative provided both 28V DC normal bus power supplies are operative.   |            |
| 2)           | 28V DC Normal Bus Power Supply                    | C | 2 | 1 | (O) One may be inoperative provided both 28V DC essential bus power supplies are operative.  |            |
| 61-05        | Landing Gear Proximity Sensors                    |   |   |   |  |            |
| 1)           | Downlock Sensor                                   | C | 6 | 3 | (O) One per landing gear may be inoperative provided both LGSCUs are operative.  |            |
| 2)           | Uplock Sensor                                     | C | 6 | 3 | (O) One per landing gear may be inoperative provided both LGSCUs are operative.  |            |
| 3)           | Weight on Wheel (WOW) Proximity Sensor            | C | 6 | 3 | (O) One per landing gear may be inoperative provided both LGSCUs are operative.  |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**33. Lights**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 00-00        | External Service Control Panel Pushbutton Annunciator (PBA) Switch Light (Light Function Only) |   |   |   |  |            |
| 1)           | “LAMP TEST”  | C | 1 | 0 | May be inoperative provided associated system on external service panel is considered inoperative.   |            |
| 11-01        | Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System                         | C | - | - | Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li>a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes,</li> <li>c) Main instrument flood lights and dome lights are operative, and</li> <li>d) Lighting configuration and intensity is acceptable to flightcrew.</li> </ul> NOTE: Individual button/switch lights and/or annunciators/ indications are excluded from this relief. |            |
|              |  | D | - | - | May be inoperative provided operations are not conducted between sunset to sunrise.  |            |
| 13-15        | Entry Light  | C | 6 | 0 | One or more may be inoperative.  |            |

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**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<br>Bar  |
|--|---|---|---|---|--|----------------|
| 20-01  | Cabin Interior Light System<br>(Ceiling Light/Sidewall Light) | C | - | - | (O) Up to 50% of total length of ceiling upwash lights and of sidewall downwash lights may be inoperative provided:<br>a) Sufficient lighting is operative for cabin crew to perform required duties,<br>b) No more than two adjacent ceiling light assemblies in the longitudinal or lateral direction are inoperative, and<br>c) Photoluminescent escape route marking system is charged for 30 minutes prior to first flight of each day. |                |
| 22-01  | Area Call Panel Light System                                  | C | 3 | 0 | (O) One or more may be inoperative provided alternate procedures are established and used.   |                |
| 24-00  | Passenger Lighted Information Sign System                     | C | - | - | (M) May be inoperative provided:<br>a) Associated passenger seat or lavatory from which passenger lighted information sign is not readily legible is not occupied,<br>b) Associated seat or lavatory is blocked and placarded "DO NOT OCCUPY", and<br>c) For extended operations with passengers, there are at least two serviceable lavatories on the aircraft.   | <br> <br> <br> |
| <p>NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.</p> |   |   |   |   |  |                |
| (Continued)  |   |   |   |   |  |                |

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|---|--|
| <p>AIRCRAFT:<br/>BD-500-1A10, BD-500-1A11</p> | <p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol> |
|---|--|

**33. Lights**

| Sequence No. | Item   | 1 | 2  | 3 | 4  | Change<br>Bar |
|--------------|--|---|----|---|--|---------------|
| 24-00        | Passenger Lighted Information Sign System (Cont'd) | C | -  | - | (O) May be inoperative and associated passenger seat or lavatory occupied provided:<br>a) Passenger address (PA) system is operative, and<br>b) PA system is used to notify passengers and cabin crew when associated sign(s) is selected ON or OFF. |               |
|              |  | C | -  | - | (O) May be inoperative or missing provided:<br>a) No passengers are carried,<br>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and<br>c) Alternate procedures are established and used.       |               |
| 1)           | Aural Tone Function                                | C | -  | 0 | (O) May be inoperative provided alternate procedures are established and used.   |               |
| 2)           | Automatic Function                                 | C | -  | - | (O) May be inoperative provided:<br>a) Manual control function is operative, and<br>b) Alternate procedures are established and used.  |               |
| 31-01        | Cargo Compartment Light System                     | D | -  | - | Individual lights may be inoperative provided sufficient lighting is available for ground personnel to perform their duties.   |               |
| 32-00        | Service and Maintenance Light System               | D | 19 | 0 | Individual lights may be inoperative provided sufficient lighting is available for ground personnel to perform their duties.   |               |

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| <p>AIRCRAFT:<br/>BD-500-1A10, BD-500-1A11</p> | <p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol> |
|---|--|

**33. Lights**

| Sequence No. | Item                         | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|------------------------------|---|---|---|---|---------------|
| 32-03        | Wing Inspection Light System | C | 2 | 0 | One or both may be inoperative provided ground deicing procedures do not require their use.   |               |
| 41-03        | Landing Light System         |   |   |   |   |               |
| 1)           | Nose Light                   | C | 1 | 0 | May be inoperative provided: <ol style="list-style-type: none"> <li>a) Both wing-to-body fairing landing lights are operative, and</li> <li>b) Nose taxi light is operative.</li> </ol> |               |
|              |                              | D | 1 | 0 | May be inoperative provided operations are not conducted between sunset to sunrise.   |               |
| 2)           | Wing-to Body Fairing Light   | C | 2 | 1 | One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated wing-to-body taxi light is operative, and</li> <li>b) Nose landing light is operative.</li> </ol> |               |
|              |                              | D | 2 | 0 | Both may be inoperative provided operations are not conducted between sunset to sunrise.  |               |
| 41-06        | Taxi Light System            |   |   |   |   |               |
| 1)           | Nose Taxi Light              | C | 1 | 0 | May be inoperative provided: <ol style="list-style-type: none"> <li>a) Both wing-to-body fairing taxi lights are operative, and</li> <li>b) Nose landing light is operative.</li> </ol> |               |
|              |                              | D | 1 | 0 | May be inoperative provided operations are not conducted between sunset to sunrise.   |               |
| 2)           | Wing-to-Body Fairing Light   | C | 2 | 1 | One may be inoperative provided nose taxi light is operative.   |               |
|              |                              | D | 2 | 0 | Both may be inoperative provided operations are not conducted between sunset to sunrise.  |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>5. REPAIR CATEGORY<br>6. NO. INSTALLED<br>7. NO. REQUIRED FOR DISPATCH<br>8. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**33. Lights**

| Sequence No. | Item                           | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--------------------------------|---|---|---|--|---------------|
| 42-02        | Navigation Light System        | C | 6 | 3 | Any light may be inoperative provided the following minimum configuration is complied with:<br>a) One green light at right wingtip position,<br>b) One red light at left wingtip position, and<br>c) One white aft navigation light.                         |               |
|              |                                | C | 6 | 0 | One or more may be inoperative provided operations are not conducted between sunset to sunrise.  |               |
| 44-02        | White Strobe Light System      | C | 3 | 0 | One or more may be inoperative provided both red beacon lights are operative.  |               |
| 44-07        | Red Beacon Light System        | C | 2 | 0 | (O) One or both may be inoperative provided:<br>a) All white strobe lights are operative, and<br>b) Alternate procedures are established and used.   |               |
| 46-01<br>*** | Logo Light System              | D | 2 | 0 | One or both may be inoperative.  |               |
| 50-01        | Aisle Overhead Emergency Light | C | 8 | 6 | One or two nonadjacent lights may be inoperative.  |               |
|              |                                | C | 8 | 0 | (O) Three or more may be inoperative or missing provided:<br>a) No passengers are carried,<br>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and<br>c) Alternate procedures are established and used. |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**33. Lights**

| Sequence No. | Item                        | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|-----------------------------|---|---|---|--|---------------|
| 50-02        | Exit Identifier Sign System | C | - | 0 | (O) May be inoperative or missing provided:<br>a) No passengers are carried,<br>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and<br>c) Alternate procedures are established and used. |               |
| 50-03        | Exit Locator Sign System    | C | - | 0 | (O) May be inoperative or missing provided:<br>a) No passengers are carried,<br>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and<br>c) Alternate procedures are established and used. |               |
| 50-04        | Exit Marking Sign System    | C | - | 0 | (O) May be inoperative or missing provided:<br>a) No passengers are carried,<br>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and<br>c) Alternate procedures are established and used. |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**33. Lights**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 54-01        | Floor Proximity<br>Emergency Escape Path<br>Marking |   |   |   |  |            |
| 1)           | Photoluminescent<br>System                          | C | - | - | (O) May be inoperative or missing provided:<br>a) No passengers are carried,<br>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and<br>c) Alternate procedures are established and used.             |            |
| 55-02        | Exterior Emergency<br>Lights System                 |   |   |   |  |            |
| 1)           | Overwing Emergency<br>Light                         | A | 4 | 0 | (O) May be inoperative for 1 flight-day provided:<br>a) Airplane crew are only occupants of airplane, and<br>b) Alternate procedures are established and used.<br><br>NOTE: Operator's MEL must state maximum number of airplane crew permitted.           |            |
|              |   | C | 4 | 0 | (O) One or more may be inoperative or missing provided:<br>a) No passengers are carried,<br>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and<br>c) Alternate procedures are established and used. |            |
|              |   | C | 4 | 0 | One or more may be inoperative provided operations are not conducted between sunset to sunrise.  |            |
| (Continued)  |   |   |   |   |  |            |

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|                                       |  |
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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**33. Lights**

| Sequence No. | Item                                      | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 55-02        | Exterior Emergency Lights System (Cont'd) |   |   |   |  |               |
| 2)           | Door Emergency Light                      | A | 4 | 0 | (O) One or more may be inoperative for 1 flight-day provided:<br>a) Airplane crew are only occupants of airplane, and<br>b) Alternate procedures are established and used.<br><br>NOTE: Operator's MEL must state maximum number of airplane crew permitted. |               |
|              |   | C | 4 | 0 | (O) One or more may be inoperative or missing provided:<br>a) No passengers are carried,<br>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and<br>c) Alternate procedures are established and used.   |               |
|              |   | C | 4 | 0 | One or more may be inoperative provided operations are not conducted between sunset to sunrise.  |               |

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|                                       |  |
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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**34. Navigation**

