



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

Master Minimum Equipment List (MMEL)

Revision: 14
Date: 10/30/2015

Bombardier
Global Express BD-700-1A10
&
Global 5000 BD-700-1A11
&
G 6000 (Global Vision Flight Deck)
&
G 5000 (Global Vision Flight Deck)

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| 49 | 49-1 | 9 | 06/27/2009 |
| | 49-2 | 13 | 05/15/2014 |
| 52 | 52-1 | 13 | 05/15/2014 |
| | 52-2 | 12 | 03/16/2012 |
| | 52-3 | 11 | 04/20/2011 |
| 73 | 73-1 | 13 | 05/15/2014 |
| 74 | 74-1 | 9 | 06/27/2009 |
| 77 | 77-1 | 9 | 06/27/2009 |
| 78 | 78-1 | 9 | 06/27/2009 |
| 79 | 79-1 | 13 | 05/15/2014 |
| 80 | 80-1 | 9 | 06/27/2009 |
| Section Two divider | | 12 | 03/16/2012 |
| Section Two Introduction | INT-1 | 12 | 03/16/2012 |
| | INT-2 | 12 | 03/16/2012 |
| Section 2 – Table Of Contents | TOC-1 thru -3 | 14 | 10/30/2015 |
| CAS Messages | 2-1 thru 2-3 | 14 | 10/30/2015 |
| | 2-4 | 13 | 05/15/2014 |
| | 2-5 | 13 | 05/15/2014 |
| | 2-6 | 12 | 03/16/2012 |
| | 2-7 | 14 | 10/30/2015 |
| | 2-8 | 13 | 05/15/2014 |
| | 2-9 thru 2-50 | 14 | 10/30/2015 |

| | | | |
|-----------------------------------|----------|-------------------------------------|--------------|
| U.S. DEPARTMENT OF TRANSPORTATION | | MASTER MINIMUM EQUIPMENT LIST | |
| FEDERAL AVIATION ADMINISTRATION | | | |
| AIRCRAFT: BD-700-1A10 / -1A11 | | REVISION NO. 14 DATE: 10/30/2015 | PAGE NO. IX |
| HIGHLIGHTS OF CHANGE | | | |
| System | Page No. | Rev. No. | Current Date |

Effective the above date, the Bombardier BD-700-1A10 / -1A11 (Global Express) Master Minimum Equipment List (MMEL) is revised. Revision 14 is a STANDARD revision.

Revision 14 introduces one new general relief item, arising from Bombardier approval of an LED Navigation Lights installation. Additionally, relief provisos for four other existing relief items have been amended, as summarized below - two of those in order to align with changes to FAA PL-039 and 043.

Also, as a result of software updates to the Global Vision Datalink System, two new CAS message relief items have been added to Section 2.

A number of clerical changes have been incorporated throughout the document, for alignment with FAA MMEL Policy Letter 31, regarding formatting, and document standardization.

Section One Technical Changes

| MMEL Seq. No. | Item: |
|---------------|--|
| 24-21-01 | Engine Generator Systems – (amended requirement for APU gen. operation) |
| 31-31-03 | Pilot Event Marker (deleted previous reference to ‘C Check’) |
| 33-42-01 | Navigation Lights – Wing Tip/Aft Position Lights – (added relief for wing/tip position LED assemblies) |
| 34-14-01 | Altitude Alerting Systems – (relief restored per FAA PL-039, Rev 5) |
| 34-55-01 | Global Positioning Systems/Sensors – (add proviso for ADS-B Out) |
| 35-20-01 | Protective Breathing Equipment (PBE) - (amended per FAA PL-043, Rev 2) |

Section One Clerical-only Changes (ref FAA PL-31)

| | |
|-------------|---|
| 23-40-01 2) | Passenger Address – Non-Passenger Configuration. (formatting change) |
| 23-51-04 | Headsets (formatting change re: deleted items) |
| 23-71-01 2) | Recorder Independent Power Supply (RIPS) (formatting change) |
| 25-70-01 | Passenger Convenience Items (formatting change re: deleted items) |
| 26-16-01 | Lavatory Smoke Detection System (Re-numbered NOTES) |
| 29-12-01 | AC Motor Pump (ACMP) (System #1) (formatting change re: deleted items) |
| 30-40-02 | Enhanced Vision System - Ice Protection (Re-numbered NOTES) |
| 31-61-05 | Cursor Control Panel (Re-numbered NOTES) |
| 33-50-01 | Interior Emergency Lights (formatting change; redundant text deleted) |
| 33-50-02 | Floor Proximity Escape Path Lighting (formatting change) |
| 34-13-01 | Static Air Temperature Indication (SAT) (formatting change re: deleted items) |
| 34-53-01 | Distance Measuring Equipment Systems (DME) (formatting change) |
| 46-20-01 | Integrated Flight Information System (IFIS) (Re-numbered NOTES) |

HIGHLIGHTS OF CHANGE

Section Two Technical Changes

| Pg # | <u>CAS MESSAGE</u> | <u>Change</u> |
|-------------|--------------------------------|--|
| 2-9 | DATALINK CPDLC FAIL (Advisory) | (new message to permit Global Vision relief) |
| 2-9 | DATALINK FAIL (Advisory) | (new message to permit Global Vision relief) |

Section Two Clerical-only Changes

| Pg # | <u>CAS MESSAGE</u> | <u>Change</u> |
|-------------|-----------------------------|---------------------------------|
| 2-1 | ADC 2 DEGRADED (Advisory) | (Dashes replace Roman numerals) |
| 2-2 | ADC 3 DEGRADED (Advisory) | (Dashes replace Roman numerals) |
| 2-2 | ADC 2 FAIL (Advisory) | (Dashes replace Roman numerals) |
| 2-3 | ADC 3 FAIL (Advisory) | (Dashes replace Roman numerals) |
| 2-7 | AVIONIC FAN FAIL (Advisory) | (Re-numbered NOTES) |
| 2-11 | EVS HEAT FAIL (Caution) | (Re-numbered NOTES) |
| 2-12 | EVS HEAT OVHT (Caution) | (Re-numbered NOTES) |
| 2-23 | L PACK AUTO FAIL (Caution) | (Dashes replace Roman numerals) |
| 2-24 | L PACK AUTO FAIL (Caution) | (Dashes replace Roman numerals) |
| 2-25 | L PACK FAIL (Caution) | (Dashes replace Roman numerals) |
| 2-26 | L PACK FAIL (Caution) | (Dashes replace Roman numerals) |
| 2-27 | R PACK FAULT (Advisory) | (Dashes replace Roman numerals) |
| 2-33 | R BLEED FAULT (Advisory) | (Typo corrected) |
| 2-34 | R PACK AUTO FAIL (Caution) | (Dashes replace Roman numerals) |
| 2-35 | R PACK AUTO FAIL (Caution) | (Dashes replace Roman numerals) |
| 2-36 | R PACK FAIL (Caution) | (Dashes replace Roman numerals) |
| 2-37 | R PACK FAIL (Caution) | (Dashes replace Roman numerals) |

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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DEFINITIONS

Insert definitions from Policy Letter PL-25.

U. S. DEPARTMENT OF TRANSPORTATION

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PREAMBLE

Insert Preamble from Policy letter PL-34 for Part 135 certificated holders or Policy Letter PL-36 for Part 91 operators.

U.S. DEPARTMENT OF TRANSPORTATION

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SECTION ONE

LRU / COMPONENT ORIENTED MMEL RELIEF

FEDERAL AVIATION ADMINISTRATION

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|---|-----------------|---------------------|---------------------------------|--------|---|
| | | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 21 AIR CONDITIONING | | | | | |
| 20-01 Flow Control Valve (FCV) | C | 2 | 1 | (M)(O) | Except for ER Operations, one may be inoperative provided: a) Affected valve is secured CLOSED, b) Affected air conditioning pack is selected OFF and considered inoperative, c) Opposite air conditioning pack is operative, d) AUX PRESS system is operative. |
| 21-01 Recirculation Fans | C | 2 | 1 | (M) | One may be inoperative. |
| | C | 2 | 0 | (M) | Except for ER Operations, both may be inoperative provided both air conditioning packs operate normally. |
| 23-01 Display Unit Cooling Fans (except Global Vision) | C | 12 | 6 | (M) | One per Display Unit may be inoperative provided the avionics fan is operative. |
| 23-02 AFD Display Fans - Filters (Global Vision only) | C | 8 | 0 | (M) | One or all fan filters may be damaged or missing. |
| 23-03 Supplemental Cooling Fans (AFD Displays) (Global Vision only) | C | 2 | 0 | (M) | One or both supplemental cooling fans may be inoperative, provided all AFD display fans are operative for AFD # 1, AFD #2 and AFD #3. |
| 30-01 Cabin Pressurization Control | | | | | |
| 1) AUTO Pressurization Channels | C | 2 | 1 | (M) | Except for ER Operations, one may be inoperative provided: a) MAN control channels are verified operative, b) Safety valves are verified operative, and c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator are verified operative. |

(cont'd)

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | |
|--|-----------------|---------------------|---------------------------------|--|
| 21 AIR CONDITIONING | | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS AND EXCEPTIONS |
| | C | 2 | 0 | (M)(O) Except for ER Operations, both may be inoperative provided: a) MAN control channels are verified operative, b) Safety valves are verified operative, c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator are verified operative, and d) Flight is conducted at or below FL250. |
| 2) MAN Pressurization Channels | C | 2 | 1 | (M) One MANUAL channel may be inoperative provided: a) Both automatic cabin pressurization control channels are operative, and b) Both Outflow valves are verified operative. |
| | A | 2 | 0 | (O) Except for ER Operations and Polar Ops, both MANUAL channels may be inoperative for one flight day, provided the flight is conducted in accordance with AFM for unpressurized flight configuration at or below 9,000 ft MSL. |
| 30-02 Outflow Valves | C | 2 | 1 | (M)(O) Except for ER Operations and Polar Ops, one may be inoperative OPEN provided: a) Affected outflow valve is verified open, b) Flight is conducted in accordance with AFM for an unpressurized flight configuration at or below 9,000 ft MSL, c) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching, and d) Extended over water operations are prohibited. |
| 31-01 Safety Valves | C | 2 | 0 | (O) One or both may be inoperative OPEN provided: a) Both air conditioning packs operate normally, b) Flight is conducted in accordance with AFM for unpressurized flight configuration at or below 9,000 ft MSL, c) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching, and d) Extended over water operations are prohibited. |

FEDERAL AVIATION ADMINISTRATION

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------|---------------------------------|---|--------|--|
| | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| 21 AIR CONDITIONING | | | | | |
| 31-02 Auxiliary Pressurization System | C | 1 | 0 | | Except for ER Operations, may be inoperative provided both air conditioning packs are operative. |
| 51-01 Pack Inlet Temperature Sensor (PITS) | C | 2 | 0 | | One or both may be inoperative |
| 51-02 Ram Air Valve | C | 1 | 0 | (M) | Except for ER Operations, may be inoperative secured CLOSED |
| | C | 1 | 0 | (O) | Except for ER Operations, may be inoperative OPEN provided: a) RH air conditioning pack is selected OFF and considered inoperative, b) LH air conditioning pack is operative, and c) Pack NORM and MAN control modes are operative. |
| 51-03 Pack Inlet Flow Sensor (PIFS) | C | 2 | 1 | (M) | Except for ER Operations, one may be inoperative provided MANUAL mode of both air conditioning packs is verified operative. |
| | C | 2 | 0 | (M)(O) | Except for ER Operations, both may be inoperative provided: a) One pack is selected OFF and considered inoperative, b) MANUAL mode of air conditioning is selected for the remaining pack and verified operative. |
| 51-04 Pack Flow Control Selection | | | | | |
| 1) HIGH | C | 1 | 0 | | May be inoperative failed in HIGH position. |
| 2) LO, NORM | C | 2 | 0 | | Positions may be inoperative provided both packs are operative in the HIGH position. |
| 51-05 Ozone Converters | C | 2 | 0 | | One or both may be inoperative provided flights are conducted at FL 250 or below. |

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

52-01 Air Conditioning
Packs
(GX)

C

2

1

(M)(O) Except for ER Operations, one may be inoperative provided:
 a) Remaining pack is operated in AUTO mode,
 b) Affected air conditioning pack is selected OFF,
 c) Avionics fan is selected OFF,
 d) Recirculation system is verified operative,
 e) AUX PRESS system is verified operative,
 f) TRIM AIR is selected OFF,
 g) Operations are conducted at or below FL 410, and
 h) If dispatching with right pack operative, ensure that RAM Air Valve is not failed in OPEN position.