| Sequence No. | Item                         | 1 | 2 | 3 | 4  | Change Bar |
|--------------|------------------------------|---|---|---|--|------------|
| 11-01        | Air Data System Probe (ADSP) |   |   |   |  |            |
| 1)           | DMC Input                    | C | 4 | 3 | (O) DMC input to one ADSP may be inoperative provided:<br>a) Air data system (ADS) main channels for ADS 1 and ADS 2 are operative,<br>b) Affected air data system (ADS) is verified to be degraded,<br>c) If ADSP 3 is degraded, integrated standby instruments (ISI) is manually reverted to ADS 4, and<br>d) Autoland operations are not conducted.   |            |
| 2)           | Main Channel (ADSP 1)        | B | 1 | 0 | (O) Except for extended operations, ADSP 1 may be inoperative provided:<br>a) Main channel of ADSP 1 is deactivated,<br>b) Left primary flight display (L PFD) is reverted to ADS 4,<br>c) Sideslip compensation functions for the three remaining main channels are operative,<br>d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and<br>e) Autoland operations are not conducted. |            |
| (Continued)  |                              |   |   |   |  |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**34. Navigation**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 11-01        | Air Data System Probe<br>(ADSP)<br>(Cont'd) |   |   |   |  |               |
| 3)           | Main Channel<br>(ADSP 2)                    |   |   |   | (O) Except for extended operations, ADSP 2 may be inoperative provided:<br>a) Main channel ADSP 2 is deactivated,<br>b) Right primary flight display (R PFD) is reverted to ADS 4,<br>c) Sideslip compensation functions for the three remaining main channels are operative,<br>d) Attitude and Heading Reference System (AHRS) is considered inoperative,<br>e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and<br>f) Autoland operations are not conducted. |               |
| 4)           | Sideslip Compensation Function<br>(ADSP 1)  | B | 1 | 0 | (O) ADS 1 sideslip compensation function may be inoperative provided:<br>a) Main channel of ADS 1 is deactivated, and<br>b) ADS 1 main channel is considered inoperative.  |               |
| 5)           | Sideslip Compensation Function<br>(ADSP 2)  | B | 1 | 0 | (O) ADS 2 sideslip compensation function may be inoperative provided:<br>a) Main channel of ADS 2 is deactivated, and<br>b) ADS 2 main channel is considered inoperative.  |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**34. Navigation**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 11-02        | Total Air Temperature (TAT) Probe                                   |   |   |   |  |            |
| 1)           | Sensing Element (Left Side)<br>(Air Data System (ADS) 1 and ADS 3)  |   |   |   | (O) One or both may be inoperative provided:<br>a) Left and right engine T2 probes are operative,<br>b) Right TAT heater is operative, and<br>c) ADS 2 TAT and ADS 4 TAT sensing elements are operative.               |            |
| 2)           | Sensing Element (Right Side)<br>(Air Data System (ADS) 2 and ADS 4) | C | 2 | 0 | (O) One or both may be inoperative provided:<br>a) Left and right engine T2 probes are operative,<br>b) Left TAT heater is operative, and<br>c) ADS 1 TAT and ADS 3 TAT sensing elements are operative.                |            |
| 3)           | Sensing Element (Air Data System (ADS) 1 and ADS 4)                 | C | 2 | 0 | (O) Both may be inoperative provided:<br>a) Left and right engine T2 probes are operative,<br>b) Left TAT heater and right TAT heater are operative, and<br>c) ADS 2 TAT and ADS 3 TAT sensing elements are operative. |            |
| 4)           | Sensing Element (Air Data System (ADS) 2 and ADS 3)                 | C | 2 | 0 | (O) Both may be inoperative provided:<br>a) Left and right engine T2 probes are operative,<br>b) Left TAT heater and right TAT heater are operative, and<br>c) ADS 1 TAT and ADS 4 TAT sensing elements are operative. |            |
| (Continued)  |   |   |   |   |  |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**34. Navigation**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 11-02        | Total Air Temperature (TAT) Probe (Cont'd)                       |   |   |   |  |            |
| 5)           | Sensing Element (Air Data System (ADS) 1 and ADS 2)              | C | 2 | 0 | (O) Both may be inoperative provided:<br>a) Left and right engine T2 probes are operative,<br>b) Left TAT heater and right TAT heater are operative, and<br>c) ADS 3 TAT and ADS 4 TAT sensing elements are operative. |            |
| 11-03        | Overhead Control Panel Pushbutton Annunciator (PBA) Switch Light |   |   |   |  |            |
| 1)           | PROBE HEAT Ground On ("GND ON") (Light Function Only)            | C | 1 | 0 | May be inoperative.  |            |
| 2)           | PROBE HEAT Ground On ("GND ON") (Override Function)              | C | 1 | 0 | May be inoperative provided ground operations do not require its use.  |            |
| 11-04        | Angle of Attack (AOA) Vane                                       |   |   |   |  |            |
| 1)           | Vane Heater  | C | 2 | 1 | (O) One may be inoperative provided affected angle of attack (AOA) vane is considered inoperative.   |            |
| 2)           | Case Heater  | C | 2 | 0 | (O) One or both may be inoperative.  |            |

AIRCRAFT:  
BD-500-1A10, BD-500-1A11

**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 |
|--------------|---|---|---|---|---|------------|
| 11-05        | Air Data System (ADS) Heater                            |   |   |   |   |            |
| 1)           | Reduced Air Data Smart Probe (ADSP) Heater – Redundancy | C | - | - | Redundancy may be lost as indicated by one or more of the following INFO messages:<br>34 ADS FAULT – ADS HEATER 1 REDUND LOSS,<br>34 ADS FAULT – ADS HEATER 2 REDUND LOSS,<br>34 ADS FAULT – ADS HEATER 3 REDUND LOSS,<br>34 ADS FAULT – ADS HEATER 4 REDUND LOSS,<br>34 ADS FAULT – ADS SENSE LINE HEATER 1 INOP,<br>34 ADS FAULT – ADS SENSE LINE HEATER 2 INOP,<br>34 ADS FAULT – ADS SENSE LINE HEATER 3 INOP, or<br>34 ADS FAULT – ADS SENSE LINE HEATER 4 INOP. |            |
| 2)           | Left Total Air Temperature (TAT) Heater                 | C | 1 | 0 | (O) May be inoperative provided:<br>a) Right TAT heater is operative,<br>b) ADS 2 TAT and ADS 4 TAT sensing elements are operative, and<br>c) Left and right engine T2 probes are operative.  |            |
| 3)           | Right Total Air Temperature (TAT) Heater                | C | 1 | 0 | (O) May be inoperative provided:<br>a) Left TAT Heater is operative,<br>b) ADS 1 TAT and ADS 3 TAT sensing elements are operative, and<br>c) Left and right engine T2 probes are operative.   |            |
| 11-06        | Air Data System (ADS) Sense Line Heater                 | C | 4 | 0 | One or more may be inoperative.   |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**34. Navigation**

| Sequence No. | Item                                     | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--|---|---|---|---|------------|
| 22-00        | Nonstabilized Magnetic Compass (Standby) | B | 1 | 0 | May be inoperative provided three inertial reference system (IRS) stabilized compass systems are operative.   |            |
|              |  | B | 1 | 0 | (O) May be inoperative provided:<br>a) Any combination of two inertial reference system (IRS) stabilized compass systems operate normally, and<br>b) Aircraft is operated:<br>1) With dual independent navigation capability, and<br>2) Under positive radar control by air traffic control (ATC) during the enroute flight phase, or one of the navigation systems is using Global Positioning System (GPS). |            |
|              |  | C | 1 | 0 | (O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two IRS stabilized directional gyro systems are installed and operative.  |            |
| 32-01<br>*** | Head-Up Display (HUD)                    | C | - | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) APPR 2 operations (CAT II) are conducted in accordance with Airplane Flight Manual (AFM) Supplement 8 (Category II and Category III, Autoland Operations).  |            |

(Continued)

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|-----------------------------------|---|---|---|--|------------|
| 32-01<br>*** | Head-Up Display (HUD)<br>(Cont'd) | D | - | 0 | (O) May be inoperative provided:<br>a) Procedures do not require its use, and<br>b) APPR 2 operations (CAT II) are conducted in accordance with Airplane Flight Manual (AFM) Supplement 8 (Category II and Category III, Autoland Operations). |            |
| 1)<br>***    | HUD Fan                           | D | - | 0 | (O) May be inoperative provided:<br>a) Procedures do not require its use, and<br>b) APPR 2 operations (CAT II) are conducted in accordance with Airplane Flight Manual (AFM) Supplement 8 (Category II and Category III, Autoland Operations). |            |
| 32-05<br>*** | HUD                               |   |   |   |  |            |
| 1)<br>***    | Low Visibility Takeoff Function   | C | - | 0 | (O) May be inoperative provided takeoff minima do not require low visibility takeoffs using HUD LVTO guidance.   |            |
| 41-01        | Weather Radar System (WXR)        | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided it is not required by 14 CFR.<br><br>NOTE: Any WXR modes or functions which are operative may be used.   |            |
| 1)           | Automatic Scan Function           | C | 1 | 0 | (O) May be inoperative provided the manual tilt function is verified operative.  |            |
| (Continued)  |                                   |   |   |   |  |            |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**34. Navigation**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--|---|---|---|---|------------|
| 41-01        | Weather Radar System (WXR) (Cont'd)                                    |   |   |   |   |            |
| 2)           | Control Function (Left and Right)                                      | D | 2 | 1 | (O) One may be inoperative.   |            |
|              |  | C | 2 | 0 | (O) Except for extended operations, both may be inoperative provided weather radar system is not required by regulations.   |            |
| 3)           | Turbulence Function  | C | 1 | 0 | (O) May be inoperative.   |            |
|              |  |   |   |   | NOTE: Any WXR modes which are operative may be used.  |            |
| 4)           | Predictive Windshear Function  | B | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Terrain Awareness and Warning System (TAWS) windshear warning and guidance system (reactive) operates normally. |            |
|              |  | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.  |            |
|              |  |   |   |   | NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.   |            |
| 5)           | Weather Radar Overlay  | D | 2 | 1 | (O) One may be inoperative.   |            |
| 6)           | Weather Radar Bus to Data Concentrator Unit (DCU) Module Cabinet (DMC) | C | 1 | 0 | (O) Except for extended operations, may be inoperative provided weather radar is not required by 14 CFR.  |            |
|              |  |   |   |   | NOTE: Any WXR modes which are operative may be used.  |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**34. Navigation**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 42-00        | Terrain Awareness and Warning System (TAWS) – Class A | A | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used,<br>b) Repairs are made within 2 flight-days, and<br>c) RNP AR approach operations are not conducted. |               |
| 1)           | Ground Proximity Warning System (GPWS)                | A | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used,<br>b) Repairs are made within 2 flight-days, and<br>c) RNP AR approach operations are not conducted. |               |
| a)           | Modes 1–4   | A | 4 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used,<br>b) Repairs are made within 2 flight-days, and<br>c) RNP AR approach operations are not conducted. |               |
| b)           | Test Mode   | A | 1 | 0 | May be inoperative provided:<br>a) GPWS is considered inoperative,<br>b) Repairs are made within 2 flight-days, and<br>c) RNP AR approach operations are not conducted.                    |               |
| c)           | Glideslope Deviation (Mode 5)                         | B | 1 | 0 | May be inoperative provided RNP AR approach operations are not conducted.  |               |
| d)           | Advisory Callout (Mode 6)                             | B | - | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) RNP AR approach operations are not conducted.  |               |
| (Continued)  |   |   |   |   |  |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**34. Navigation**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 42-00        | Terrain Awareness and Warning System (TAWS) – Class A (Cont'd)                                       |   |   |   |  |            |
| 1)           | Ground Proximity Warning System (GPWS) (Cont'd)  |   |   |   |  |            |
| d)           | Advisory Callout (Mode 6) (Cont'd)   | C | - | 0 | (O) May be inoperative provided:<br>a) Advisory callouts not required by 14 CFR,<br>b) Alternate procedures are established and used, and<br>c) RNP AR approach operations are not conducted.  |            |
| e)           | Windshear Mode (Reactive) (Mode 7)   | B | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) RNP AR approach operations are not conducted.<br><br>NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery techniques. |            |
|              |  | C | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used,<br>b) Weather radar windshear detection system (predictive) operates normally, and<br>c) RNP AR approach operations are not conducted.   |            |
| 2)           | Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function | B | 1 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) RNP AR approach operations are not conducted.  |            |

(Continued)