(Global 5000)

C

2

1

(M)(O) Except for ER Operations, one may be inoperative provided:
 a) Remaining pack is operated in AUTO mode,
 b) Affected air conditioning pack is selected OFF,
 c) Avionics fan is selected OFF,
 d) Recirculation system is verified operative,
 e) AUX PRESS system is verified operative,
 f) TRIM AIR is selected OFF,
 g) Operations are conducted at or below FL 410,
 h) Av Rack Fan is verified operative, and
 i) If Dispatching with right pack operative ensure that RAM Air Valve is not failed in OPEN position.

(cont'd)

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | |
|--|-----------------|---------------------|---|---|
| 21 AIR CONDITIONING | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH |
| | | | | 4. REMARKS AND EXCEPTIONS |
| 1) Pack AUTO Mode (GX) | C | 2 | 1 | (M)(O) Except for ER Operations, one may be inoperative provided: a) MANUAL mode on the unaffected pack is verified operative, b) Unaffected pack is operated in AUTO mode, c) Affected air conditioning pack is selected OFF, d) Avionics Fan is selected OFF, e) Recirculation system is verified operative, f) AUX PRESS system is verified operative, g) TRIM AIR is selected OFF, h) Operations are conducted at or below FL410, and i) If Dispatching with right pack operative ensure that RAM Air Valve is not failed in OPEN position. |
| (Global 5000) | C | 2 | 1 | (M)(O) Except for ER Operations, one may be inoperative provided: a) MANUAL mode on unaffected pack is verified operative, b) Unaffected pack is operated in AUTO mode, c) Affected air conditioning pack is selected OFF, d) Avionics Fan is selected OFF, e) Recirculation system is verified operative, f) AUX PRESS system is verified operative, g) TRIM AIR is selected OFF, h) Operations are conducted at or below FL410, i) Av Rack fan is verified operative, and j) If Dispatching with right pack operative ensure that RAM Air Valve is not failed in OPEN position. |
| 52-02 Pack Inlet Pressure Sensor (PIPS) | C | 2 | 0 | (O) One or both may be inoperative provided MANUAL mode of both air conditioning packs is verified operative. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|------------------------------------|--|---------------------|---|---------------------------------|-----|---|
| | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 21 AIR CONDITIONING | | | | | | |
| 53-01 | Avionics Exhaust Fan (GX) | C | 1 | 0 | | <p>May be inoperative provided air conditioning is operated during ground operations.</p> <p>NOTE 1: Minimize utilization of equipment in the avionics bay without air conditioning and fans during engine start and shutdown.</p> <p>NOTE 2: If only one air conditioning pack is operating, passenger door opening should be minimized.</p> |
| | (Global 5000) | C | 1 | 0 | (M) | <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Air conditioning is operated during ground operations, and b) AV Rack Fan is confirmed operative. <p>NOTE 1: Minimize utilization of equipment in the avionics bay without air conditioning and fans during engine start and shutdown.</p> <p>NOTE 2: If only one air conditioning pack is operating, passenger door opening should be minimized.</p> |
| 53-02 | Av Rack Fan (Global 5000) | C | 1 | 0 | (M) | <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Air conditioning is operated during ground operations, and b) Avionics exhaust fan is confirmed operative. <p>NOTE 1: Minimize utilization of avionics equipment without air conditioning and during engine start and shutdown.</p> <p>NOTE 2: If only one air conditioning pack is operating, passenger door opening should be minimized.</p> |
| 53-03 | Gasper Assist Fan (All aircraft 9127 & sub) (Pre-9127- if installed) | D | 1 | 0 | (M) | <p>May be inoperative provided unit is deactivated.</p> |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|-----------------|---------------------|---|---------------------------------|---|
| | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | |
| 21 AIR CONDITIONING | | | | | |
| 60-04 Hot Air Shut Off Valves (HASOV) | C | 2 | 1 | (M) | One may be inoperative CLOSED provided the affected HASOV is secured CLOSED. |
| | C | 2 | 1 | | Except for ER Operations, one may be inoperative OPEN provided: a) Trim Air Valves are operative, and b) Both air conditioning packs are operative. |
| | C | 2 | 0 | (M) | Except for ER Operations, both may be inoperative CLOSED provided: a) Both HASOVs are secured CLOSED, b) Trim Air system is selected to OFF, c) Both air conditioning packs are operative, and d) AUX PRESS is selected OFF and is considered inoperative. |
| 60-05 Trim Air Valves (TAV) | C | 3 | 0 | (M) | Except for ER Operations, all may be inoperative CLOSED provided: a) Trim Air Switch is selected OFF, b) Both air conditioning packs are operative, c) Both HASOVs are secured CLOSED, and d) AUX PRESS is selected OFF and considered inoperative. |
| 60-06 Pack Discharge Temperature Indication | C | 2 | 0 | (M) | Except for ER Operations, one or both may be inoperative provided: a) Both associated automatic temperature controls are operative, and b) Pack Control selection switch is set to either LO, NORM, or HIGH. NOTE: Associated with loss of PDT indications, pack MANUAL mode will be inoperative. |
| 61-01 Cabin Temperature Control 1) AUTO mode (NORM) | C | 1 | 0 | (M)(O) | Except for Polar Ops, may be inoperative provided: a) One pack is selected OFF and considered inoperative, b) MANUAL temp control is verified operative, and c) Operations are conducted at or below FL350. |

(cont'd)

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|-----------------|---------------------|---------------------------------|-----|---|
| | | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | | | | | 4. REMARKS AND EXCEPTIONS |
| 21 AIR CONDITIONING | | | | | |
| 2) MANUAL mode (MAN) | C | 1 | 0 | | May be inoperative provided: a) AUTO mode is operative, and b) Both packs are operative. |
| | C | 1 | 0 | (O) | May be inoperative provided: a) AUTO mode is operative, and b) One pack is selected OFF and considered inoperative. |
| 3) Temperature Selectors – Cockpit, FWD Cabin, AFT Cabin | C | 3 | 0 | | Except for Polar Ops, any or all may be inoperative. |
| 61-02 Temperature Sensors | | | | | |
| 1) Ventilated Temperature Sensors (VENTS) - Sensors elements | C | 6 | 3 | | One element from each sensor may be inoperative. |
| | C | 6 | 4 | (M) | Both elements of any one sensor may be inoperative provided all duct temperature indications are operative. |
| 2) Duct Temperature Sensors (DTS) - Sensors elements | C | 6 | 3 | (M) | One element from each sensor may be inoperative. |
| | C | 6 | 0 | (M) | May be inoperative provided: (a) Both HASOVs are secured CLOSED, (b) TRIM air system is selected OFF, (c) Both air conditioning packs are operative, and (d) AUX PRESS is selected OFF and is considered inoperative. |
| 3) Mix Manifold Temperature Sensor (MMTS) - Sensors elements | C | 4 | 1 | | |

FEDERAL AVIATION ADMINISTRATION

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|---|-----------------|---------------------|---|---------------------------------|---------------------------|
| | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | |
| 21 AIR CONDITIONING | | | | | |
| 62-01 RECIRC "OFF" Switch light (Light function only) | C | 1 | 0 | | |
| 62-02 L Pack "FAIL/OFF" Switch lights (Light function only) | C | 2 | 0 | | |
| 62-03 R Pack "FAIL/OFF" Switch lights (Light function only) | C | 2 | 0 | | |
| 62-04 TRIM AIR "OFF" Switch light (light function only) | C | 1 | 0 | | |
| 62-05 AUX PRESS "ON" Switch light (light function only) | C | 1 | 0 | | |
| 62-06 RAM AIR "ON" Switch light (light function only) | C | 1 | 0 | | |
| 62-07 DITCHING "ON" Switch light (light function only) | C | 1 | 0 | | |
| 62-08 OUTFLOW VLV 1 "CLOSED" Switch light (light function only) | C | 1 | 0 | | |
| 62-09 OUTFLOW VLV 2 "CLOSED" Switch light (light function only) | C | 1 | 0 | | |
| 62-10 Emer Depress "ON" Switch light (light function only) | C | 1 | 0 | | |
| 62-11 Pressurization AUTO/MAN "MAN" Switch light (light function only) | C | 1 | 0 | | |

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

71-01 Humidifier System

(relief limited to
installation defined by
Bombardier Service
Bulletins S/B 700-21-
001,
700-21-020, 700-21-
031,
700-21-039, 700-21-
050,
700-21-051, or S/B
700-1A11-21-09, 700-
1A11-21-24.)

D

1

0

(O) May be inoperative provided:
a) System is deactivated,
b) Neither L PACK FAIL or R PACK FAIL
Caution messages are also
annunciated,
c) TRIM AIR switch is selected and
remains OFF,
d) HASOVs are indicated closed on
Synoptic Page, and
e) Overnight parking in hangar should be
considered where freezing temperatures
are forecast.

NOTE: Potential freezing is not of concern
provided ECS is operating.

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|---|-----------------|----|--------|-----------|--|
| 22 AUTOFLIGHT | | 2. | NUMBER | INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH |
| 10-01 Autopilot System | C | 2 | 1 | | Except for ER Operations, one may be inoperative provided approach procedures are not dependent on its use. |
| (except Global Vision) | C | 2 | 0 | | Both may be inoperative provided: a) Procedures are not dependent on its use, and b) Intended flights do not exceed three hours. NOTE: Automatic Emergency Descent Mode (EDM) is inoperative. |
| (Global Vision only) | C | 2 | 0 | (M) | Both may be inoperative provided: a) Procedures are not dependent on its use, b) Intended flights do not exceed three hours, and c) EDM button is placarded "INOP" on flight control panel. NOTE: Automatic Emergency Descent Mode (EDM) is inoperative. |
| 10-02 Remote Electronics Unit (REU) Channels (Global Vision only) | C | 4 | 2 | | One or both channels of one REU may be inoperative provided dispatch is in accordance with relief for the affected autopilot and yaw damper. (ref. Item 22-10-01). |
| 11-01 A/P Quick DISC Buttons (Control Wheel) | | | | | One may be inoperative failed CLOSED provided: a) Associated stall protection system pusher disconnect function is operative; b) Pilot flying has the operative A/P Quick Disc button. c) Autopilot is not used below 1500 feet AGL, and d) Approach minimums do not require the use of autopilot. |
| 1) Autopilot Disconnect Function | C | 2 | 1 | (O) | |

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

22 AUTOFLIGHT

2) Pitch Trim
Disconnect
Function

C

2

1

(O)

One may be inoperative failed CLOSED provided:

- a) Associated Stall Protection System pusher disconnect function is operative, and
- b) Pilot flying has the operative A/P Quick Disc button.