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**34. Navigation**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change Bar |
|--------------|---|---|---|---|---|------------|
| 42-00        | Terrain Awareness and Warning System (TAWS) – Class A (Cont'd)                        |   |   |   |   |            |
| 3)           | Terrain Display (Overlay and Map)   | B | - | 0 | May be inoperative provided RNP AR approach operations are not conducted.   |            |
| 42-03        | Overhead Control Panel Pushbutton Annunciator (PBA) Switchlight (Light Function Only) |   |   |   |   |            |
| 1)           | Terrain Awareness and Warning System (TAWS) GEAR Inhibit (“INHIB”)                    | C | 1 | 0 | (O) May be inoperative provided the TAWS GEAR “INHIB” PBA switch function is verified operative.  |            |
| 2)           | Terrain Awareness and Warning System (TAWS) Terrain Inhibit (TERR “INHIB”)            | C | 1 | 0 | (O) May be inoperative provided the TAWS TERR “INHIB” PBA switch function is verified operative.  |            |
| 3)           | Terrain Awareness and Warning System (TAWS) FLAP Inhibit (“INHIB”)                    | C | 1 | 0 | (O) May be inoperative provided the TAWS FLAP “INHIB” PBA switch function is verified operative.  |            |
| 4)           | Terrain Awareness and Warning System (TAWS) Glideslope Cancel (GS “CNCL”)             | C | 1 | 0 | May be inoperative.   |            |
| 43-00        | Traffic Alert and Collision Avoidance System (TCAS II)                                | B | 1 | 0 | (O) May be inoperative provided:<br>a) System is deactivated,<br>b) Transponder 2 is considered inoperative, and<br>c) Enroute or approach procedures do not require its use. |            |
| (Continued)  |   |   |   |   |   |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**34. Navigation**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 43-00        | Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)              | C | 1 | 0 | (O) May be inoperative provided:<br>a) Not required by 14 CFR,<br>b) System is deactivated,<br>c) Transponder 2 is considered inoperative, and<br>d) Enroute or approach procedures do not require its use.                          |               |
| 1)           | Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System | C | 2 | 1 | One may be inoperative on the non-flying pilot side provided:<br>a) TA and RA visual display is operative on the flying pilot side, and<br>b) TA and RA audio function is operative on the flying pilot side.                        |               |
| 2)           | Resolution Advisory (RA) Display System                                      | C | 2 | 1 | One may be inoperative on the non-flying pilot side.   |               |
|              |  | C | 2 | 0 | (O) One or both may be inoperative provided:<br>a) Traffic alert (TA) visual display and audio functions are operative,<br>b) TA only mode is selected by the crew, and<br>c) Enroute or approach procedures do not require its use. |               |
| 3)           | Traffic Advisory (TA) Display System   | C | 2 | 0 | (O) One or both may be inoperative provided:<br>a) Resolution advisory (RA) visual display and audio functions are operative, and<br>b) Enroute or approach procedures do not require its use.                                       |               |
| 4)           | Audio Function   | B | 1 | 0 | May be inoperative provided enroute or approach procedures do not require use of TCAS.   |               |

AIRCRAFT:  
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**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 |
|--------------|--|---|---|---|---|------------|
| 43-03        | Traffic Surveillance System (TSS) Fan                                    | C | 1 | 0 | May be inoperative.   |            |
| 44-01        | Radio Altimeter (RA) System  |   |   |   |   |            |
| 1)           | Radio Altimeter (RA) System #1<br>(Aircraft with Two Radio Altimeters)   | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Radio altimeter system #2 is operative,<br>b) Operations do not require its use,<br>c) Faulty radio altimeter system #1 is deactivated,<br>d) APPR 2 operations (CAT II) and autoland operations are not conducted, and<br>e) RNP AR approach operations are not conducted. |            |
| 2)<br>***    | Radio Altimeter (RA) System #1<br>(Aircraft with Three Radio Altimeters) | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Radio altimeter system #2 and radio altimeter system #3 are operative,<br>b) Faulty radio altimeter system #1 is deactivated,<br>c) Operations do not require its use, and<br>d) LAND 3 operations (CAT III – fail operational) are not conducted.                          |            |
| 3)           | Radio Altimeter (RA) System #2<br>(Aircraft with Two Radio Altimeters)   | C | 1 | 0 | (O) May be inoperative provided:<br>a) Radio altimeter system #1 is operative,<br>b) Operations do not require its use,<br>c) Faulty radio altimeter system #2 is deactivated,<br>d) APPR 2 operations (CAT II) and autoland operations are not conducted, and<br>e) RNP AR approach operations are not conducted.    |            |
| (Continued)  |  |   |   |   |   |            |

AIRCRAFT:  
BD-500-1A10, BD-500-1A11

**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 (RA) System (Cont'd)                                  |   |   |   |  |            |
| 4)           | Radio Altimeter (RA) System #2 (Aircraft with Three Radio Altimeters) | C | 1 | 0 | (O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Radio altimeter system #1 and radio altimeter system #3 are operative,</li> <li>b) Faulty radio altimeter system #2 is deactivated,</li> <li>c) Operations do not require its use, and</li> <li>d) LAND 3 operations (CAT III – fail operational) are not conducted.</li> </ol>   |            |
| 5)           | Radio Altimeter (RA) System #3 (Aircraft with Three Radio Altimeters) | C | 1 | 0 | (O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Radio altimeter system #1 and radio altimeter system #2 are operative,</li> <li>b) Faulty radio altimeter system #3 is deactivated,</li> <li>c) Operations do not require its use, and</li> <li>d) LAND 3 operations (CAT III – fail operational) are not conducted.</li> </ol>   |            |
| 45-01        | Inertial Reference System (IRS)                                       | C | 3 | 2 | (O) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) IRS 1 is operative,</li> <li>b) Right primary flight display (R PFD) is reverted to IRS 3 if IRS 2 is inoperative,</li> <li>c) Attitude and Heading Reference System (AHRS) is operative,</li> <li>d) Integrated and standby instrument (ISI) attitude indications are operative,</li> <li>e) ISI inputs to primary flight control computers (PFCC) are operative,</li> <li>f) Operations do not require its use, and</li> <li>g) Autoland operations are not conducted.</li> </ol> |            |

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**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 |
|--------------|---|---|---|---|---|------------|
| 46-00<br>*** | Surface Management System (SMS)                                     | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.  |            |
|              |   | D | 1 | 0 | May be inoperative provided routine procedures do not require its use.  |            |
| 1)           | Airport Moving Map (AMMA-6000) Database<br>-APT/RWY 1<br>-APT/MAP 1 | C | 2 | 0 | One or both databases may be out of currency provided the SMS airport moving map is not used.   |            |
| 51-00        | Very High Frequency Navigation (VHF NAV) System (VOR/ILS)           | C | - | 1 | (O) May be inoperative provided:<br>a) The navigation systems required for each segment of the intended flight route are operative,<br>b) Alternate procedures are established and used, where applicable,<br>c) VHF NAV 1 is operative, and<br>d) APPR2 operations (CATII) and autoland operations to be conducted as per Airplane Flight Manual (AFM) Supplement 8 (Category II and Category III, Autoland Operations). |            |
| 1)<br>***    | Very High Frequency Navigation (VHF NAV) System No. 3 (VOR/ILS)     | D | 1 | 0 | (O) May be inoperative provided:<br>a) Procedures do not require its use,<br>b) LAND 3 operations (CAT III – CAT III fail operative) are not conducted, and<br>c) VHF NAV 1 and VHF NAV 2 are verified operative.   |            |
| 51-14        | Marker Beacon (MB)  | C | - | - | (O) May be inoperative provided routine procedures do not require its use.  |            |
|              |   | D | - | 0 | May be inoperative provided routine procedures do not require its use.  |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**34. Navigation**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 52-00<br>*** | Automatic Direction Finder System (ADF)                                       | D | - | - | One or more may be inoperative provided:<br>a) Navigation systems required for each segment of the intended flight route are operative, and<br>b) Alternate procedures are established and used, where applicable.   |            |
| 53-00        | Distance Measuring Equipment (DME) System                                     | D | 2 | - | Any in excess of those required by 14 CFR may be inoperative.  |            |
| 54-01        | Air Traffic Control (ATC) Transponder and Automatic Altitude Reporting System | D | 2 | 1 | (O) Any in excess of those required by 14 CFR may be inoperative.  |            |
|              |   | B | 2 | 0 | (O) Both may be inoperative provided:<br>a) Automatic Dependent Surveillance-Broadcast (ADS-B Out) is considered inoperative,<br>b) Traffic Alert and Collision Avoidance System (TCAS/ACAS) is considered inoperative,<br>c) Operations do not require its use, and<br>d) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. |            |
| 1)           | Automatic Dependent Surveillance-Broadcast (ADS-B) System                     | C | 2 | 1 | (O) One must be operative as required by 14 CFR.<br><br>NOTE: Any ADS-B function that operates normally may be used.   |            |

(Continued)

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|                                       |  |
|---------------------------------------|--|
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|---------------------------------------|--|

**34. Navigation**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--|---|---|---|---|------------|
| 54-01        | Air Traffic Control (ATC) Transponder and Automatic Altitude Reporting System (Cont'd) |   |   |   |   |            |
| 1)           | Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)                     | C | 2 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) It is not required by 14 CFR.<br><br>NOTE: Any ADS-B function that operates normally may be used. |            |
|              |  | D | 2 | 0 | May be inoperative provided:<br>a) Enroute operations do not require its use, and<br>b) It is not required by 14 CFR.<br><br>NOTE: Any ADS-B function that operates normally may be used.         |            |
| 54-02        | Air Traffic Control (ATC) Transponder and Automatic Altitude Reporting System          |   |   |   |   |            |
| 1)           | Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR | A | - | 0 | One or more may be inoperative provided:<br>a) Operations do not require its use, and<br>b) Repairs are made prior to the completion of the next heavy maintenance visit.                         |            |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**34. Navigation**

| Sequence No. | Item                            | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---------------------------------|---|---|---|--|---------------|
| 55-01        | Global Positioning System (GPS) | C | 2 | 0 | One or both may be inoperative provided:<br>a) Enroute operations do not require its use, and<br>b) RNP AR operations are not conducted. |               |
|              |                                 | D | 2 | 0 | One or both may be inoperative provided:<br>a) It is not used routinely, and<br>b) RNP AR operations are not conducted.                  |               |
| 61-01        | Flight Management System (FMS)  | C | 2 | 1 | (O) One may be inoperative provided:<br>a) Enroute operations do not require its use, and<br>b) RNP AR operations are not conducted.     |               |
| 70-01        | Display Fan                     |   |   |   |  |               |
| 1)           | Left Display                    | C | 4 | 3 | (O) One may be inoperative.  |               |
| 2)           | Lower Display                   | C | 2 | 1 | (O) One may be inoperative.  |               |
| 3)           | Right Display                   | C | 4 | 3 | (O) One may be inoperative.  |               |

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|---------------------------------------|--|

**35. Oxygen**

| Sequence No. | Item                   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|------------------------|---|---|---|---|---------------|
| 11-05        | Oxygen Pressure Switch | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Bottle control valve is verified OPEN,<br>b) Oxygen bottle pressure gauge is operative,<br>c) Oxygen bottle pressure is checked before each flight, and<br>d) Crew oxygen masks are verified operative before each flight.  |               |
|              |                        | A | 1 | 0 | (M)(O) May be inoperative and observer seat occupied provided:<br>a) CREW OXY LO PRESS caution message is displayed,<br>b) Oxygen bottle pressure gauge is operative,<br>c) Oxygen pressure is checked to be above minimum required oxygen pressure before each flight,<br>d) Crew oxygen Engine Indicating and Crew Alerting System (EICAS) pressure readout is verified operative before each flight,<br>e) Crew oxygen EICAS pressure is monitored during flight,<br>f) Crew oxygen masks are verified operative before each flight, and<br>g) Repairs are made within 1 flight-day. |               |
| (Continued)  |                        |   |   |   |   |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**35. Oxygen**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change Bar |
|--------------|---|---|---|---|---|------------|
| 11-05        | Oxygen Pressure Switch (Cont'd)   | B | 1 | 0 | (M)(O) May be inoperative provided:<br>a) CREW OXY LO PRESS caution message is displayed,<br>b) Oxygen bottle pressure gauge is operative,<br>c) Oxygen pressure is checked to be above minimum required oxygen pressure before each flight,<br>d) Crew oxygen Engine Indicating and Crew Alerting System (EICAS) pressure readout is verified operative before each flight,<br>e) Crew oxygen EICAS pressure is monitored during flight,<br>f) Crew oxygen masks are verified operative before each flight, and<br>g) Observer seat is not occupied. |            |
| 11-07        | Flight Deck Oxygen System   |   |   |   |   |            |
| 1)           | Ground Service Panel Pressure Indicator                                       | C | 1 | 0 | (O) May be inoperative provided Engine Indicating and Crew Alerting System (EICAS) pressure indication is operative and checked before each flight.   |            |
|              |   | C | 1 | 0 | (M) May be inoperative provided oxygen bottle pressure gauge is operative and checked before each flight.   |            |
| 2)           | Oxygen Bottle Pressure Gauge  | C | 1 | 0 |   |            |
| 3)           | Engine Indicating and Crew Alerting System (EICAS) Oxygen Pressure Indication | C | 1 | 0 | (O) May be inoperative provided ground service panel pressure gauge is operative and checked before each flight.  |            |
| (Continued)  |   |   |   |   |   |            |

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|                                       |  |
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|---------------------------------------|--|

**35. Oxygen**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 11-07        | Flight Deck Oxygen System (Cont'd)   |   |   |   |  |               |
| 3)           | Engine Indicating and Crew Alerting System (EICAS) Oxygen Pressure Indication (Cont'd) | C | 1 | 0 | (M) May be inoperative provided oxygen bottle pressure gauge is operative and checked before each flight.  |               |
| 11-08        | Filler Valve (Ground Service Panel)  | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) There is no evidence of leakage, and<br>b) Engine Indicating and Crew Alerting System (EICAS) oxygen pressure indication is operative and checked before each flight.  |               |
| 13-03        | Overboard Discharge Indicator (Disc)   | C | 1 | 0 | (M)(O) May be damaged or missing provided one of ground service panel pressure indicator or crew oxygen bottle pressure gauge is operative and checked before each flight.   |               |
| 21-00        | Passenger Cabin Oxygen System  | B | 1 | 0 | (O) May be inoperative provided:<br>a) Minimum enroute altitude does not exceed 14,000 feet above mean sea level (MSL),<br>b) Both air conditioning packs are operative,<br>c) Pressurization system is operative,<br>d) Operations are conducted at or below FL 250,<br>e) Portable oxygen units are provided for all crewmembers and 10% of passengers for 30 minutes (supplemental oxygen), and<br>f) Passengers are appropriately briefed. |               |
| (Continued)  |  |   |   |   |  |               |

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|                                       |  |
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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**35. Oxygen**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--|---|---|---|---|---------------|
| 21-00        | Passenger Cabin Oxygen System (Cont'd)           | B | 1 | 0 | May be inoperative provided flight is conducted pressurized at or below 10,000 feet.  |               |
| 1)           | Automatic Deployment Function                    | B | 1 | 0 | May be inoperative provided:<br>a) Alternate flight deck deployment system is verified operative, and<br>b) Operations are conducted at or below FL 300.  |               |
| 21-01        | Individual Passenger Oxygen Box Unit             | D | - | - | (M) May be inoperative with no flight altitude restriction provided:<br>a) Affected seats or banks of seats are blocked and placarded "INOPERATIVE" to prevent occupancy,<br>b) No more than two consecutive banks of seats and their adjacent banks of seats have inoperative Individual passenger oxygen box units, and<br>c) Units at assigned flight attendant locations are operative. |               |
| 21-04        | Passenger Service Unit (PSU) Oxygen Release Tool | D | 3 | 0 | (O) One or more may be inoperative or missing.  |               |

|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**35. Oxygen**

| Sequence No. | Item                            | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---------------------------------|---|---|---|--|------------|
| 22-01        | Forward Galley Oxygen System    |   |   |   |  |            |
| 1)           | Galley Drop-Down Oxygen Unit    | B | - | - | (O) May be inoperative and associated galley area occupied provided:<br>a) Adjacent flight attendant oxygen units are operative for associated galley area occupants, and<br>b) Procedures are established and used to alert crewmembers of inoperative oxygen units.                          |            |
|              |                                 | B | - | - | (O) May be inoperative and associated galley area occupied provided:<br>a) Flight attendant portable oxygen bottles are operative for associated galley, and<br>b) Procedures are established and used to alert crewmembers of inoperative oxygen units.                                       |            |
| 23-01        | Lavatory Oxygen Dispensing Unit | C | - | 0 | (M) May be inoperative provided:<br>a) Associated lavatory is not used for any purpose,<br>b) Associated lavatory door is locked and placarded "INOPERATIVE – DO NOT ENTER", and<br>c) For extended operations with passengers, there are at least two serviceable lavatories on the aircraft. |            |
|              |                                 |   |   |   | NOTE: This does not preclude storage of in-flight service waste bags in associated lavatory.   |            |
|              |                                 |   |   |   | (Continued)  |            |

AIRCRAFT:  
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**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<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 23-01        | Lavatory Oxygen Dispensing Unit (Cont'd)   | C | - | - | May be inoperative provided operations are conducted at or below FL 250.   |               |
| 25-01        | Overhead Control Panel Pushbutton Annunciator (PBA) Switch Light (Light Function Only) |   |   |   |  |               |
| 1)           | Passenger Oxygen Deploy (PAX OXY "DPLY")   | C | 1 | 0 |  |               |
| 30-01        | Portable Protective Breathing Equipment (PBE)  | D | - | - | Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.   |               |
| 31-01        | Portable Oxygen Dispensing Unit (Bottle and Mask)                                      | D | - | - | (M)(O) Any in excess of those required by 14 CFR may be inoperative or missing provided: <ol style="list-style-type: none"> <li>a) Required distribution of operative units is maintained throughout the aircraft,</li> <li>b) Inoperative portable oxygen dispensing unit is removed from passenger cabin and its location is placarded "INOPERATIVE" or it remains in its installed location and its installed location is placarded "INOPERATIVE", and</li> <li>c) Procedures are established and used to alert crewmembers of inoperative or missing equipment.</li> </ol> |               |



AIRCRAFT:  
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**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 |
|--------------|---------------------------------|---|---|---|---|------------|
| 11-92        | Fan Air Valve (FAV)<br>(Cont'd) | C | 2 | 1 | (M)(O) Except for extended operations, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated FAV is secured CLOSED,</li> <li>b) Associated bleed system is selected OFF and not used,</li> <li>c) Integrity of the associated engine bleed duct is verified,</li> <li>d) Flight is conducted in single bleed configuration at or below FL 310,</li> <li>e) Both air conditioning packs are operative,</li> <li>f) Both avionics bay smoke detectors are operative, and</li> <li>g) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).</li> </ol> |            |
|              |                                 | C | 2 | 1 | (M)(O) Except for extended operations, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated FAV is secured CLOSED,</li> <li>b) Associated bleed system is selected OFF and not used,</li> <li>c) Flight is conducted in single bleed and single pack configuration at or below FL 310,</li> <li>d) Both avionics bay smoke detectors are operative, and</li> <li>e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).</li> </ol>   |            |

(Continued)

AIRCRAFT:  
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**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 |
|--------------|---------------------------------|---|---|---|--|------------|
| 11-92        | Fan Air Valve (FAV)<br>(Cont'd) | C | 2 | 1 | (M)(O) Except for extended operations, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated FAV is secured CLOSED,</li> <li>b) Associated bleed system is selected OFF and not used,</li> <li>c) Integrity of the associated engine bleed duct is verified,</li> <li>d) Flight is conducted in single bleed and single pack configuration at or below FL 310,</li> <li>e) Both avionics bay smoke detectors are operative, and</li> <li>f) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).</li> </ol> |            |
|              |                                 | B | 2 | 0 | (M)(O) Except for extended operations, both may be inoperative provided: <ol style="list-style-type: none"> <li>a) Both LH and RH bleed systems are selected OFF and not used,</li> <li>b) Both FAVs are secured CLOSED,</li> <li>c) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL,</li> <li>d) Airplane is not operated in known or forecast icing conditions,</li> <li>e) No passengers are carried, and</li> <li>f) Fuel tank inerting system (FTIS) is considered inoperative.</li> </ol>  |            |

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**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<br>Bar  |
|--------------|------------------|---|---|---|---|----------------|
| 12-00        | Bleed Air System |   |   |   |   |                |
| 1)           | Engine           | C | 2 | 1 | (M)(O) Except for extended operations, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated bleed system is selected OFF,</li> <li>b) Associated high pressure shutoff valve (HPV) is secured CLOSED,</li> <li>c) Associated pressure regulating shutoff valve (PRSOV) is secured CLOSED,</li> <li>d) Integrity of the associated engine bleed duct is verified,</li> <li>e) Crossbleed valve (CBV) is verified operative,</li> <li>f) Flight is conducted in single bleed configuration at or below FL 310,</li> <li>g) Both avionics bay smoke detectors are operative, and</li> <li>h) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).</li> </ol> | <br> <br> <br> |
| (Continued)  |                  |   |   |   |   |                |

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 BD-500-1A10, BD-500-1A11

**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<br>Bar |
|--------------|------------------------------|---|---|---|---|---------------|
| 12-00        | Bleed Air System<br>(Cont'd) |   |   |   |   |               |
| 1)           | Engine<br>(Cont'd)           | B | 2 | 0 | (M)(O) Except for extended operations, both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both LH and RH bleed systems are selected OFF and not used,</li> <li>b) Both LH and RH high pressure shutoff valves (HPV) are secured CLOSED,</li> <li>c) Both LH and RH pressure regulating shutoff valves (PRSOV) are secured CLOSED,</li> <li>d) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL,</li> <li>e) Airplane is not operated in known or forecast icing conditions,</li> <li>f) No passengers are carried, and</li> <li>g) Fuel tank inerting system (FTIS) is considered inoperative.</li> </ul> |               |
| 2)           | Pressure Sensor              | C | 2 | 1 | (O) One may be inoperative provided the associated side bleed system is considered inoperative.   |               |
| (Continued)  |                              |   |   |   |   |               |



|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**36. Pneumatic**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--|---|---|---|---|---------------|
| 12-01        | Engine Bleed Pressure Regulating Shutoff Valve (PRSOV) | C | 2 | 1 | (M)(O) Except for extended operations, one may be inoperative provided:<br>a) Affected valve is secured CLOSED,<br>b) Associated engine bleed system is selected OFF,<br>c) Flight is conducted in single bleed configuration at or below FL 310,<br>d) Both air conditioning packs are operative,<br>e) Both avionics bay smoke detectors are operative, and<br>f) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). |               |
|              |  | C | 2 | 1 | (M)(O) Except for extended operations, one may be inoperative provided:<br>a) Affected valve is secured CLOSED,<br>b) Associated engine bleed system is selected OFF and not used,<br>c) Flight is conducted in single bleed and single pack configuration at or below FL 310,<br>d) Both avionics bay smoke detectors are operative, and<br>e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).                     |               |

(Continued)

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DATE: 07/25/2019

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 12-01        | Engine Bleed Pressure<br>Regulating Shutoff Valve<br>(PRSOV)<br>(Cont'd) | C | 2 | 1 | (O) Except for extended operations,<br>one may be inoperative provided:<br>a) Associated bleed system is<br>selected OFF,<br>b) Crossbleed valve (CBV) is<br>verified operative,<br>c) Flight is conducted under<br>single bleed configuration at<br>or below FL 310,<br>d) Equipment bay smoke<br>detectors are verified<br>operative, and<br>e) Operations are conducted in<br>accordance with Airplane<br>Flight Manual (AFM)<br>Supplement 5 (Operations<br>with Airplane Systems<br>Inoperative). |               |
|              |  | B | 2 | 0 | (M)(O) Except for extended<br>operations, both may be inoperative<br>provided:<br>a) Both valves are secured<br>CLOSED,<br>b) L BLEED and R BLEED are<br>selected OFF,<br>c) Flight is conducted<br>unpressurized at or below<br>10,000 feet MSL,<br>d) Airplane is not operated in<br>known or forecast icing<br>conditions,<br>e) No passengers are carried,<br>and<br>f) Fuel tank inerting system<br>(FTIS) is considered<br>inoperative.  |               |
| (Continued)  |  |   |   |   |  |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**36. Pneumatic**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 12-01        | Engine Bleed Pressure Regulating Shutoff Valve (PRSOV)<br>(Cont'd) | C | 2 | 0 | (M)(O) Except for extended operations, both may be inoperative provided:<br>a) Both valves are secured CLOSED,<br>b) APU bleed system is operated during flight,<br>c) Both air conditioning packs are operative,<br>d) Flight is conducted per Airplane Flight Manual (AFM),<br>e) Passenger load is limited per Airplane Flight Manual (AFM),<br>f) Airplane is not operated in known or forecast icing conditions, and<br>g) Both avionics bay smoke detectors are operative. |               |
| 12-05        | High Pressure Shutoff Valve (HPV)                                  | C | 2 | 1 | (M)(O) Except for extended operations, one may be inoperative provided:<br>a) Affected valve is secured CLOSED, and<br>b) Associated engine bleed system is considered inoperative. Refer to "Bleed Air Systems 1) Engine".  |               |
| (Continued)  |  |   |   |   |  |               |