11-02 1) Touch Control
Steering Buttons
(TCS)
(except Global Vision)

C

2

0

2) Touch Control
Switches
(TCS)
(Global Vision only)

C

2

0

11-03 Take-Off/Go-Around
(TOGA) Buttons
(on Thrust Levers)

C

2

1

One may be inoperative provided:

- a) Approach procedures do not require its use, and
- b) Pilot flying has the operative switch.

C

2

0

Both may be inoperative provided:

- a) Both thrust levers are operated manually for take-off and go-around, and
- b) Autopilot and flight director are not used at less than 1500 feet AGL.

13-01 Yaw Damper System

C

2

1

(O)

Except for ER Operations, one may be inoperative provided airplane is operated at or below FL 390.

30-01 Autothrottle Systems

C

2

1

C

2

0

Except for Polar Ops, may be inoperative provided autothrottles are not used.

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|--|-----------------|---|---------------------------------|---|
| 22 AUTOFLIGHT | | | 2. NUMBER INSTALLED | |
| | | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | | | 4. REMARKS AND EXCEPTIONS |
| 30-02 Autothrottle Engage / Disengage Switches (on Thrust Lever Stem) | C | 2 | 1 | |
| | C | 2 | 0 | (M) Both may be inoperative provided autothrottle system is considered inoperative. |
| 30-03 Autothrottle Quick Disconnect Buttons (on Thrust Lever Handles) | C | 2 | 1 | |
| | C | 2 | 0 | (M) Both may be inoperative provided autothrottle system is considered inoperative. |

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REPAIR CATEGORY

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATION

10-01 Integrated Comm Unit (ICU) Tray Mounted Cooling Fan

(except Global Vision)

C

-

1

(M)

May be inoperative provided a minimum of one fan is verified to operate normally.

11-01 Communication Systems

1) VHF

D

-

-

Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the AC Essential Bus, DC Emergency Bus, Battery Bus, Battery Direct Buss, or the DC Essential Bus and not required for emergency procedures.

2) HF

C

-

1

(O)

May be inoperative while conducting operations that require two Long Range Communication Systems provided:
a) SATVOICE system operates normally,
b) SATVOICE services are available as a LRCS over the intended route of flight.
c) The ICAO flight plan is updated(as required) to notify ATC of the comm equipment status of the aircraft, and
d) Alternate procedures are established and used.

D

-

-

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

13-01 Satellite
*** Communication System (SATCOM)

D

-

0

As required by 14 CFR.

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATION

| | | | | | |
|--|---|---|---|-----|--|
| 21-01 *** Datalink Systems (incl. Controller Pilot Data Link Comm / ADS-C.) | C | - | 0 | (O) | May be inoperative provided alternate procedures are established and used. |
| | D | - | 0 | | May be inoperative provided regulations or enroute procedures do not require its use. |
| 22-01 *** Selective Call System (SELCAL) | C | - | 0 | (O) | May be inoperative provided alternate procedures are established and used. |
| | D | - | 0 | | May be inoperative provided routine procedures do not require its use. |
| 1) Channels | C | - | 0 | (O) | May be inoperative provided alternate procedures are established and used. |
| | D | - | 0 | | May be inoperative provided procedures do not require its use. |
| 32-01 *** Pre-recorded Announcement and Boarding Music System | C | 1 | 0 | (O) | May be inoperative provided alternate procedures are established and used. |
| | D | 1 | 0 | (O) | May be inoperative provided procedures do not require its use. |
| 40-01 Passenger Address System | | | | | |
| 1) Passenger Configuration | C | 1 | 0 | (O) | May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used |
| | | | | | NOTE: Any station function(s) that operate normally may be used. |
| a) Lavatory Speaker | C | - | 0 | (O) | May be inoperative provided alternate procedures are established and used. |

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATION

2) Non - Passenger
Configuration

(Deleted, Revision 13)

3) All Cargo
Configuration

D 1 0

May be inoperative provided all crewmembers are on flight deck.

4) Crew Rest Facility
- Bunk

C - 0

(O)

May be inoperative provided:
a) Flight deck and Cabin/Crew Rest Facility - Bunk Interphone system (two-way) with associated calls (e.g. Chimes) is verified operative,
b) Crew Rest Facility - Bunk drop down oxygen system is operative,
c) Alternate procedures are established and used, and
d) Pilot-In-Command is advised that all crew have been briefed.

D - 0

(M)(O)

May be inoperative provided:
a) Associated Crew Rest Facility – Bunk is not occupied, and
b) Associated Crew Rest Facility – Bunk is placarded INOPERATIVE – DO NOT USE.

40-02 Alerting System
(chime / light)

1) Flight Deck Call
Light

B 1 0

May be inoperative provided the flight deck chime is operative.

NOTE: The flight deck chime must always be operative.

2) Flight Attendant /
Cabin Call Light

D - 0

(O)

May be inoperative provided:
a) Affected chime is not used for lavatory smoke detector alerting, and
b) Alternate procedures are established and used.

3) Flight Attendant /
Cabin Chime

D - 0

May be inoperative provided:
a) Affected Chime is not used for lavatory smoke detector alerting, and
b) Alternate procedures are established and used.

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|---|-----------------|---------------------|---|---|
| 23 COMMUNICATION | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH |
| | | | | 4. REMARKS AND EXCEPTIONS |
| 40-03 Crewmember Interphone System - Flight Deck to Cabin, Cabin to Flight Deck Functions | B | - | - | (O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communications procedures are established and used. NOTE: Any station function(s) that operate normally may be used. |
| | D | 1 | 0 | (O) May be inoperative provided procedures do not require its use. |
| 1) Crew Rest Facility Bunk | C | - | - | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Pilot-In-Command is advised that all crew have been briefed. |
| | D | - | - | (M)(O) May be inoperative inoperative provided: a) Associated Crew Rest Facility – Bunk is not occupied, and b) Associated Crew Rest Facility – Bunk is placarded INOPERATIVE – DO NOT USE. |
| 41-01 Flight Compartment to Ground Service Interphone System (Nose and Avionic bay) | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. |
| 51-01 Flight Compartment Speakers | C | 2 | 0 | One or both may be inoperative provided: a) Procedures are not dependent on their use. b) Headsets are installed and used by each crew member on flight deck duty, and c) A spare headset must be readily available for crew use. |

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|--|-----------------|---|---|---------------------|---------------------------------|---|
| 23 COMMUNICATION | | | | | | |
| 51-02 Flight Deck Headsets Earphones / Headphones | | | | | | |
| 1) (Holder of an AIR CARRIER or COMMERCIAL OPERATOR certificate) | | | | | | |
| a) Headset Boom Microphones | A | - | 0 | | | May be inoperative provided: a) Associated hand microphone is installed and is operative, and b) Repairs are made within three flight days. |
| | D | - | - | | | Any in excess of those required by 14 CFR may be inoperative |
| i) Pilot and Co-pilot Boom Microphone Push-To-Talk (PTT / R/T) Switches | D | 6 | 4 | | | One boom microphone PTT switch may be inoperative per side provided they are not failed in transmit state. |
| (Global Vision only) | C | 6 | 2 | | | Two boom microphone PTT switches may be inoperative per side provided: a) They are not failed in the transmit state, and b) Both hand held microphones operate normally. |
| b) Headset/ Earphones/ Headphones | 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 |
| c) Active Noise Cancelling / Reduction Function | D | - | 0 | | | May be inoperative provided normal audio function of headset is operative. |
| 2) (Operator other than a holder of an AIR CARRIER or COMMERCIAL OPERATOR certificate) | D | - | - | | | Any in excess of those required by 14 CFR may be inoperative. |

(cont'd)

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|---|-----------------|---------------------|---|---------------------------------|--|
| | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | |
| 23 COMMUNICATION | | | | | |
| a) Headset Boom Microphones | A | - | 0 | | May be inoperative provided: a) Associated hand microphone is installed and is operative, and b) Repairs are made in accordance with applicable regulations. |
| | D | - | - | | Any in excess of those required by 14 CFR may be inoperative |
| i) Pilot and Co-pilot Boom Microphone Push-To-Talk (PTT / R/T) Switches (Global Vision only) | D | 6 | 4 | | One boom microphone PTT switch may be inoperative per side provided they are not failed in transmit state. |
| | C | 6 | 2 | | Two boom microphone PTT switches may be inoperative per side provided: a) They are not failed in the transmit state, and b) Both hand held microphones operate normally. |
| b) Headset/ Earphones/ Headphones | C | - | 1 | | May be inoperative provided associated flight deck speaker is operative. |
| c) Active Noise Cancelling / Reduction Function | D | - | 0 | | May be inoperative provided normal audio function of headset is operative. |
| 51-03 Hand Held *** Microphones | D | - | - | | Any in excess of those required by 14 CFR may be inoperative |
| | C | 2 | 0 | | May be inoperative provided associated boom microphone is operative. |
| 51-04 Headsets | | | | | (Relief combined with ATA 23-51-02, Flight Deck Headsets Earphones / Headphones , Revision 13) |
| 71-01 Cockpit Voice Recorder (CVR) 1) | | | | | |
| a) Part 91 Operations | A | 1 | 0 | | May be inoperative provided repairs are made in accordance with applicable 14 CFR. |
| b) Part 135 Operations | A | 1 | 0 | | May be inoperative provided: a) Flight data recorder (FDR) is operative, and b) Repairs are made within three flight days. |

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATION

Cockpit Voice
Recorder (CVR)
(cont'd)

2) Recorder
Independent
Power Supply
(RIPS)

C

1

0

C

1

0

(M) May be removed for repair provided CVR is installed into tray.

3) Datalink message
capture
(if installed)

C

1

0

81-01 Radio Management
Units
(except Global Vision)

B

2

1

(O) One may be inoperative provided:
a) Cross-side tuning is verified operative,
and
b) Two FMS are operative.

81-02 Radio Tuning System
(Global Vision only)

1) DU - Radio Tuning
function only

C

4

3

C

4

0

(O) May be inoperative provided:
a) CTP 1 and CTP 2 radio tuning capability
is confirmed operative, and
b) Prior to each flight, reversionary tuning
is confirmed operative from both CTPs.

NOTE: For inoperative DU functions other
than radio tuning, see MMEL item
31-61-01.