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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 |
|--------------|---|---|----|---|--|------------|
| 12-05        | High Pressure Shutoff Valve (HPV)<br>(Cont'd) | C | 2  | 1 | (O) Except for extended operations, one may be inoperative provided:<br>a) Associated bleed system is selected OFF,<br>b) Crossbleed valve (CBV) is verified operative,<br>c) Flight is conducted under single bleed configuration at or below FL 310,<br>d) Equipment bay smoke detectors are verified operative, and<br>e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). |            |
|              |   | B | 2  | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) Both valves are secured CLOSED, and<br>b) Both engine bleed systems are considered inoperative. Refer to "Bleed Air Systems 2) Engine".  |            |
| 17-01        | High Pressure Ground Connection (HPGC) Valve  | C | 1  | 0 | (O) May be inoperative closed provided:<br>a) HPGC is not used,<br>b) Auxiliary power unit (APU) is operative, and<br>c) APU bleed is operative.   |            |
| 21-00        | Leak Detection Zone Loop                      | C | 14 | 7 | (O) One loop per detection zone may be inoperative.  |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**38. Water/Waste**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change Bar |
|--------------|---|---|---|---|---|------------|
| 10-01        | Individual Component of Potable Water System  | C | - | - | (M) Individual components may be inoperative provided:<br>a) Associated components are deactivated or isolated, and<br>b) Associated system components are verified not to have leaks.<br><br>NOTE: Any portion of the system that operates normally may be used. |            |
| 1)           | Water Pump                                    | C | 2 | 1 |   |            |
| 2)           | Water Heater                                  | C | - | 0 |   |            |
| 3)           | Potable Water Mixer                           | C | - | 0 | (M) May be inoperative provided associated water heater is deactivated.   |            |
| 10-02        | Potable Water System                          | B | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) System is drained, and<br>b) Procedures are established to ensure that system is not serviced.  |            |
| 30-01        | Individual Component of Lavatory Waste System | C | - | - | (M) Individual components may be inoperative provided:<br>a) Associated components are deactivated or isolated, and<br>b) Associated system components are verified not to have leaks.<br><br>NOTE: Any portion of system that operates normally may be used.     |            |

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DATE: 07/25/2019

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**TABLE KEY**

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

**38. Water/Waste**

| Sequence No. | Item                  | 1 | 2 | 3 | 4   | Change Bar |
|--------------|-----------------------|---|---|---|---|------------|
| 30-02        | Lavatory Waste System | C | - | - | (M) Except for extended operations with passengers, associated lavatory system may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated components are deactivated or isolated to prevent leaks, and</li> <li>b) Associated lavatory door is secured closed and placarded "INOPERATIVE – DO NOT ENTER" or equivalent.</li> </ul> NOTE: These provisions are not intended to prohibit inspections by crewmembers. |            |
|              |                       | C | - | 2 | (M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated components are deactivated or isolated to prevent leaks, and</li> <li>b) Associated lavatory door is secured closed and placarded "INOPERATIVE – DO NOT ENTER" or equivalent.</li> </ul> NOTE: These provisions are not intended to prohibit inspections by crewmembers.  |            |
| (Continued)  |                       |   |   |   |   |            |

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AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**TABLE KEY**

- 5. REPAIR CATEGORY
- 6. NO. INSTALLED
- 7. NO. REQUIRED FOR DISPATCH
- 8. REMARKS OR EXCEPTIONS

**38. Water/Waste**

| Sequence No. | Item                           | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--------------------------------|---|---|---|--|------------|
| 30-02        | Lavatory Waste System (Cont'd) |   |   |   |  |            |
| 1)           | Vacuum Generator               | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) Vacuum generator is deactivated, and<br>b) Lavatories are not used on the ground or at flight altitudes below 16,000 feet.<br><br>NOTE: The pilot in command will control lavatory access via fasten seat belts until aircraft is above 16,000 feet. |            |
|              |                                | B | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) Vacuum generator is deactivated, and<br>b) Lavatories are not used on the ground or at flight altitudes below 16,000 feet.<br><br>NOTE: The pilot in command will control lavatory access via fasten seat belts until aircraft is above 16,000 feet. |            |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**44. Cabin Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 10-00<br>*** | Cabin Management System (CMS) Customer Service Display                        | C | - | - | (O) May be inoperative provided alternate procedures are established and used.   |               |
| 11-05        | Crew Terminal (CT) Screen   |   |   |   |  |               |
| 1)           | Screen Lock/ Screensaver, Fasten Seat Belt, No PED, Wrench Icon Header Button | D | - | 0 | (M) May be inoperative provided alternate procedures are established and used.   |               |
| 2)           | Cabin Ready Header Button   | D | - | 0 | (O) May be inoperative provided alternate procedures are established and used.   |               |
| 3)           | Back, MAINT, Status Footer Button   | D | - | 0 | (M) May be inoperative provided alternate procedures are established and used.   |               |
| 4)           | Home Footer Button  | D | - | 0 | May be inoperative provided cabin management system (CMS) footer button is operative.  |               |
| 5)           | Cabin Management System (CMS) Footer Button                                   | D | - | 0 | May be inoperative provided home footer button is operative.   |               |
| 6)<br>***    | Customer Service Display (CSD) Page   | D | - | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any part of the CSD page that is operative may be used.  |               |
| 7)           | Prerecorded Announcement Messages (PRAM) Page                                 | D | - | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any part of the PRAM page that is operative may be used. |               |
| (Continued)  |   |   |   |   |  |               |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**44. Cabin Systems**

| Sequence No. | Item                                     | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 11-05        | Crew Terminal (CT)<br>Screen<br>(Cont'd) |   |   |   |  |               |
| 8)           | Temperature Page                         | D | - | 0 | May be inoperative.<br><br>NOTE: Any part of the temperature page that is operative may be used.   |               |
| 9)           | Galley Page                              | D | - | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any part of the galley page that is operative may be used.   |               |
| 10)          | Doors Page                               | D | - | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any part of the doors page that is operative may be used.    |               |
| 11)          | Lavatory Page                            |   |   |   |  |               |
| a)           | Water Level Indication                   | D | - | 0 | (M) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any part of the lavatory page that is operative may be used. |               |
| b)           | Waste Status Service Indication          | D | - | 0 | (M) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any part of the lavatory page that is operative may be used. |               |
| (Continued)  |  |   |   |   |  |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**44. Cabin Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|---|---|---|---|--|---------------|
| 11-05        | Crew Terminal (CT) Screen (Cont'd)            |   |   |   |  |               |
| 11)          | Lavatory Page (Cont'd)                        |   |   |   |  |               |
| c)           | Purge Command                                 | D | - | 0 | (M) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any part of the lavatory page that is operative may be used. |               |
| 12)          | Messages Page                                 | D | - | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any part of the messages page that is operative may be used. |               |
| 13)<br>***   | eLog Page                                     | D | - | 0 | (M)(O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any part of the eLog page that is operative may be used.  |               |
| 11-09        | Cabin Management System (CMS) Backup Function |   |   |   |  |               |
| 1)           | Cabin Handset                                 | D | - | - | (O) May be inoperative provided alternate procedures are established and used.   |               |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**44. Cabin Systems**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--|---|---|---|---|---------------|
| 11-13        | Cabin Management System (CMS)<br>Passenger Service Unit Controller | C | - | - | May be inoperative provided:<br>a) Associated ordinance signs are considered inoperative,<br>b) Associated cabin speakers are considered inoperative,<br>c) Associated lavatory speakers are considered inoperative,<br>d) Associated reading lights are considered inoperative, and<br>e) Associated attendant call lights are considered inoperative. |               |
| 21-00<br>*** | Cabin Management System (CMS) Printer                              | D | 1 | 0 | May be inoperative.   |               |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**45. Central Maintenance System**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--|---|---|---|---|------------|
| 01-01        | Cockpit Health Monitoring Unit (HMU) Maintenance Panel |   |   |   |   |            |
| 1)           | Aircraft Maintenance Switch                            | C | 1 | 0 | May be inoperative in normal (NORM) or maintenance (MAINT) positions.<br><br>NOTE: If the switch fails stuck in MAINT position, status message A/C MAINTENANCE SW will be displayed on the Engine Indicating and Crew Alerting System (EICAS).  |            |
|              |  | C | 1 | 0 | (O) May be inoperative in UPLOAD position provided:<br>a) Channel switch is operative, and<br>b) Channel switch is verified selected OFF.<br><br>NOTE: If the switch fails stuck in UPLOAD position, status message A/C MAINTENANCE SW will be displayed on the Engine Indicating and Crew Alerting System (EICAS). |            |
| 2)           | Channel Switch   | C | 1 | 0 | May be inoperative.   |            |
| 01-02        | Configuration Manager System Application (CMSA)        | C | 1 | 0 | May be inoperative provided routine maintenance procedures do not require loading integrated modular avionics software.   |            |
| 04-01        | Onboard Data Loader (ODL)                              | C | 1 | 0 | May be inoperative provided maintenance procedure does not require its use.   |            |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**45. Central Maintenance System**

| Sequence No. | Item                             | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|----------------------------------|---|---|---|---|---------------|
| 40-00        | Cockpit Printer                  | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any portion of printer which operates normally may be used. |               |
| 45-00        | Onboard Maintenance System (OMS) | C | 1 | 0 | May be inoperative.   |               |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**46. Information Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|---|---|---|---|---|---------------|
| 10-00        | Information Management System (IMS)                   | C | 1 | 0 | May be inoperative provided repairs are made prior to database update requirements.<br><br>NOTE 1: Any portion of system which operates normally may be used.<br><br>NOTE 2: Printer will become unavailable.<br><br>NOTE 3: Onboard data loader (ODL) will become unavailable. |               |
| 10-01        | Health Management Unit (HMU)                          | A | 1 | 0 | (M)(O) May be inoperative or removed provided repairs are made before completion of the next heavy maintenance visit.   |               |
| 1)<br>***    | WiFi Antenna  | D | 1 | 0 | May be inoperative.   |               |
| 2)           | Battery Latch   | C | 1 | 0 | (M) May be inoperative provided HMU battery power input is deactivated.   |               |
|              |   | D | 1 | 0 | (M) May be inoperative provided:<br>a) HMU battery power input is deactivated, and<br>b) Procedures do not require its use.   |               |
| 3)           | Global System for Mobile Communications (GSM) Antenna | C | 1 | 0 | May be inoperative.   |               |
|              |   | D | 1 | 0 | May be inoperative provided procedures do not require its use.  |               |
| 4)           | Channel   | C | 2 | 0 | (O) One or both may be inoperative provided alternate procedures are established and used.  |               |
| (Continued)  |   |   |   |   |   |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**46. Information Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 10-01        | Health Management Unit (HMU)<br>(Cont'd)    |   |   |   |  |            |
| 4)           | Channel<br>(Cont'd)                         | A | 2 | 0 | (O) One or both may be inoperative provided repairs are made before completion of the next heavy maintenance visit.  |            |
| 5)<br>***    | High Load Event Indication Function (HLEIF) | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.   |            |
|              |   | D | 1 | 0 | May be inoperative provided procedures do not require its use.   |            |
|              |   |   |   |   | NOTE: Flightcrews follow normal reporting procedures for hard landing or other high load events such as those generated by strong vertical/lateral wind gusts in flight. |            |
| 11-01        | Aircraft Network Switch (ANS)               | D | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.   |            |
|              |   |   |   |   | NOTE: Any portion of ANS which operates normally may be used.  |            |
| 20-00<br>*** | Electronic Flight Bag (EFB) System          |   |   |   |  |            |
| 1)           | Aircraft Information Server (AIS)           | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.   |            |
|              |   | D | 1 | 0 | May be inoperative provided procedures do not require its use.   |            |
| 2)           | Expansion Module Unit (EMU)                 | C | 2 | 0 | (O) May be inoperative provided alternate procedures are established and used.   |            |
| (Continued)  |   |   |   |   |  |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**46. Information Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|---|---|---|---|---|---------------|
| 20-00<br>*** | Electronic Flight Bag<br>(EFB) System<br>(Cont'd) |   |   |   |   |               |
| 2)           | Expansion Module Unit<br>(EMU)<br>(Cont'd)        | D | 2 | 0 | May be inoperative provided procedures do not require its use.  |               |
| 3)           | Electronic Display Unit<br>(EDU) Mounting Bracket | C | 2 | 0 | (M)(O) May be inoperative provided:<br>a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and<br>b) Alternate procedures are established and used.                       |               |
|              |   | D | 2 | 0 | (M) May be inoperative provided:<br>a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and<br>b) Procedures do not require its use.                                      |               |
| 4)           | Keyboard  | D | 2 | 0 | (O) May be inoperative provided alternate procedures are established and used.  |               |
| 5)           | Keyboard Sliding Tray                             | D | 2 | 0 | (M)(O) May be inoperative provided:<br>a) Associated tray/keyboard is secured by an alternate means acceptable to flightcrew or removed from the aircraft, and<br>b) Alternate procedures are established and used. |               |
| (Continued)  |   |   |   |   |   |               |

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 BD-500-1A10, BD-500-1A11

**TABLE KEY**

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

**46. Information Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change Bar |
|--------------|---|---|---|---|---|------------|
| 20-00<br>*** | Electronic Flight Bag (EFB) System (Cont'd)                 |   |   |   |   |            |
| 6)           | Laptop Docking Station (LDS)                                | C | 2 | 0 | (M)(O) May be inoperative provided:<br>a) Associated laptop and hardware is secured by an alternate means or removed from the aircraft, and<br>a) Alternate procedures are established and used.<br><br>NOTE: Any LDS function which operates normally may be used. |            |
|              |   | D | 2 | 0 | (M) May be inoperative provided:<br>a) Associated laptop and hardware is secured by an alternate means or removed from the aircraft, and<br>b) Procedures do not require its use.   |            |
| 7)           | Cellular Wireless Terminal LAN Unit (cTWLU) (A220-100 Only) | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.  |            |
|              |   | D | 1 | 0 | May be inoperative provided operations do not require its use.  |            |
| 8)           | Crew Wireless LAN Unit (CWLU) (A220-100 Only)               | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.  |            |
|              |   | D | 1 | 0 | May be inoperative provided operations do not require its use.  |            |
| 9)           | WLAN Antenna (A220-100 Only)                                | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.  |            |
|              |   | D | 1 | 0 | May be inoperative provided operations do not require its use.  |            |
| (Continued)  |   |   |   |   |   |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**46. Information Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change Bar |
|--------------|---|---|---|---|---|------------|
| 20-00<br>*** | Electronic Flight Bag (EFB) System (Cont'd) |   |   |   |   |            |
| 10)          | Class 3 EFBs                                | C | - | - | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any function, program, or document which operates normally may be used.                           |            |
|              |   | D | - | 0 | May be inoperative provided operations do not require its use.  |            |
| 11)          | Data Connectivity (Class 2)                 | C | - | - | (O) May be inoperative provided alternate procedures are established and used.  |            |
|              |   | D | - | 0 | May be inoperative provided operations do not require its use.  |            |
| 12)          | Power Connection (Class 1 and 2)            | C | - | - | (O) May be inoperative provided alternate procedures are established and used.  |            |
|              |   | D | - | 0 | May be inoperative provided operations do not require its use.  |            |
| 13)          | Mounting Device (Class 2)                   | C | - | 0 | (M)(O) May be inoperative provided:<br>a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and<br>b) Alternate procedures are established and used. |            |
|              |   | D | - | 0 | (M) May be inoperative provided:<br>a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and<br>b) Procedures do not require its use.                |            |

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|                                       |  |
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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**46. Information Systems**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|---|---|---|---|---|---------------|
| 61-11<br>*** | Integrated Flight Information System (IFIS) Enhanced Function                       | C | - | 0 | Any or all functions may be inoperative provided alternate source(s) of current approved flight documentation and navigation charts is available.<br><br>NOTE: Any current and operative functions may continue to be used. |               |
|              |   | D | - | 0 | Any or all functions may be inoperative provided routine operations do not require its use.<br><br>NOTE: Any current and operative functions may continue to be used.   |               |
| 1)           | Document Reader Function  | C | - | - | Any or all functions may be inoperative provided alternate source(s) of current approved flight documentation is available.   |               |
| 2)           | Database Applications (Chart, Enhanced Map, Graphical Weather, Enroute Chart, etc.) | C | - | - | (O) Any or all individual databases may be inoperative provided alternate procedures are established and used.  |               |

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AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**TABLE KEY**

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

**47. Inert Gas System**

| Sequence No. | Item                                   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 30-00        | Fuel Tank Inerting System (FTIS)       | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) System is deactivated,<br>b) Dual flow shutoff valve (DFSOV) is verified closed, and<br>c) Inlet isolation valve (IIV) is verified closed.       |            |
|              |  | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) System is deactivated,<br>b) Dual flow shutoff valve (DFSOV) is verified closed, and<br>c) Temperature isolation valve (TIV) is verified closed. |            |
| 1)           | Air Separation Module (ASM)            | C | 1 | 0 | (O) May be inoperative.  |            |
| 2)           | Oxygen Sensor                          | C | 1 | 0 | (O) May be inoperative.  |            |
| 3)           | Ground Cooling Fan (GCF)               | C | 1 | 0 | (O) May be inoperative.  |            |
| 4)           | Health Monitoring Test                 | C | 1 | 0 | (O) May be inoperative.  |            |
| 5)           | Over Temperature Analog Backup Circuit | C | 2 | 1 | (O) May be inoperative.  |            |

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|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**49. Airborne Auxiliary Power**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 00-01        | Overhead Control Panel – Auxiliary Power Unit (APU) “FAIL” Light | C | 1 | 0 | May be inoperative.  |            |
| 00-03        | Auxiliary Power Unit (APU) System                                | C | 1 | 0 | (O) Except for extended operations, may be inoperative.  |            |
| 1)           | Speed Sensor   | C | 2 | 1 | (O) Except for extended operations, may be inoperative and APU used.   |            |
| 2)           | APU Primary Power  | C | 1 | 0 | (O) Except for extended operations, may be inoperative and APU used.   |            |
| 3)           | Exhaust Gas Temperature Sensor                                   | C | 2 | 1 | (O) Except for extended operations, one may be inoperative and APU used.   |            |
| 4)           | Signal from Data Concentrator Module Cabinet (DMC) Channel       | C | 2 | 1 | (O) Except for extended operations, one may be inoperative and APU used.   |            |
| 5)           | APU Secondary Power Relay  | C | 1 | 0 | (O) Except for extended operations, may be inoperative and APU used.   |            |
| 14-19        | Auxiliary Power Unit (APU) Air Intake Door Actuator              | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative in closed position provided APU is considered inoperative.   |            |
|              |  | C | 1 | 0 | (M)(O) May be inoperative and APU used provided:<br>a) Door is secured in open position, and<br>b) APU is operated continuously during flight.                             |            |
|              |  | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative and APU is not used provided:<br>a) Door is secured in open position, and<br>b) Airspeed is limited to 250 KIAS. |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**49. Airborne Auxiliary Power**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--|---|---|---|---|------------|
| 51-03        | Auxiliary Power Unit (APU) Bleed Air Valve             | C | 1 | 0 | (M)(O) Except for extended operations, may be inoperative provided:<br>a) Affected valve is secured closed, and<br>b) APU BLEED is selected OFF.  |            |
| 62-05        | Auxiliary Power Unit (APU) Shutdown Switch             |   |   |   |   |            |
| 1)           | External Service Panel                                 | C | 1 | 0 | (O) May be inoperative open provided alternate procedures are established and used.   |            |
|              |  | C | 1 | 0 | Except for extended operations, may be inoperative closed provided APU is considered inoperative.   |            |
| 2)           | APU Compartment  | C | 1 | 0 | (O) May be inoperative open provided alternate procedures are established and used.   |            |
|              |  | C | 1 | 0 | Except for extended operations, may be inoperative closed provided APU is considered inoperative.   |            |
| 91-12        | Auxiliary Power Unit (APU)/Generator Oil System        |   |   |   |   |            |
| 1)           | Filter Delta Pressure Switch (APU Generator, APU Lube) | C | 2 | 0 | (M) Except for extended operations, one or more may be inoperative and APU used provided:<br>a) Associated filter is verified to be free of contamination, and<br>b) APU operates normally. |            |
|              |  | C | 2 | 0 | (M) May be inoperative and APU used provided:<br>a) Associated filter is verified to be free of contamination prior to each flight, and<br>b) APU operates normally.                        |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**50. Cargo and Accessory Compartments**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 11-01        | Cargo Compartment Lining  |   |   |   |  |            |
| 1)           | Flat and Curved Floor Panel Assembly                                    | C | - | - | (M)(O) Liner panels may be damaged provided:<br>a) Damage is not through the lining panel, and<br>b) Cargo is not carried in the associated compartment or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.   |            |
| 2)           | Bulkhead, Ceiling, Sidewall Aft Cargo Compartment Lining Panel Assembly | C | - | - | (M)(O) Liner panels may be damaged or missing provided:<br>a) Aft cargo compartment fire extinguisher system is deactivated,<br>b) Aft cargo compartment smoke detection system is deactivated, and<br>c) Cargo is not carried in the aft cargo compartment or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.<br><br>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. |            |
| (Continued)  |   |   |   |   |  |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**50. Cargo and Accessory Compartments**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 11-01        | Cargo Compartment Lining (Cont'd)   |   |   |   |  |            |
| 3)           | Bulkhead, Ceiling, Sidewall Forward Cargo Compartment Lining Panel Assembly | C | - | - | (M)(O) Liner panels may be damaged or missing provided: <ul style="list-style-type: none"> <li>a) Forward cargo compartment fire extinguisher system is deactivated,</li> <li>b) Forward cargo compartment smoke detection system is deactivated, and</li> <li>c) Cargo is not carried in the forward cargo compartment or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.</li> </ul> NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. |            |
| 22-01        | Cargo Net   |   |   |   |  |            |
| 1)           | Door Net (Including Associated Equipment)                                   | C | 2 | 0 | One or both may be inoperative or missing provided associated cargo compartment remains empty.<br><br>NOTE: Associated equipment includes snap latches, restraint net brackets, and floor pan fitting rings/posts.   |            |
|              |   | C | 2 | 0 | (M) One or both may be inoperative or missing provided cargo is secured in associated cargo compartment.<br><br>NOTE: Associated equipment includes snap latches, restraint net brackets, and floor pan fitting rings/posts.   |            |
| (Continued)  |   |   |   |   |  |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**50. Cargo and Accessory Compartments**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change<br>Bar |
|--------------|--|---|---|---|--|---------------|
| 22-01        | Cargo Net<br>(Cont'd)                                    |   |   |   |  |               |
| 2)           | Load Dividing Net<br>(Including Associated<br>Equipment) | D | - | - | (M) May be inoperative or missing<br>provided acceptable cargo loading<br>limits from Aircraft Mass and Balance<br>publication are observed.<br><br>NOTE: Associated equipment<br>includes quick release<br>attachments, anchor plates,<br>net posts, narrow hooks, floor<br>pan fitting rings/post, and cam<br>buckles. |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**52. Doors**