2) Control Tuning
Panels (CTP) -
Radio Tuning
functions only
(cont'd)

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATION

2) Control Tuning
Panels (CTP) -
Radio Tuning
functions only

NOTE: For inoperative CTP functions other
than radio tuning, see MMEL item
31-61-03.

a) CTP 1

C

1

0

(O)

May be inoperative provided:

- a) CTP 1 is selected to OFF,
- b) Prior to each flight, reversionary tuning is confirmed operative on CTP 2 and DU tuning,
- c) Planned destination and alternate airports must have an approach available other than VOR,
- d) Planned operations must not require selection between MAG and TRUE, or vice versa,
- e) CAT II ILS approach is not planned at destination, .and
- f) Operations and/or approach minimums do not require the following functions performed by the affected crewmember:
 - Weather radar ON/OFF
 - EVS ON/OFF
 - MINIMUMS (MDA / DH) set
 - MAG / TRUE heading selection
 - BRG 1 & 2 selection
 - CRS SEL adjustment

NOTE: Turning CTP to OFF does not impact
dedicated CTP EFIS pushbuttons nor
BARO-set.

b) CTP 2

C

1

0

(O)

May be inoperative provided:

- a) CTP 2 is selected to OFF,
- b) Prior to each flight, reversionary tuning is confirmed operative on CTP 1 and DU tuning,
- c) Planned destination and alternate airports must have an approach available other than VOR,
- d) Planned operations must not require selection between MAG and TRUE, or vice versa,
- e) CAT II ILS approach is not planned at destination, and

(cont'd)

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATION

b) CTP 2
(cont'd)

f) Operations and/or approach minimums do not require the following functions performed by the affected crewmember:

- Weather radar ON/OFF
- EVS ON/OFF
- MINIMUMS (MDA / DH) set
- MAG / TRUE heading selection
- BRG 1 & 2 selection
- CRS SEL adjustment

NOTE: Turning CTP to OFF does not impact dedicated CTP EFIS pushbuttons nor BARO-set.

81-03 Radio Interface Units
Channels (RIU)
(Global Vision only)

NOTE: RIU channels 1B and 2B must be operative for dispatch.

1) RIU channel 1A B 1 0 (O)

May be inoperative provided:
a) Reversionary tuning of VHF #3 is confirmed operative from CTP 1, and
b) DCU 1A is operative.

NOTE: One Datalink and one SELCAL system are considered inoperative.

2) RIU channel 2A B 1 0 (O)

May be inoperative provided:
a) Primary tuning of VHF #3 is confirmed operative from CTP 2, and
b) DCU 2A is operative.

NOTE 1: One SELCAL system is considered inoperative.

NOTE 2: If aircraft configured for VHF # 2 Data option, one Datalink channel is also considered inoperative.

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4. REMARKS AND EXCEPTIONS

24 ELECTRICAL

| | | | | | | |
|-------|------------------------------------|---|---|---|-----|--|
| 20-01 | Transformer Rectifier Units (TRUs) | C | 4 | 3 | (M) | Except for ER Operations, one may be inoperative provided: a) Affected unit is not ESS TRU 1 or ESS TRU 2, b) All indications for the remaining TRUs operate normally, and c) Affected unit is deactivated. |
| | 1) TRU Fan (amber TRU box icon) | C | 4 | 3 | (M) | One fan may be failed provided: a) All other associated parameters are normal, b) Reason for the amber indication is verified to be TRU fan failure, and c) All four TRUs are powering the busses. |
| | 2) TRU Volts (V) Indication | C | 4 | 3 | | One TRU VOLTS indication may be inoperative provided the affected TRU Load (A) indication is operative. |
| | 3) TRU Load (A) Indication | C | 4 | 3 | | One TRU Load indication may be inoperative provided the affected TRU volts (V) indications is operative. |
| 20-02 | RAT Auto-deployment | B | 1 | 0 | (M) | May be inoperative provided the RAT manual deployment is verified operative. |
| 20-03 | RAT Gen Heater | A | 1 | 0 | | May be inoperative for one flight. |
| 21-01 | Engine Generator Systems | C | 4 | 3 | (M) | One may be inoperative provided: a) Associated Generator switch is selected to OFF, and b) APU generator is operated during takeoff and landing. |
| | | B | 4 | 2 | (M) | Except for ER operations, one generator per engine may be inoperative provided: a) Associated Generator switches are selected to OFF, b) APU generator is operated continuously throughout the flight. |
| | | | | | | NOTE: Limitations surrounding APU operations must be observed. |

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| 24 ELECTRICAL | | | | | |
| 21-02 GEN 1 FAIL/OFF Switch lights (light function only) | C | 2 | 0 | | |
| 21-03 GEN 2 FAIL/OFF Switch lights (light function only) | C | 2 | 0 | | |
| 21-04 GEN 3 FAIL/OFF Switch lights (light function only) | C | 2 | 0 | | |
| 21-05 GEN 4 FAIL/OFF Switch lights (light function only) | C | 2 | 0 | | |
| 22-01 APU Generator System | C | 1 | 0 | (O) | May be inoperative. NOTE: APU can be used as a pneumatic source. Mission planning should ensure availability of external air cart and / or external electrical cart. |
| 22-02 APU GEN FAIL/OFF Switch lights (light function only) | C | 2 | 0 | | |
| 22-03 RAT GEN FAIL/OFF Switch lights (light function only) | C | 2 | 0 | | |
| 30-01 Electrical System Faults – ELEC SYS FAULT EICAS Advisory Cyan Message) | C | - | - | | May be dispatched with electrical system faults provided the ELEC SYS FAIL caution message is not annunciated. |
| 31-01 Battery Temperature Control System 1) EICAS Indications a) AV BATT °C | B | 1 | 0 | (M) | May be inoperative provided the AV BATT caution and AV BATT CHGR advisory messages are verified operative. |
| (cont'd) | | | | | |

FEDERAL AVIATION ADMINISTRATION

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b) APU BATT °C

B

1

0

(M)

May be inoperative provided the APU BATT caution and APU BATT CHGR advisory messages are verified operative.

2) Battery Heaters

a) Avionics Battery Heater

i) Aircraft not incorporating enhanced TRU Bay cooling - [(GX aircraft pre-s/n 9165 not incorporating S/B 700-24-056, and not incorporating S/B 700-24-053) and (Global 5000 aircraft pre- s/n 9165 not incorporating SB 700-1A11-24-008 and not incorporating SB 700-1A11-24-002)]

D

1

0

May be inoperative provided the Avionics battery charger is operative.

ii) Aircraft incorporating enhanced TRU Bay cooling - [(GX aircraft s/n 9165 & sub; and GX aircraft pre-9165 which incorporate S/B 700-24-056 and S/B 700-24-053) and (Global 5000 aircraft s/n 9165 & sub; and Global 5000 aircraft pre-s/n 9165; which incorporate SB 700-1A11-24-008 and SB 700-1A11-24-002)]

B

1

0

(O)

May be inoperative provided:

- a) Avionics battery charger is operative, and
- b) Avionics Battery temperature is monitored and flight levels are adjusted to maintain the AV BATT temperature above 0°C.

NOTE: AV Battery temperature falling below approximately 0°C may cause loss of charging and may cause AV BATT FAIL Caution to illuminate. Battery charging will resume when sensed temperature returns above this detected level.

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| 24 ELECTRICAL | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| *** b) APU Battery Heater (Applicable to aircraft prior to s/n 9189, not incorporating S/B 700-24-056, or SB 700-1A11-24-008) | D | 1 | 0 | | May be inoperative provided the APU battery charger is operative. |
| 31-02 DC Power Center (DCPC) - Ground Cooling Fan (CAIMS message) | C | 1 | 0 | (O) | May be inoperative. NOTE: Ground operations above 30 deg C should be limited to 30 minutes if the Environmental Control System is not running. |
| 31-03 Electrical Management System - Control Display Units (EMS CDU) | | | | | |
| 1) DIM / BRT Control | C | 2 | 1 | | Dimming may be inoperative on one provided display intensity is adequate. |
| 2) EMS Maint Mode | D | 2 | 0 | (M) | Both may be inoperative provided alternate maintenance procedures are established and used. |
| 41-01 AC External Power System | C | 1 | 0 | | |
| 41-2 EXT AC ON Switch Light (light function only) | C | 1 | 0 | | |
| 41-03 Aft External Services Panel | | | | | |
| 1) All panel functions and indications (excepting APU SHUT-OFF) | C | - | 0 | (M) | May be inoperative provided alternate procedures are established and used. |
| | D | - | 0 | | May be inoperative provided routine procedures do not require its use. |
| 2) APU SHUT-OFF (Emergency) Switch | C | 1 | 0 | | May be inoperative provided the APU is monitored from the cockpit during operation. |

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4. REMARKS AND EXCEPTIONS

24 ELECTRICAL

| | | | | | |
|-------|--|---|---|---|--|
| 42-01 | EXT DC ON Switch Light (light function only) | C | 1 | 0 | |
|-------|--|---|---|---|--|

| | | | | | |
|-------|-----------------------------|---|---|---|--|
| 42-02 | DC External Power System | C | 1 | 0 | |
|-------|-----------------------------|---|---|---|--|

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| 25 FURNISHINGS | | | | | |
| 10-01 Pilot Seat(s) Adjustments | C | 2 | 0 | (M) | Vertical adjustments may be inoperative provided the seat is secured in a position, which meets individual pilot requirements. |
| 10-02 Chart Holders | C | 2 | 0 | | One or both may be inoperative |
| 10-03 Sun visors | C | 2 | 0 | | Except where required for Head-Up Guidance System viewing, one or both may be inoperative |
| 11-01 Observer Seats (Including associated equipment) | A | - | - | | May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA Inspector for performance of official duties, and b) Repairs are made within two flight days. |
| | A | - | - | | May be inoperative provided: a) Secondary observer's seat is available to the FAA inspector for performance of official duties, and b) Repairs are made within two flight days. |
| | A | - | - | | May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA Inspector for the performance of official duties, and c) Repairs are made within two flight days. |
| | | | | | NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. |
| | | | | | NOTE 2: Pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). |
| 1) Observer Seat Not Required by 14CFR (including associated equipment) | D | - | 0 | | NOTE: Pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). |

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25 FURNISHINGS

| | | | | | | |
|--------------|--|---|---|---|-----|--|
| 20-01 *** | Mid-Cabin Door Indication System (CABIN DOOR Caution Message) | C | 1 | 0 | (O) | May be inoperative provided that prior to each take-off and landing, the door is verified open. |
| 21-01 | Passenger Seat(s) | D | - | - | | May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seat(s). |
| 1) | Recline Mechanism | D | - | - | (M) | May be inoperative provided the seat is secured in the up-right position. |
| 2) | Underseat Baggage Restraining Bars | D | - | - | (O) | May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert cabin crew of inoperative restraining bar. |
| 22-01 | Flight Attendant Seat Assembly | D | 1 | 0 | (M) | May be inoperative provided: a) Flight Attendant is not required by 14CFR, b) Affected seat is not occupied, and c) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. |

(cont'd)

(cont'd)

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4. REMARKS AND EXCEPTIONS

25 FURNISHINGS

Flight Attendant Seat
Assembly
(cont'd)

(cont'd)

NOTE 2: A seat position with an inoperative or missing restraint system automatically is considered inoperative.

NOTE 3: Above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure the proximity to exits and distribution requirements of the applicable 14 CFR are met.

30-01 Overhead Storage
Bin(s)/Cabin and
Galley Storage
Compartments/
Closets

C - - (M)

May be inoperative provided:

- a) Procedures are established to secure the affected bin, compartment or closet in the closed position,
- b) Affected bin, compartment or closet is prominently placarded DO NOT USE,
- c) Any emergency equipment located in affected compartment is considered inoperative, and
- d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed.

NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.

(cont'd)

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25 FURNISHINGS

Overhead Storage
Bin(s)/Cabin and
Galley Storage
Compartments/
Closets

(cont'd)

- (M)(O) May be inoperative provided:
- a) For non-retractable doors, affected door is removed,
 - b) For retractable doors, affected door is removed or secured in the retracted (fully open) position,
 - c) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed,
 - d) Affected bin, compartment or closet is prominently placarded DO NOT USE,
 - e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments or closets, and
 - f) Passengers are briefed that affected bin, compartment or closet is not used.

NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.

NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.

50-01 Cargo Restraint
Systems

C - -

May be inoperative, or missing such that the effect is that the item must be considered inoperative, provided cargo compartment remains empty.

61-01 Life Preservers and
*** Survival Equipment

D - -

As required by 14 CFR.

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4. REMARKS AND EXCEPTIONS

25 FURNISHINGS

61-02 Emergency Locator
Transmitter (ELT)

*** Survival Type ELTs

D

-

-

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

*** Fixed ELTs

A

-

0

(M)

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

D

-

-

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

61-03 First Aid Kits

D

-

-

Any in excess of those required by 14 CFR may be incomplete or missing provided:
a) Required distribution is maintained, and
b) Procedures are established to alert crewmembers of missing or incomplete kits.

61-04 Emergency Vision
*** Assurance Systems
(EVAS)
(installed via STC only)

D

-

0

May be inoperative or missing.
Provided that it is not required for an Emergency procedure.

64-01 Flashlights / Flashlight
Holder

1) Flashlights

C

-

0

(O)

May be inoperative or missing provided the associated seat has a flashlight of equivalent characteristics (has a ruggedized, electrically insulated exterior, uses two "D" size batteries, and has a shatter-resistant lens and reflector) readily available.

2) Holders

C

-

0

(M)(O)

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

70-01 1) Passenger
Convenience
Items

(Deleted, Revision 7)

I

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25 FURNISHINGS

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4. REMARKS AND EXCEPTIONS

| | | | | | | |
|-------|--|---|---|---|--|--|
| *** | 2) Non-Essential Equipment & Furnishings (NEF) | - | 0 | | <p>May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program.</p> <p>The NEF program, procedures and processes are outlined in the operator's Manual.</p> <p>(M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.</p> <p>NOTE: Exterior lavatory door ashtrays are not considered NEF items.</p> | |
| 70-02 | Office in the Sky *** | D | - | 0 | | |
| 70-03 | Galley waste Receptacle Access Doors / Covers | C | - | - | (M) | <p>May be inoperative provided the container is empty and the access is secured to prevent waste introduction into the compartment.</p> |
| 70-04 | Exterior Lavatory Entry Door Ashtrays | | | | | |
| | 1) Airplanes with more than one exterior lavatory door ashtray | A | - | - | | <p>May be operated with up to 50 percent of the lavatory door ashtrays missing or inoperative, provided 50 percent of the missing or inoperative ashtrays are replaced within 3 days</p> |
| | 2) Airplanes with only one exterior lavatory door ashtray | A | 1 | 0 | | <p>May be operated for a period of 10 days with the lavatory door ashtray missing or inoperative.</p> |
| 71-01 | Baggage Compartment Liners | C | - | - | | <p>Liner panels may be missing or damaged provided baggage is not carried in the associated compartment.</p> <p>NOTE: For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.</p> |

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4. REMARKS AND EXCEPTIONS

25 FURNISHINGS

| | | | | | | |
|--------------|--------------------------------|---|---|---|-----|---|
| 75-01 *** | Crew Rest Facilities - Bunk | D | - | 0 | | May be inoperative provided regulations do not require its use. |
| | 1) Bunk Main Entry Door | C | 1 | 0 | (O) | May be inoperative provided: a) Crew rest area is not used, and b) Bunk entry door is locked closed and placarded "INOPERATIVE DO NOT ENTER". NOTE: These provisions are not intended to prohibit crew rest Area inspections by crewmembers. |
| | | C | 1 | 0 | (M) | May be inoperative provided door is removed and securely stowed inside the crew rest area or removed from the aircraft. |
| | 2) Bunk Restraint System | C | - | - | (O) | One or more may be inoperative provided: a) Affected bunk is placarded "INOPERATIVE DO NOT USE", and b) Procedures are established and used to alert crewmembers that the bunk restraint system cannot be used. |

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| 26 FIRE PROTECTION | | | | | |
| 12-01 APU Fire Detection Systems | C | 2 | 1 | | One detection loop may be inoperative, provided the fire test is performed before each flight. |
| | C | 2 | 0 | | Both detection loops may be inoperative provided the APU is considered inoperative. |
| 12-02 APU Fire Extinguishing System | C | 1 | 0 | | May be inoperative provided the APU is considered inoperative. |
| 14-01 Flight Crew Rest (FCR) Area Smoke Detection System *** | C | 1 | 0 | | May be inoperative provided: a) FCR area is empty, b) FCR area door is locked and placarded, "INOPERATIVE - DO NOT ENTER", c) FCR area is not used for any purpose. NOTE: These provisions are not intended to prohibit FCR inspections by crewmembers. |
| 15-01 Baggage Compartment Smoke Detectors *** | C | - | 1 | (M) | May be inoperative provided remaining detector is verified operative prior to each flight. |
| | C | - | 0 | (M) | May be inoperative provided: a) Cabin to baggage compartment door remains secured OPEN, and b) Baggage compartment remains empty. NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc. Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression). |

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| 26 FIRE PROTECTION | | | | | |
| 16-01 Lavatory Smoke *** Detection System | C | - | - | (M)(O) | For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked CLOSED and placarded, "INOPERATIVE DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers. NOTE 2: Lavatory smoke detection system is not required for all-cargo operations. |
| 16-02 Cabin Closet Smoke *** Detection Systems | C | - | - | (O) | May be inoperative provided: a) Closet is empty, and b) Cabin closet door is locked CLOSED and placarded, "DO NOT USE". |
| 21-01 Engine Fire Detection System | A | 4 | 2 | | One loop per engine may be inoperative for one flight day provided the Fire Test is performed before each flight. |
| | C | 4 | 2 | | One loop per engine may be inoperative provided: a) Fire Test is performed before each flight, and b) Operations are conducted not more than 120 minutes from a suitable airport. |
| 23-01 Portable Fire Extinguishers | D | - | - | | Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained. |

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26 FIRE PROTECTION

26-01 Lavatory Fire
*** Extinguishing System

C

-

-

For each lavatory, the fire extinguisher system may be inoperative provided lavatory smoke detection system is operative.

C

-

-

(M)(O) May be inoperative provided:
a) Lavatory waste receptacle is empty,
b) Lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER", and
c) Lavatory is used only by crewmembers.

NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.

NOTE 2: A lavatory fire system is not required for all-cargo operations.

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| 27 FLIGHT CONTROLS | | | | | | |
| 11-01 Aileron Control Surface Position Indications | C | 2 | 0 | (O) | Both may be inoperative provided a visual check of the associated control surface movements is made prior to each flight. | |
| 12-01 Aileron Trim Indicator | C | 1 | 0 | (M) | May be inoperative provided, prior to each flight: a) Aileron trim is visually checked for full, free and correct movement, and b) Aileron trim is confirmed neutral. | |
| 20-01 Rudder Pedal Adjustments | C | 2 | 0 | (M) | May be inoperative provided: a) Rudder pedal adjustment mechanism is not free to move, and b) Mechanism has failed such that the rudder pedals are in a position which meets individual pilot requirements. | |
| 21-01 Rudder Control Surface Position Indication | C | 1 | 0 | (O) | May be inoperative provided a visual check of the associated control surface movements is made prior to each flight. | |
| 31-01 Elevator Surface Position Indications | C | 2 | 0 | (O) | Both may be inoperative provided: a) Visual inspection of affected control surface for correct operation is made before each departure, and b) Aircraft speed is limited to 250 KIAS throughout the flight. | |
| 41-01 STAB CH 1 "OFF" Switch Light (Light function only) | C | 1 | 0 | | | |
| 41-02 STAB CH 2 "OFF" Switch Light (Light function only) | C | 1 | 0 | | | |

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| 27 FLIGHT CONTROLS | | | | | |
| 42-01 Horizontal Stabilizer Trim Actuator (RVDT Channels) | C | 4 | 3 | | One RVDT channel may be inoperative provided all flight control modules are operative. NOTE: All flight control modules are operative assumes MMEL relief has not already been undertaken for Item 27-61-02 – Flight Control Modules (FCM) Channels. |
| | C | 4 | 3 | (M) | One RVDT channel may be inoperative in combination with a flight control module provided it is associated with the same flight control unit. |
| 51-01 Slat/Flap Control Unit (SFCU) | | | | | |
| 1) Slat Channels (Relief limited to p/n GT415-5900-13 & subs)HT TE | B | 2 | 1 | (M)(O) | One Slat channel may be inoperative provided: a) Both Flap channels are operative, and b) Aircraft is operated in accordance with AFM Supplement for SLATS HALFSPEED OR FLAPS HALFSPEED. NOTE: Slat system will operate at half speed and will be shown as an advisory message: “SLATS HALFSPEED” on EICAS. |
| 2) Flap Channels (Relief limited to p/n GT415-5900-13 & subs) | B | 2 | 1 | (M)(O) | One Flap channel may be inoperative provided: a) Both Slat channels are operative, and b) Aircraft is operated in accordance with AFM Supplement for SLATS HALFSPEED OR FLAPS HALFSPEED. NOTE: Flap system will operate at half speed and will be shown as an advisory message: “FLAPS HALFSPEED” on EICAS. |
| 61-01 MFS Surface Proximity Switch Sensors (PSS) | C | 8 | 6 | (M) | One or two on the same MFS pair may be inoperative provided visual check is made to verify that the surfaces operate normally prior to take-off. |

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27 FLIGHT CONTROLS

| | | | | | | |
|-------|---|---|---|---|--------|---|
| 61-02 | Flight Control Modules (FCM) Channels | C | 4 | 3 | (M)(O) | One channel may be inoperative provided: a) Affected MFS pair and ground spoilers are verified retracted before each take off, b) Remaining MFS and ground spoilers are verified operative prior to each flight, c) Airplane is operated at or below FL410, d) Both packs are operated in AUTO mode, and e) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE. |
| 62-01 | Multi-Function Spoilers (MFS) | C | 8 | 6 | (M)(O) | One surface or one symmetrical pair may be inoperative: a) Affected MFS pair is verified retracted before each take off, b) Remaining MFS and ground spoilers are verified operative prior to each flight, c) Airplane is operated at or below FL410, and d) Both packs are operated in AUTO mode, e) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE. |
| 62-02 | Roll Control Input Modules (RCIM) (RVDT Channels) | C | 4 | 3 | | One RVDT channel may be inoperative provided all multi-function spoilers are operative in roll assist mode. |
| 62-03 | Flight Spoiler Control Lever (RVDTs) | C | 4 | 3 | | One RVDT may be inoperative provided all multi-function spoilers are operative in proportional lift- dump mode. |

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| 27 FLIGHT CONTROLS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH |
| | | | | 4. REMARKS AND EXCEPTIONS |
| 62-04 Throttle Lever RVDTs (Ground Spoiler Control) | C | 4 | 3 | One throttle lever RVDT may be inoperative. |
| 63-01 Ground Spoilers (Inboard or Outboard) | C | 4 | 2 | (M)(O) One symmetrical pair of ground spoilers may be inoperative provided: a) All remaining MFS and remaining GND spoiler pair surfaces are operative in the GLD modes, b) Both surfaces of the inoperative pair are verified fully retracted prior to each flight, c) Autobrakes are considered inoperative, and d) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE. |
| 63-02 Ground Spoilers Position Indication on EICAS | C | 4 | 2 | (M)(O) Indication for one or for one symmetrical pair may be inoperative provided: a) Affected ground spoiler actuator connections are inspected prior to each flight, b) Affected ground spoiler pair is considered inoperative, and c) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE. |