| Sequence No. | Item  | 1 | 2 | 3 | 4  | Change Bar |
|--------------|---|---|---|---|--|------------|
| 11-01        | Passenger/Service Door Hold-Open Mechanism                            | C | 4 | 1 | (O) May be inoperative provided alternate procedures are established and used.   |            |
| 11-02        | Emergency Opening Assist Means (EOAM)                                 |   |   |   |  |            |
| 1)           | Dampening Function  | D | 4 | 0 |  |            |
| 21-01        | Overwing Emergency Exit Door (OWEED) Hold-Open Mechanism              | C | - | 0 | May be inoperative.  |            |
| 30-01        | Cargo Compartment Door Actuator (CCDA) – Electrical Actuator          |   |   |   |  |            |
| 1)           | Electrical Actuator (Manually Operated) (A/C with MODSUM #500T101352) | C | 2 | 0 | (M) May be inoperative provided:<br>a) Alternate procedures are established and used to operate associated cargo compartment door,<br>b) Associated cargo compartment door is verified CLOSED, LATCHED, and LOCKED prior to each flight, and<br>c) Placard is installed near (or over) the associated cargo door handle to notify ground personnel about the door condition and the need to take special precaution when opening the door with the actuator removed. |            |
|              |   |   |   |   |  |            |
|              |   |   |   |   | NOTE 1: Associated cargo compartment door must only be lifted through the drive port of actuator.  |            |
|              |   |   |   |   | NOTE 2: Associated cargo door must only be operated by maintenance personnel.  |            |
|              |   |   |   |   | (Continued)  |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**52. Doors**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|---|---|---|---|---|---------------|
| 30-01        | Cargo Compartment Door Actuator (CCDA) – Electrical Actuator (Cont'd) |   |   |   |   |               |
| 2)           | Electrical Actuator (Actuator Removed)                                | C | 2 | 0 | (M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected actuator is removed,</li> <li>b) Alternate procedures are established and used to operate associated cargo compartment door,</li> <li>c) Associated cargo compartment door is verified CLOSED, LATCHED, and LOCKED prior to each flight, and</li> <li>d) Placard is installed near (or over) the associated cargo door handle to notify ground personnel about the door condition and the need to take special precaution when opening the door with the actuator removed.</li> </ul> <p>NOTE 1: Associated cargo compartment door must only be lifted with the ground support equipment (GSE) tool.</p> <p>NOTE 2: With the electrical actuator removed, cargo door will swing out under its own weight once unlatched. Special caution must be taken not to harm ground personnel.</p> <p>NOTE 3: Associated cargo door must only be operated by maintenance personnel.</p> |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**52. Doors**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|---|---|---|---|---|---------------|
| 30-02        | Cargo Compartment Door Actuator (CCDA) System                   | C | 2 | 0 | (M) One or both may be inoperative provided affected door remains CLOSED, LATCHED, and LOCKED.<br><br>NOTE: Affected door is not to be operated until system is repaired.   |               |
| 51-01        | Enhanced Flight Deck Security Door                              |   |   |   |   |               |
| 1)           | Primary Locking System Flight Deck Remote Access System (FDRAS) | C | 1 | 0 | (O) May be inoperative provided:<br>a) Primary locking system (FDRAS) is deactivated,<br>b) Secondary locking system operates normally and is used to lock the door, and<br>c) Alternate procedures are established and used for locking and unlocking the door using the secondary locking system. |               |
| 2)           | Secondary Locking System (Door Manual Latch)                    | C | 1 | 0 | May be inoperative provided primary locking system (FDRAS) operates normally.   |               |
| 51-05        | Flight Deck Remote Access System (FDRAS)                        |   |   |   |   |               |
| 1)           | FDRAS Control Panel Command Button (UNLOCK/DENY)                | C | 2 | 0 | May be inoperative provided primary locking system (FDRAS) is considered inoperative.   |               |
| (Continued)  |   |   |   |   |   |               |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**52. Doors**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 51-05        | Flight Deck Remote Access System (FDRAS) (Cont'd)                |   |   |   |  |            |
| 2)           | FDRAS Control Panel Maintenance Lock Function (External Key)     | D | - | 0 |  |            |
| 3)           | FDRAS Attendant Keypad Flight Attendant Position                 |   |   |   |  |            |
| a)           | Call Button  | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used.   |            |
| b)           | Light  | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used.   |            |
| 70-01        | Passenger/Service Door Proximity Sensor Indication               | C | 8 | 0 | (O) May be inoperative provided:<br>a) Associated door is verified operative before each flight,<br>b) Associated door is CLOSED, LATCHED, and LOCKED before each flight,<br>c) Associated door lock flag indicates LOCKED before each flight,<br>d) Associated door external and internal handles are verified stowed before each flight, and<br>e) Associated door external pressure vent panel is verified closed before each flight. |            |
| 70-02        | Overwing Emergency Exit Door (OWEED) Proximity Sensor Indication | C | - | 0 | (O) May be inoperative provided:<br>a) Associated overwing door is CLOSED and LATCHED before each flight, and<br>b) Associated overwing door internal handle is verified stowed before each flight.  |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**52. Doors**

| Sequence No. | Item   | 1 | 2 | 3 | 4  | Change Bar |
|--------------|--|---|---|---|--|------------|
| 70-03        | Equipment Bay Door Proximity Sensor Indication     | C | 3 | 0 | (M) May be inoperative provided:<br>a) Associated equipment bay door is verified CLOSED and LATCHED before each flight, and<br>b) EQUIP BAY DOOR caution message is not displayed.   |            |
| 70-04        | Cargo Compartment Door Proximity Sensor Indication | C | 4 | 0 | (O) May be inoperative provided:<br>a) Associated cargo door is CLOSED, LATCHED, and LOCKED before each flight,<br>b) Associated cargo door mechanical lock flag indicates LOCKED before each flight,<br>c) Associated cargo door external handle is verified stowed before each flight, and<br>d) Associated cargo door external pressure vent panel is verified closed before each flight. |            |

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| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**71. Powerplant**

| Sequence No. | Item                   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|------------------------|---|---|---|---|---------------|
| 10-01        | Fan Cowl Hold-Open Rod | D | 8 | - | (M) May be inoperative or missing provided:<br>a) If required, alternate maintenance procedures are established and used for maintenance purposes, and<br>b) Rods are able to be secured in normal flight position prior to closing fan cowl doors. |               |

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BD-500-1A10, BD-500-1A11

**TABLE KEY**

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

**73. Engine Fuel and Control**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--|---|---|---|---|------------|
| 21-01        | Full-Authority Digital Engine Control (FADEC) System                                 |   |   |   |   |            |
| 1)           | System Fault   | A | 2 | - | May be dispatched with system faults provided repairs are made in accordance with times established by engine manufacturer.   |            |
| 2)           | Redundancy   | D | - | - | Redundancy may be lost as indicated by one or both of the following INFO messages:<br>73 INFO NOTE – L ENG CTRL SYS REDUND LOSS, or<br>73 INFO NOTE – R ENG CTRL SYS REDUND LOSS.   |            |
| 21-03        | Electronic Engine Control (EEC) – Aircraft 28V DC Backup Power Supply to EEC Channel | C | 4 | 3 | (M)(O) One may be inoperative.  |            |
| 21-21        | Engine P2/T2 Probe Heater System   | C | 2 | 1 | (O) Except for extended operations, one may be inoperative provided flight is not conducted in known or forecast icing conditions.  |            |
| 21-22        | Engine P25/T25 Probe   | C | 2 | 0 | (O) Except for extended operations, one or both may be inoperative.   |            |
| 21-24        | Engine T3 Temperature Probe  | C | 2 | 0 | (O) One or both may be inoperative.   |            |
| 31-21        | Fuel Mass Flow Meter   | C | 2 | 1 | (O) Except for extended operations, one may be inoperative provided:<br>a) All fuel quantity probes are operative,<br>b) All fuel tank fuel quantity indications are operative,<br>c) Associated engine EICAS fuel flow readouts are considered degraded, and<br>d) Fuel used displayed on fuel synoptic page is considered degraded. |            |

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|---------------------------------------|--|

**73. Engine Fuel and Control**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--|---|---|---|---|---------------|
| 34-01        | L(R) Engine Fuel Filter Protective Function Degradation (Impending Bypass) | A | 2 | 1 | (O) Except for extended operations, may be degraded provided: <ul style="list-style-type: none"> <li>a) Opposite engine fuel filter delta pressure sensor (FFDPS) is verified operative,</li> <li>b) Opposite engine fuel filter is not degraded, and</li> <li>c) Repairs are made within 17.5 engine flight-hours (EFH).</li> </ul>              |               |
|              |  | C | 2 | 1 | (M)(O) Except for extended operations, may be degraded provided: <ul style="list-style-type: none"> <li>a) Opposite engine fuel filter delta pressure sensor (FFDPS) is verified and operative,</li> <li>b) Opposite engine fuel filter is not degraded, and</li> <li>c) Affected fuel filter is replaced once before each flight-day.</li> </ul> |               |
| 34-02        | Engine Fuel Filter Impending Bypass Indication – Delta Pressure Sensor     | C | 2 | 1 | (M) One may be inoperative (as annunciated by 73 L(R) ENGINE FAULT – FUEL FILTER PRESS SNSR INOP) provided associated fuel filter is replaced once each flight-day.   |               |

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|---------------------------------------|--|
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|---------------------------------------|--|

| <b>74. Ignition</b> |                 |   |   |   |                             |            |
|---------------------|-----------------|---|---|---|-----------------------------|------------|
| Sequence No.        | Item            | 1 | 2 | 3 | 4                           | Change Bar |
| 11-01               | Ignition System | C | 4 | 3 | (O) One may be inoperative. |            |

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 BD-500-1A10, BD-500-1A11

**TABLE KEY**

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

**75. Bleed Air**

| Sequence No. | Item                                 | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|--------------------------------------|---|---|---|---|---------------|
| 24-01        | Active Clearance Control (ACC) Valve | C | 2 | 0 | (M)(O) One or both may be inoperative in closed position provided: <ul style="list-style-type: none"> <li>a) Associated engine must have at least 12 °C of EGT margin, and</li> <li>b) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).</li> </ul> |               |

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|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**76. Engine Control**

| Sequence No. | Item   | 1 | 2 | 3 | 4   | Change Bar |
|--------------|--|---|---|---|---|------------|
| 11-01        | Throttle Quadrant Assembly (TQA) – Thrust Reverser Balk Function | C | 2 | 1 | (O) One may be inoperative provided operations are not dependent on its use.<br><br>NOTE: Maximum reverse thrust is available by extra pilot effort (at a nominal force of 25 lb).  |            |
| 11-03        | Engine Run Switch Guard  | C | 3 | 0 | May be damaged or missing.  |            |
| 11-04        | Throttle Quadrant Assembly – Thrust Reverser Finger Lift         | C | 2 | 1 | (O) May be inoperative provided:<br>a) Affected thrust reverser is considered inoperative,<br>b) Associated throttle lever is verified not able to move into reverse thrust range, and<br>c) Opposite thrust reverser is operative. |            |

|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**77. Engine Indicating**

| Sequence No. | Item  | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|---|---|---|---|---|---------------|
| 11-01        | N <sub>f</sub> (Fan) Speed Sensor   | D | 2 | 1 | May be inoperative.   |               |
| 31-01        | Prognostics Health Monitoring Unit (PHMU)                                       | C | 2 | 1 | (O) One may be inoperative provided:<br>a) Associated engine oil filter bypass indication is operative,<br>b) Associated oil debris monitor is considered inoperative,<br>c) Associated engine vibration monitoring system is considered inoperative, and<br>d) Opposite engine auxiliary oil system monitoring is operative. |               |
| 32-01        | Engine Vibration Monitoring System – Forward (N <sub>1</sub> ) Vibration Sensor | C | 2 | 1 | (M) One may be inoperative provided associated aft (N <sub>2</sub> ) vibration sensor is operative.   |               |
| 32-02        | Engine Vibration Monitoring System – Aft (N <sub>2</sub> ) Vibration Sensor     | C | 2 | 0 | (M) One or both may be inoperative provided associated forward (N <sub>1</sub> ) vibration sensor is operative.   |               |
| 32-03        | Engine Vibration Monitoring System  | C | 2 | 0 | (M)(O) Except for extended operations, one or both may be inoperative provided:<br>a) An approved maintenance reliability program (which includes engine vibration monitoring) is in place, and<br>b) Aircraft is not operated in known or forecast icing conditions.   |               |