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28 FUEL

| | | | | | | | |
|-------|-------------------------------|---|---|---|-----|---|--|
| 21-01 | Refuel/Defuel Adaptor Cap | | | | | | |
| | 1) (GX only) | C | 1 | 0 | (M) | May be inoperative (missing) provided: a) Refuel/Defuel adaptor is visually checked for contamination prior to each refuelling, b) No leakage can be detected after refuelling is complete, and c) Aft tank is defueled and remains empty. | |
| | 2) (Global 5000) | C | 1 | 0 | (M) | May be inoperative (missing) provided: a) Refuel/Defuel adaptor is visually checked for contamination prior to each refuelling, and b) No leakage can be detected after refuelling is complete. | |
| 21-02 | Fwd AC Pumps (Boost Pumps) | C | 2 | 1 | | One may be inoperative provided: a) Aft AC pump on affected side is operative, b) DC Aux pump on affected side is operative, and c) All fuel quantity indications are operative. | |
| | | C | 2 | 0 | | Both may be inoperative provided: a) Both aft AC pumps are operative, b) Both DC Aux pumps are operative, c) All fuel quantity indications are operative, and d) Wing transfer system is operative. | |
| | | C | 2 | 0 | | Both may be inoperative provided: a) Both aft AC pumps are operative, b) Both DC Aux pumps are operative, c) All fuel quantity indications are operative, and d) Crossfeed SOV is operative. | |

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28 FUEL

| | | | | | | |
|-------|----------------------|---|---|---|-----|--|
| 21-04 | APU Fuel SOV | C | 1 | 0 | (M) | Except for ER Operations and Polar Ops, may be inoperative provided: a) Valve is deactivated CLOSED, and b) APU is not used. |
| 21-05 | DC Aux Pumps | C | 2 | 1 | (M) | Except for ER Operations, one may be inoperative provided: a) Prior to each dispatch, opposite Center Transfer pump is verified operative, b) Opposite aft tank transfer pump is operative, c) Opposite aft tank transfer SOV is operative, d) Opposite wing transfer SOV is operative, e) Crossfeed SOV is operative, f) Both associated AC pumps are operative, and g) Affected pump is de-activated, |
| | <i>(Global 5000)</i> | C | 2 | 1 | (M) | Except for ER Operations, one may be inoperative provided: a) Prior to each dispatch, opposite Center Transfer pump is verified operative, b) Opposite Wing transfer SOV is operative, c) Crossfeed SOV is operative, d) Both associated AC Pumps are operative, and e) Affected pump is de-activated. |
| 21-06 | Crossfeed SOV | C | 1 | 0 | (M) | Except for ER Operations, may be inoperative provided: a) Valve is secured CLOSED, b) Both DC Aux Pumps are operative, and c) Both wing Transfer SOVs are operative. |

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28 FUEL

22-01 Center Transfer
Pumps

C

2

1

(O)

One pump may be inoperative provided:
a) Opposite DC AUX pump is operative,
b) Opposite Wing transfer SOV is
operative,
c) Fuel XFEED valve is verified
operative prior to each dispatch, and
d) Fuel quantity remaining in the main
wing tank is adequate to reach a
suitable or alternate destination if
remaining center pump fails at any
time.

C

2

0

One or both may be inoperative provided
the center wing tank remains empty.

C

2

0

Both may be inoperative provided the
remaining fuel in center tank is considered
as unusable fuel.

22-02 Wing Transfer SOV

C

2

0

(M)

Except for ER Operations, both may be
inoperative provided:
a) Affected SOV is secured CLOSED,
b) Crossfeed SOV is operative,
c) Both AC pumps on the same side are
operative, and
d) Prior to each dispatch, opposite
Center Transfer Pump is verified
operative.

22-03 Aft Tank Transfer
Pumps
(GX only)

C

2

1

(M)(O)

One may be inoperative provided:
a) Affected pump is deactivated,
b) Associated aft tank transfer SOV is
deactivated CLOSED,
c) Opposite aft tank transfer SOV is
operative,
d) Opposite DC Aux pump is operative,
e) Opposite wing transfer SOV is
operative,
f) Both opposite fwd and aft AC pumps
are operative,
g) Aft tank fuel quantity readout is
operative, and
h) Planned flight considered the aft tank fuel
as unusable fuel.

(cont'd)

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| 28 FUEL | | | | | | | |
| Aft Tank Transfer Pumps (GX Only) (cont'd) | C | 2 | 0 | (M) | Both may be inoperative provided the Aft Fuel Tank is empty. | | |
| | C | 2 | 0 | (M) | | | |
| 22-04 Aft Tank Transfer SOVs (GX only) | C | 2 | 1 | (M)(O) | One may be inoperative provided: a) Affected SOV is secured CLOSED, b) Associated aft tank transfer pump is deactivated, c) Opposite aft tank transfer pump is operative, d) Opposite DC Aux pump is operative, e) Opposite wing transfer SOV is operative, f) Both opposite AC pumps are operative, g) Aft fuel tank quantity readout is operative, and h) Planned flight considered the aft tank fuel as unusable fuel. | | |
| | C | 2 | 0 | (M) | Both may be inoperative provided the Aft Fuel Tank is empty. | | |
| | C | 2 | 0 | (M) | Both may be inoperative provided: a) Aft tank SOVs are verified in CLOSED position, b) Remaining fuel in Aft tank is considered as unusable fuel, and c) AFM table from "AFT XFER FAIL" for Aft tank unusable fuel is used to determine fuel quantity for landing. | | |
| 22-05 Aft Tank Transfer System (GX only) (cont'd) | C | 1 | 0 | (M) | May be inoperative provided: a) Aft transfer SOVs are verified in the CLOSED position, and b) AFT fuel tank is empty. | | |

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28 FUEL

Aft Tank Transfer
System
(cont'd)

C

1

0

(M)

May be inoperative provided:
a) Aft tank SOVs are verified in the
CLOSED position, and
b) AFM table from "AFT XFER FAIL" for
Aft tank unusable fuel is used to
determine fuel quantity for landing.

23-01 Manifold Refuel/Defuel
Control Valves

C

3

0

(M)

All may be inoperative CLOSED provided
alternate refuelling procedures are
established and used.

23-02 Aft Refuel / Defuel SOV
(GX only)

C

1

0

(M)

May be inoperative provided the SOV is
deactivated CLOSED.

23-03 Defuel SOVs

C

2

0

(M)

Both may be inoperative deactivated
CLOSED.

23-04 Single Point Pressure
Refuelling System

1) Automatic Mode

C

1

0

May be inoperative provided Manual Mode is
operative.

2) Manual Mode

C

1

0

May be inoperative provided Automatic Mode
is operative.

23-05 Forward Tank
*** Refuel SOV
(GX only)
(Relief applicable to
post BA SB 700-28-
040)

C

1

0

May be inoperative provided the SOV is
CLOSED.

23-06 External Refuel/Defuel
Panel

C

1

0

(M)(O)

One or all functions may be inoperative
provided alternate means are available to
perform required operations (ie: Flight
Compartment Refuel/Defuel Panel or gravity
refuelling)

NOTE: For inoperative panel indications,
refer to MMEL Item 28-41-05,
Refuel/Defuel Panel Indications,
herein)

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|---|-----------------|---------------------|----|---------------------------------|--|
| | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | |
| 28 FUEL | | | | | |
| 23-07 Flight Compartment *** Refuel/Defuel Panel | C | 1 | 0 | (M)(O) | One or all functions may be inoperative provided alternate means are available to perform required operations (ie: External Refuel/Defuel Panel or gravity refuelling) NOTE: For inoperative panel indications, refer to MMEL Item 28-41-05, Refuel/Defuel Panel Indications, herein) |
| 24-01 Fuel Recirculation Systems (Including systems' PBA indications & EICAS messages) | C | 2 | 0 | | Except for ER Operations and Polar Ops, one or both may be inoperative OFF provided: a) Both recirculation systems are OFF, and b) Fuel tank temperature indication is operative on EICAS |
| 40-01 L-R AUX PUMPS "OFF" Switch lights (light function only) | C | 2 | 0 | | |
| 40-02 L-R PRI PUMPS "OFF" Switch lights (light function only) | C | 2 | 0 | | |
| 40-03 XFEED SOV "OPEN" Switch lights (light function only) | C | 1 | 0 | | |
| 40-04 XFEED SOV "FAIL" Switch lights (light function only) | C | 1 | 0 | | |
| 41-01 Fuel Quantity Probes | | | | | |
| 1) Densitometer | C | 1 | 0 | (O) | May be inoperative provide alternate fuel planning procedures are used. |
| 2) Wing Tank Probes – Probe / Compensators | C | 30 | 22 | (M) | One probe per fuel compartment may be inoperative. |

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4. REMARKS AND EXCEPTIONS

28 FUEL

3) Center Tank
Probes – Probe /
Compensators

C

4

2

4) Reference
Compensator

C

1

0

(O)

May be inoperative provide alternate fuel
planning procedures are used.

5) Aft Tank Probe /
Compensators
(GX only)

C

2

1

*** 6) Forward Tank
Probe /
Compensators
(GX only)

C

2

1

C

2

0

(O)

Both may be inoperative provided the
forward tank is not used.

NOTE: With both probes failed, the FUEL
QTY DEGRADED advisory will
remain annunciated on EICAS as
long as any fuel remains in the
tank.

41-03 EICAS Aft Fuel Tank
and Total Fuel
Quantity Readouts
(GX only)

C

2

0

(M)(O)

Both may be inoperative provided:

- a) Aft tank remains empty, and
- b) An in-flight log of fuel in all tanks is
maintained.

41-05 Fuel System
Indications on External
Refuel/Defuel Control
Panel

1) Fuel Quantity
Fields

C

5

0

(M)

One or all may be inoperative provide
alternate procedures are used to verify fuel
quantity.

2) PRESEL Field

C

1

0

(M)

May be inoperative provided that refuel
AUTO mode is considered inoperative.

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1. SYSTEM,
SEQUENCE NUMBERS &
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REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

28 FUEL

41-06 Float Valve –
Gravity Refuel
- CTR TANK -

(Global 5000)

C

1

0

May be inoperative provided:
a) Single point pressure refuelling is
operative and used, in either AUTO or
MANUAL modes, and
b) Center Refuel/Defuel control valve is
operative.

FEDERAL AVIATION ADMINISTRATION

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| | | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 29 HYDRAULICS | | | | | |
| 10-01 Heat Exchanger Bypass Valve | C | 3 | 2 | | One may be inoperative. |
| 11-01 HYDRAULIC Switches "AUTO" Function (ACMP) | C | 3 | 0 | | All may be inoperative provided associated switch is manually selected ON before take-off and landing. |
| 12-01 AC Motor Pump (ACMP) (System #1) | | | | | (Deleted, Revision 6) |
| 13-01 AC Motor Pump (ACMP) (System #3) | B | 2 | 1 | (O) | One may be inoperative provided: a) Affected pump is deactivated, b) Remaining system 3 AC Motor Pump is operated continuously during flight, and c) All other hydraulic pumps are operative. |
| 13-02 RAT Accumulator Pressure Gauge | C | 1 | 0 | (M) | May be inoperative provided the accumulator pre-charge is verified using a calibrated ground equipment gauge prior to the first flight of each day. |
| 30-01 HYD SOV CLOSED Switch Lights (light function only) | C | 2 | 0 | | One or both may be inoperative provided that the FWSOV indication on the HYDRAULC synoptic page is operative. |
| 30-02 Hydraulic Firewall Shut-off Valve – EICAS Synoptic Page Indication | C | 2 | 0 | (M) | One or both EICAS Synoptic HYD SOV icons may be magenta, provided that prior to each dispatch: a) Associated valve is verified to operate to fully OPEN and fully CLOSED positions, and b) Associated valve remains in the OPEN position for take-off |
| 31-01 EICAS Hydraulic Pressure Readouts | C | 3 | 0 | (O) | All may be inoperative provided the associated pressure switches are operative. |
| 31-02 Hydraulic Pump Low Pressure Switches | C | 6 | 3 | (M) | May be inoperative provided: a) Associated AC hydraulic pump is selected "ON", b) At least one low pressure switch is operative for each hydraulic system, and c) All other hydraulic system components are operative. |

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4. REMARKS AND EXCEPTIONS

29 HYDRAULICS

31-03 EICAS Hydraulic
Reservoir Quantity
Readouts
(Systems 1, 2, and 3)

C

3

0

(M)

May be inoperative provided quantity in associated reservoir(s) is checked on reservoir quantity gauges prior to each flight.

31-04 Hydraulic Reservoir
Quantity Gauges
(Systems 1, 2, and 3)

C

3

0

May be inoperative provided reservoir levels are verified on the EICAS Synoptic Page prior to each flight.

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| | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| 30 ICE PROTECTION | | | | | |
| 11-01 Wing Anti-Ice System | C | 1 | 0 | | Except for Polar Ops, may be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Both ice detection systems are operative. |
| 1) AUTO Mode | C | 1 | 0 | (M)(O) | May be inoperative provided: a) MAN mode (ON) is verified operative, and b) Both ice detection systems are operative. |
| 11-02 Wing Anti-Ice Shut Off Valves (WAIV) | C | 2 | 0 | (M) | One or both may be inoperative CLOSED provided: a) Valves are secured CLOSED, b) Wing ANTI-ICE switch is selected to OFF, c) Both ice detection systems are operative, and d) Operations are not conducted in known or forecast icing conditions. |
| 11-03 WING XBLEED Valve (CBW) | C | 1 | 0 | (M) | May be inoperative provided: a) Affected valve is secured CLOSED, b) Operations are not conducted in known or forecast icing conditions, and c) Both ice detection systems are operative. |
| 11-04 Wing Anti-Ice Temperature Sensors (WAITS) | C | 8 | 4 | (M) | Except for the sensors used by the stall protection system (outboard), sensors may be inoperative provided the L (R) WING ANTI-ICE FAIL Caution or WING A/ICE SENSOR Advisory message is not annunciated. |
| (Applicable to s/n 9002 to 9175 not incorporating SB#700-27-048 or SB#700-1A11-27-011) | | | | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | |
|--|-----------------|--------|-----------|---|
| | 2. | NUMBER | INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH |
| | | | | 4. REMARKS AND EXCEPTIONS |
| 30 ICE PROTECTION | | | | |
| Wing Anti-Ice Temperature Sensors (WAITS) (cont'd) (Applicable to s/n 9002 to 9175 with SB#700-27-048 or SB#700-1A11-27-011 incorporated, and s/n 9176 & sub) | C | 8 | - | Any combination of sensors may be inoperative provided the L (R) WING ANTI-ICE FAIL Caution or WING A/ICE SENSOR Advisory message is not annunciated. |
| 11-05 WING XBLEED Switch | | | | |
| 1) AUTO (mode unavailable) | C | 1 | 0 | (M)(O) May be inoperative provided: a) Wing anti-ice selector switch is operative, b) Wing anti-ice system is verified operative, c) Switch selections FROM L and FROM R are verified operative. |
| 2) FROM L (manual) | C | 1 | 0 | (M)(O) May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, b) Both ice detection systems are operative, and c) Wing cross bleed valve is CLOSED. |
| 3) FROM R (manual) | C | 1 | 0 | (M)(O) May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, b) Both ice detection systems are operative, and c) Wing cross bleed valve is CLOSED. |
| 21-01 Cowl Anti-Ice System AUTO Mode (LH and RH) | C | 2 | 0 | (M) May be inoperative provided: a) Associated manual mode is operative, and b) Both ice detection systems are operative. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|---|-----------------|---------------------|---------------------------------|----------------|---|
| 30 ICE PROTECTION | | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 21-02 Cowl Anti-Ice Valves 1) (Applicable to engine s/n 001 to 085 not incorporating BRR SB # 30-101200 Issue 01 2) (Applicable to engine s/n 001 to 085 incorporating BRR SB # 30-101200 Issue 01, and engine s/n 086 & sub) | B B | 2 2 | 1 1 | (M) (M) | Except for ER Operations and Polar Ops, one may be inoperative CLOSED provided: a) Affected valve is secured CLOSED, b) Aircraft is not dispatched into known or forecast icing, and c) Both ice detection systems are operative. One may be inoperative OPEN provided: a) Affected valve is secured OPEN, b) Both ice detection systems are operative, and c) Operations are conducted in accordance with the AFM Supplement for DISPATCH WITH COWL ANTI-ICE FAILED OPEN. One may be inoperative-provided: a) Affected valve is secured OPEN, b) Both ice detection systems are operative, and c) Operations are conducted in accordance with the AFM Supplement for DISPATCH WITH COWL ANTI-ICE FAILED OPEN. |
| 30-01 Probe Heaters 1) Pitot/Static Probes | B | 4 | 3 | (M) | Except where en route operations require its use, including RVSM, one may be inoperative provided: a) ADC 1 and Standby system probes heating is operative, b) Associated ADC is deselected via the reversion switching system, c) TAT probes of the unaffected ADCs are operative, d) Operations are not conducted in visible moisture in any form, e) Operations are not conducted in known or forecast icing conditions, and f) Both ice detection systems are operative. NOTE: Transponder and Flight Director / Autopilot must use the same ADC data for RVSM. |

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4. REMARKS AND EXCEPTIONS

30 ICE PROTECTION

2) TAT probe

B

3

2

(M)

Except where enroute operations, including RVSM, require its use, one may be inoperative provided:

- a) Operations are not conducted in visible moisture where TAT is 10 deg C or lower,
- b) Operations are not conducted in known or forecast icing conditions,
- c) Both Ice Detection systems are operative, and
- d) Operations are conducted in day VMC conditions only.

31-01 Yaw Damper Heaters

C

2

1

(O)

One may be inoperative provided:

- a) Yaw Damper with the inoperative heater is selected ON, and
- b) Both Yaw Dampers are verified operative before dispatch.

C

2

0

(O)

Both may be inoperative provided:

- a) Operations are conducted at or below FL410, and
- b) Both Yaw Dampers are verified operative before dispatch.

31-02 Probe Heater monitor Channels (HBMU)

B

2

0

(M)

Except for ER Operations and Polar Ops, one or both may be inoperative provided:

- a) Both Ice Detection systems are operative,
- b) Operations are not conducted in known or forecast icing conditions,
- c) Operations are conducted under day VMC only,
- d) Yaw Damper heat associated with the inoperative channel is considered inoperative,
- e) En route operations, do not require its use, and
- f) Flights are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.

NOTE: The associated BTMS indications (both inboard and outboard) will be inoperative.

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|--|---------------------|---|---------------------------------|-----|---|
| | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| 30 ICE PROTECTION | | | | | |
| 40-02 Enhanced Vision System - Ice Protection | | | | | |
| 1) EVS Fairing & IR Window Heat DE-ICE / ANTI-ICE Function | C | 2 | 0 | | <p>One or both may be inoperative provided:</p> <ul style="list-style-type: none"> a) Operations are not conducted in known or forecast icing conditions, and b) Ice detection system is operative. <p>NOTE: With IR Window heat inoperative, the EVS image may degrade in high humidity conditions, to the point of disappearance, as IR Window misting increases</p> |
| | C | 2 | 0 | (O) | <p>One or both may be inoperative provided:</p> <ul style="list-style-type: none"> a) Exposure to icing conditions is limited to departures only, b) Pre-departure planning considerations minimize the aircraft exposure to icing conditions to less than 15 minutes during the departure phase of flight, c) Prior to each departure, EVS fairing / IR window assembly is visually confirmed free from ice accretion, d) En route, holding, and/or landing operations are not conducted in known or forecast icing, e) Ice detection system is operative, f) EVS Ice Protection is deactivated, and g) IR Window DE-MIST function is considered inoperative. <p>NOTE 1: Where departure planning cannot ensure exposure to in flight icing less than 15 minutes, take-off is not permitted.</p> <p>NOTE 2: Where icing is expected / encountered at destination, landing diversion will be required.</p> |
| | D | 2 | 0 | (M) | <p>One or both may be inoperative provided the IR Window and EVS fairing are removed as an assembly and replaced with an approved blanking plate.</p> |

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|---|---------------------|---|---|-----|---|
| | 2. NUMBER INSTALLED | | | | |
| 3. NUMBER REQUIRED FOR DISPATCH | | | | | |
| 30 ICE PROTECTION | | | | | |
| 2) IR Window – DE-MIST Function | C | 1 | 0 | | May be inoperative provided EVS image is acceptable to the pilot. NOTE: With IR Window heat inoperative, the EVS image may degrade in high humidity conditions, to the point of disappearance, as IR Window misting increases. |
| | C | 1 | 0 | | May be inoperative provided EVS IR Window heat is considered inoperative. |
| 3) EVS Fairing Temperature Sensors | D | 2 | 1 | | One may be inoperative. |
| | C | 2 | 0 | | Both may be inoperative provided EVS fairing heat is considered inoperative. |
| 4) IR Window Temperature Sensors | D | 2 | 1 | | One may be inoperative. |
| | C | 2 | 0 | | Both may be inoperative provided EVS fairing heat is considered inoperative. |
| 41-01 Windshield and Side Window Anti-Ice Controller Channels | C | 4 | 3 | (O) | One may be inoperative provided: a) Pilot's side window heating is operative, and b) Operations are not conducted in known or forecast icing conditions |
| | C | 4 | 2 | (O) | Two may be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, b) Pilot's side window heating is operative, and c) Both ice detection systems are operative. |
| 81-01 Ice Detection Systems | C | 2 | 1 | (M) | One may be inoperative provided wing and cowl anti- ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated. |
| | C | 2 | 0 | (M) | Both may be inoperative provided operations are not conducted in known or forecast icing forecast conditions. |

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| | 2. NUMBER INSTALLED | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | 31 | INDICATING & RECORDING | | | |
| 21-01 Clocks | C | | 2 | 1 | |
| | C | | 2 | 0 | Both clocks may be inoperative provided: a) Correct time is displayed on the FMS, and b) A reliable and functioning timepiece is readily available to all flight deck crew members. |
| | C | | 2 | 0 | Both cockpit clocks may be inoperative provided: a) Correct time is displayed on the NAV / IDENT Page of the FMS CDU(s), and b) A reliable and functioning timepiece is readily available to all flight deck crewmembers. |
| 31-01 Flight Data Recorder (FDR) | | | | | |
| 1) Part 91 Operations | A | - | 0 | 0 | May be inoperative provided repairs are made in accordance with 14 CFR. |
| 2) Part 135 Operations | A | - | 0 | 0 | May be inoperative provided: a) Cockpit Voice Recorder is operative, b) Aircraft is not dispatched from designated airport as listed in the operator's MEL unless: 1. FDR failure occurs after pushback but before takeoff, or 2. FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, aircraft may be dispatched on flight or series of flights until the next designated airport where repair must be accomplished before dispatch, and d) Repairs are made within three flight days. |
| a) FDR Recording Parameters required by Regulations | A | - | 0 | 0 (O) | Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within twenty calendar days. |
| b) FDR Recording Parameters not required by Regulations | A | - | 0 | 0 | May be inoperative provided repairs are made before completion of the next heavy maintenance visit. |