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**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 System<br>- Redundancy | C | - | - | Redundancy may be lost as indicated by one or both of the following INFO messages:<br>78 L ENGINE FAULT – REVERSER REDUND LOSS, or<br>78 R ENGINE FAULT – REVERSER REDUND LOSS.  |            |
| 30-02        | Thrust Reverser System                 | C | 2 | 1 | (M)(O) One may be inoperative provided:<br>a) Inoperative thrust reverser is stowed and locked, and<br>b) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operation with Airplane Systems Inoperative). |            |
| 32-01        | Powered Door Opening System (PDOS)     | D | 2 | 0 | (M) May be inoperative provided alternate procedures are established and used.   |            |
| 36-04        | Pre-Cooler Exit (PCE) Door             | C | 2 | 0 | (O) One or both may be inoperative in open position provided operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).   |            |
|              |  | C | 2 | 0 | Except for extended operations, one or both may be inoperative in closed position provided both engine bleed systems operate normally.   |            |
| (Continued)  |  |   |   |   |  |            |

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|                                       |  |
|---------------------------------------|--|
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|---------------------------------------|--|

**78. Engine Exhaust**

| Sequence No. | Item                                      | 1 | 2 | 3 | 4   | Change<br>Bar |
|--------------|---|---|---|---|---|---------------|
| 36-04        | Pre-Cooler Exit (PCE)<br>Door<br>(Cont'd) | C | 2 | 0 | Except for extended operations, both may be inoperative in closed position provided:<br>a) One engine bleed is operative, and<br>b) Aircraft is not operated in known or forecast icing conditions. |               |
|              |   | C | 2 | 1 | Except for extended operations, one may be operative in closed position provided opposite engine bleed is operative.  |               |

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**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<br>Bar |
|--------------|-----------------|---|---|---|--|---------------|
| 00-00        | Oil System      |   |   |   |  |               |
| 1)           | Left Engine Oil | A | 1 | 0 | (O) Except for extended operations, oil quality may be degraded provided: <ol style="list-style-type: none"> <li>a) Both engines are operative,</li> <li>b) Left engine oil filter delta pressure sensor (OFDPS) is verified operative,</li> <li>c) Left engine oil filter is verified not indicating contaminated,</li> <li>d) Right engine oil filter delta pressure sensor (OFDPS) is verified operative,</li> <li>e) Right engine oil filter is verified not indicating contaminated,</li> <li>f) Right engine oil debris monitor (ODM) is verified operative,</li> <li>g) Right engine oil quality is not degraded, and</li> <li>h) Repairs are made within six flight cycles (maximum 20 flight-hours in total) or 6 flight-hours, whichever is less restrictive.</li> </ol> <p>NOTE: If "79 L ENGINE FAULT OIL FILTER IMPENDING BYPASS" and "79 L ENGINE FAULT OIL DEBRIS ABOVE LIMIT" are both displayed, see item 79-21-06.</p> |               |
| (Continued)  |                 |   |   |   |  |               |

AIRCRAFT:  
BD-500-1A10, BD-500-1A11

**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 |
|--------------|--|---|---|---|--|------------|
| 00-00        | Oil System<br>(Cont'd)   |   |   |   |  |            |
| 2)           | Right Engine Oil   | A | 1 | 0 | (O) Except for extended operations, oil quality may be degraded provided: <ul style="list-style-type: none"> <li>a) Both engines are operative,</li> <li>b) Right engine oil filter delta pressure sensor (OFDPS) is verified operative,</li> <li>c) Right engine oil filter is verified not indicating contaminated,</li> <li>d) Left engine oil filter delta pressure sensor (OFDPS) is verified operative,</li> <li>e) Left engine oil filter is verified not indicating contaminated,</li> <li>f) Left engine oil debris monitor (ODM) is verified operative,</li> <li>g) Left engine oil quality is not degraded, and</li> <li>i) Repairs are made within six flight cycles (maximum 20 flight-hours in total) or 6 flight-hours, whichever is less restrictive.</li> </ul> <p>NOTE: If "79 R ENGINE FAULT OIL FILTER IMPENDING BYPASS" and "79 R ENGINE FAULT OIL DEBRIS ABOVE LIMIT" are both displayed, see item 79-21-06.</p> |            |
| 20-01        | Fan Drive Gear System (FDGS) Auxiliary Oil System Monitoring – Auxiliary Oil Pressure (AOP) Sensor | C | 2 | 1 | (O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated engine oil debris monitor (ODM) is operative and there is no debris above limit indication, and</li> <li>b) Opposite engine PHMU is operative.</li> </ul>  |            |

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**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 |
|--------------|--|---|---|---|--|------------|
| 21-01        | Engine Oil Filter Bypass Indication – Engine Oil Filter Delta Pressure (OFDP) Sensor |   |   |   | Moved to item 79-33-23, Revision 2.  |            |
| 1)           | Left Engine Oil Filter Protective Function Degradation                               |   |   |   | Deleted, Revision 2.   |            |
| 2)           | Right Engine Oil Filter Protective Function Degradation                              |   |   |   | Deleted, Revision 2.   |            |
| 21-06        | Engine Oil Filter Element  |   |   |   |  |            |
| 1)           | Left Engine Oil Filter   | A | 1 | 0 | (O) Except for extended operations, may be partially contaminated provided: <ol style="list-style-type: none"> <li>a) Both engines are operative,</li> <li>b) Left engine oil debris monitor (ODM) is verified operative,</li> <li>c) Left engine oil quality is not degraded,</li> <li>d) Right engine oil filter delta pressure sensor (OFDPS) is verified operative,</li> <li>e) Right engine oil filter is verified not indicating contaminated,</li> <li>f) Right engine ODM is verified operative,</li> <li>g) Right engine oil quality is not degraded, and</li> <li>h) Repairs are made within 30 flight-hours.</li> </ol> |            |

(Continued)

AIRCRAFT:  
 BD-500-1A10, BD-500-1A11

**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<br>Bar |
|--------------|---------------------------------------|---|---|---|---|---------------|
| 21-06        | Engine Oil Filter Element<br>(Cont'd) |   |   |   |   |               |
| 1)           | Left Engine Oil Filter<br>(Cont'd)    | A | 1 | 0 | (M)(O) Except for extended operations, may be partially contaminated with oil quality degraded provided: <ol style="list-style-type: none"> <li>a) Both engines are verified operative before each flight,</li> <li>b) Left engine oil debris monitor (ODM) is verified operative before each flight,</li> <li>c) Right engine oil filter delta pressure sensor (OFDPS) is verified operative before each flight,</li> <li>d) Right engine oil filter is verified not indicating contaminated before each flight,</li> <li>e) Right engine ODM is verified operative before each flight,</li> <li>f) Right engine oil quality is verified not degraded before each flight,</li> <li>g) Left engine magnetic chip collectors are verified within acceptable limits for fine surface contamination,</li> <li>h) Left oil filter contamination area is verified within acceptable limits, and</li> <li>i) Repairs are made within five flight cycles or 10 flight-hours, whichever is less.</li> </ol> |               |
| (Continued)  |                                       |   |   |   |   |               |

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**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<br>Bar |
|--------------|---------------------------------------|---|---|---|--|---------------|
| 21-06        | Engine Oil Filter Element<br>(Cont'd) |   |   |   |  |               |
| 2)           | Right Engine Oil Filter               | A | 1 | 0 | (O) Except for extended operations,<br>may be partially contaminated<br>provided:<br>a) Both engines are operative,<br>b) Right engine oil debris<br>monitor (ODM) is verified<br>operative,<br>c) Right engine oil quality is not<br>degraded,<br>d) Left engine oil filter delta<br>pressure sensor (OFDPS) is<br>verified operative,<br>e) Left engine oil filter is verified<br>not indicating contaminated,<br>f) Left engine ODM is verified<br>operative,<br>g) Left engine oil quality is not<br>degraded, and<br>h) Repairs are made within<br>30 flight-hours. |               |
| (Continued)  |                                       |   |   |   |  |               |

|                                       |  |
|---------------------------------------|--|
| AIRCRAFT:<br>BD-500-1A10, BD-500-1A11 | <b>TABLE KEY</b><br>1. REPAIR CATEGORY<br>2. NO. INSTALLED<br>3. NO. REQUIRED FOR DISPATCH<br>4. REMARKS OR EXCEPTIONS |
|---------------------------------------|--|

**79. Engine Oil**

| Sequence No. | Item                               | 1 | 2 | 3 | 4  | Change Bar |
|--------------|------------------------------------|---|---|---|--|------------|
| 21-06        | Engine Oil Filter Element (Cont'd) |   |   |   |  |            |
| 2)           | Right Engine Oil Filter (Cont'd)   | A | 1 | 0 | (M)(O) Except for extended operations, may be partially contaminated with oil quality degraded provided: <ul style="list-style-type: none"> <li>a) Both engines are verified operative before each flight,</li> <li>b) Right engine oil debris monitor (ODM) is verified operative before each flight,</li> <li>c) Left engine oil filter delta pressure sensor (OFDPS) is verified operative before each flight,</li> <li>d) Left engine oil filter is verified not indicating contaminated before each flight,</li> <li>e) Left engine ODM is verified operative before each flight,</li> <li>f) Left engine oil quality is verified not degraded before each flight,</li> <li>g) Right engine magnetic chip collectors are verified within acceptable limits for fine surface contamination,</li> <li>h) Right oil filter contamination area is verified within acceptable limits, and</li> <li>i) Repairs are made within five flight cycles or 10 flight-hours, whichever is less.</li> </ul> |            |

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| 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 |
|--------------|---|---|---|---|---|------------|
| 21-15        | Variable Oil Reduction Valve (VORV) – VORV Linear Variable Differential Transducer (LVDT) Channel | C | 4 | 2 | (O) One channel per engine may be inoperative.  |            |
| 31-01        | Oil Quantity Indication System  | C | 2 | 1 | (M) One may be inoperative provided:<br>a) Associated oil quantity is verified via sight glass before each flight, and<br>b) There is no evidence of abnormal consumption or leakage. |            |
| 31-02        | Oil Tank Sight Glass  | D | 2 | 1 | (M) One may be inoperative provided:<br>a) Associated EICAS oil level indication is operative, and<br>b) There is no evidence of physical damage to the sight glass.                  |            |
| 33-23        | Engine Oil Filter Bypass Indication – Engine Oil Filter Delta Pressure (OFDP) Sensor              | C | 2 | 1 | (M) One may be inoperative provided associated oil filter is replaced once each flight-day.   | <br> <br>  |
| 35-01        | Oil Debris Indicating System – Oil Debris Monitor (ODM)   | C | 2 | 0 | Except for extended operations, one or both may be inoperative provided associated engine oil filter bypass indication operates normally.   |            |

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|---------------------------------------|--|

**80. Starting**

| Sequence No. | Item                 | 1 | 2 | 3 | 4  | Change Bar |
|--------------|----------------------|---|---|---|--|------------|
| 10-01        | Starter Air Valve    | C | 2 | 1 | (M)(O) Except for extended operations, one may be inoperative CLOSED provided:<br>a) Alternate starting procedures are established and used,<br>b) Associated valve is manually closed after engine start, and<br>c) Associated engine air turbine starter (ATS), for in-flight relights, is considered inoperative. |            |
| 11-01        | Starter Speed Sensor | C | 2 | 1 | (M)(O) Except for extended operations, one may be inoperative provided:<br>a) Alternate starting procedures are established and used,<br>b) Associated valve is manually closed after engine start, and<br>c) Associated engine air turbine starter (ATS), for in-flight relights, is considered inoperative.        |            |