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| | | 2. NUMBER INSTALLED | | | |
| | | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | | | | | |
| 31 INDICATING & RECORDING | | | | | |
| 31-02 Quick Access Recorder *** | D | 1 | 0 | | |
| 31-03 Pilot Event Marker | A | 1 | 0 | | May be inoperative provided repairs are made before completion of the next heavy maintenance visit. |
| 33-01 Cockpit Printer (Flight Deck) | 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. |
| 41-01 Integrated Avionics Computer (IAC) #3 (except Global Vision) | B | 1 | 0 | (O) | <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Reversion switching system is operative, b) All EICAS displays are operative, and c) Both AP Quick DISC buttons, and both A/T disengage switches are operative. <p>NOTE: Loss of IAC #1 or #2 results in loss of one autothrottle system, one yaw damper system, one autopilot system, one Flight Director and one FMS.</p> |
| 41-02 IAC Battery (Low Battery condition) (except for Global Vision) | C | 3 | 0 | (M)(O) | <p>One or all batteries may indicate low / failed provided at least one FMS is loaded with mission parameters.</p> <p>NOTE: Affected FMS will revert to default settings if respective battery fails. Unit can be re-programmed before flight.</p> |
| 43-01 Lamp Dimmer Power Supplies (LDPS) (except Global Vision) | C | 3 | 2 | | |

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

31 INDICATING &
RECORDING

43-02 Lamp Driver Unit (LDU)
- Channels

(Global Vision only)

1) Channel A
(Lamp Test 1)

C 1 0

May be inoperative provided Channel B
(Lamp Test 2) is operative.

2) Channel B
(Lamp Test 2)

C 1 0

May be inoperative provided Channel A
(Lamp Test 1) is operative.

NOTE: Where BATT BUS is the only source
of power, overhead Fire Handles will
not illuminate in response to FIRE
TEST during the AFM Flight
Compartment Safety Check, First
Flight of the Day and prior to APU
start. Master Warning and EICAS
Fire Test indications remain normal.

61-01 Display Units

1)
(except Global Vision)

B 6 5 (M)

Except for ER operations, Display Unit #4
may be inoperative provided reversion
switching system is verified operative.

2)
(Global Vision only)

C 4 3

LWR Display may be inoperative provided it
remains selected OFF.

NOTE: One display Radio Tuning function
is considered inoperative. (See
MMEL item 23-81-02)

61-02 Electronic Checklist
*** System

a)
(except Global Vision)

D 1 0

b) Electronic Checklist
Databases
(Global Vision only)

C 4 2

May be inoperative.

C 4 0

May be inoperative provided at least two
IFIS systems are operative.

C 4 0

May be inoperative provided alternate
copies of checklists are available in the
cockpit.

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31 INDICATING &
RECORDING

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

61-03 Control Tuning Panels
(CTPs)
(Global Vision only)

1) Display Control
Push-buttons/
Knobs(NAV – FMS; -
/+;FULL-HALF / MAP;
IN- HPA / STD)

C 14 -

Any or all display control pushbuttons may be inoperative on one CTP, provided respective selections are operative on the respective DU menus.

NOTE: For radio tuning system failures, refer to MMEL item 23-81-02.

2) BRT / OFF knob

C 2 1 (O)

May be inoperative provided:
a) Display brightness is acceptable to the affected crewmember, and
b) Reversionary tuning is confirmed operative from the unaffected CTP.

3) TUNE/MENU button

C 2 1 (O)

May be inoperative provided:
a) Reversionary DU radio tuning is confirmed to be operative for both sides,
b) DU menus are used for lost CTP MENU functions,
c) Planned destination and alternate airports must have an approach available other than VOR,
d) Planned operations must not require selection between MAG and TRUE, or vice versa,
e) CAT II ILS approach is not planned at destination, .and
f) Operations and/or approach minimums do not require the following functions performed by the affected crewmember:
- Weather radar ON/OFF
- EVS ON/OFF
- MINIMUMS (MDA / DH) set
- MAG / TRUE heading selection
- BRG 1 & 2 selection
- CRS SEL adjustment

4) IDENT button

C 2 1 (O)

May be inoperative provided:
a) IDENT button on the unaffected CTP is confirmed operative, and
b) Reversionary DU radio tuning is confirmed to be operative for both sides.

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
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| | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | |
| 4. REMARKS AND EXCEPTIONS | | | | | |
| 31 | INDICATING & RECORDING | | | | |
| | 5) 1 / 2 button | C | 2 | 1 | (O) May be inoperative provided: a) 1 / 2 button on the unaffected CTP is confirmed operative, and b) Reversionary DU radio tuning is confirmed to be operative for both sides. |
| | 6) TUNE / DATA knob | C | 2 | 1 | (O) May be inoperative provided: a) Affected unit is selected to OFF, and b) CTP radio tuning is considered inoperative, in accordance with MMEL 23-81-02. |
| | 7) Line Select Keys (LSK) | C | - | - | Selection of individual functions may be inoperative on CTPs provided access is available via DU menus. NOTE: Where system / function selection is unavailable through CTP or DU menus, affected function is considered inoperative. |
| 61-04 | Multifunction Keyboard Panel (MKP) (incl. alphanumeric keys and Quick Access Keys) (Global Vision only) | C | 2 | 1 | (O) One may be inoperative provided: a) Radio tuning capability is operative on both CTPs. b) All functions are confirmed operative on both cursor control panels, and c) Operating procedures are not dependent on its use. NOTE: ENTER, CAS and MKP Arrow keys are independent functions of the MKP. Their functions are unaffected during MKP failure. |
| | 1) Quick Access Keys (QAKs) a) FMS QAKs - (D →, MSG, FMS, ROUTE, DEP/ARV, CNC, EXEC) | C | 14 | - | Individual FMS keys may be inoperative provided: a) Operating procedures do not require their use, and b) Affected functionality is confirmed available on DUs thru both Cursor Control Panels. |

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| | b) CNS | C | 2 | 1 | (O) One may be inoperative provided CNS functionality is confirmed available on DUs thru both Cursor Control Panels. |
| | c) CHART | C | 2 | 1 | (O) One may be inoperative provided CHART functionality is confirmed available on DUs thru both Cursor Control Panels. |
| | d) ECL/SYS | C | 2 | 1 | (O) One may be inoperative provided functionality is confirmed available on DUs thru both Cursor Control Panels. |
| | 2) Arrow Keys (Cursor Control) | C | 8 | 0 | Any or all may be inoperative provided both cursor control panel track-balls are confirmed operative. |
| | 3) ENTER keys | C | 2 | 1 | (O) One may be inoperative provided associated Cursor Control Panel SELECT push-button is confirmed operative. |
| | 4) CAS key | C | 2 | 1 | One may be inoperative. |
| | 5) LCD readout | C | 2 | 1 | One entire MKP LCD display may be inoperative provided keystrokes are legible on MFW |
| | a) LCD Display segments | D | - | - | Individual MKP display segments may be inoperative provided keystrokes are legible on MFW |
| 61-05 | Cursor Control Panel (CCP) (Global Vision only) | B | 2 | 1 | (O) Any or all functions of one CCP may be inoperative provided: a) Radio tuning capability is operative on both control tuning panels, b) DU display radio tuning is confirmed operative on both sides using MKP arrows and ENTER buttons, c) All Display Units are operative, and d) Operating procedures are not dependent on its use. NOTE1: PTT and DSPL SEL buttons are independent functions in the CCP and their functionality may not be affected during internal CCP failure. NOTE 2: Any operative buttons may continue to be used. |

(cont'd)

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NOTE 3: Inoperative PTT buttons are associated with MMEL Item 23-51-02, Boom mics.

1) SELECT button C 4 2

One SELECT button per CCP may be inoperative provided ENTER button is confirmed operative on both MKPs.

B 4 2

Both may be inoperative on one CCP provided ENTER button is confirmed operative on respective MKP.

2) Double-Stack Knobs (DSK) C 2 1

Any or all functions of one DSK knob may be inoperative provided all functions of associated MKP are operative.

3) MENU button C 2 0

One or both MENU buttons may be inoperative provided DU menu selection is confirmed using respective MKP arrows and ENTER button.

4) Escape (ESC) button C 2 0

One or both may be inoperative.

5) Display Select buttons (DSPL SEL) C 6 0

Any or all may be inoperative provided arrow keys are operative on associated MKP.

6) Trackball B 2 1

May be inoperative provided all arrow buttons on both MKPs are confirmed operative.

61-06 Reversion Switch Panel (RSP)
(Global Vision only)

1) DU Switches (Dimming function) C 4 3

One may be inoperative provided display brightness is acceptable to the affected crewmember for the intended mission.

2) DU Switches (OFF function) C 4 3

3) TUNE switch (VHF 2 121.5 function only) C 1 0

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32 LANDING GEAR

| | | | | | | |
|-------|---|---|---|---|-----|--|
| 30-01 | Landing Gear Retraction System | A | 1 | 0 | (M) | <p>Aircraft may be dispatched for one flight day, provided:</p> <ul style="list-style-type: none"> a) All gear doors (not attached to gear leg) close normally, b) Approved ground lock-pins are installed (flags removed) for flight, c) All weight-on-wheels sensors are operative, d) Both ice detector probes are operative, e) Both packs are operative, f) EGPWS (Terrain Modes) is considered inoperative, g) Aircraft is operated in accordance with AFM Supplement for Dispatch With Landing Gear Retraction System Inoperative, and h) If GEAR DISAGREE Caution is annunciated during flight, nose-wheel steering is to be selected OFF for landing. |
| 31-01 | Landing Gear Selector Handle Anti-Retracton Mechanism | C | 1 | 0 | (M) | <p>May be inoperative in LOCKED position (down) provided downlock release mechanism is verified operative.</p> |
| 32-01 | Nose and Main Gear Door Uplock Sensors | C | 3 | 0 | | <p>All may be inoperative provided the EICAS gear door indications are operative.</p> |
| 43-01 | Brake Accumulator on Hydraulic System #2 | A | 1 | 0 | (O) | <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Both thrust reversers are operative, b) Hydraulic electric pumps 3A, 3B & 2B (ACMP) are operative, c) Autobrake is selected to OFF, and d) Repairs are made within three flight days. |

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| 32 LANDING GEAR | | | | | |
| 43-02 EICAS Brake Pressure Readouts | C | 2 | 0 | (M) | Both may be inoperative provided: a) Brake accumulator(s) nitrogen pressure is checked prior to the first flight of the day, b) Capability of brake accumulators to retain adequate hydraulic fluid for brakes is verified prior to the first flight of the day, and c) Hydraulic pressure indications are operative. |
| 43-03 Autobrake System | C | 1 | 0 | | May be inoperative provided autobrake selector switch remains in the OFF position. |
| 43-04 Brake Temperature Monitoring System (BTMS) | B | 1 | 0 | | May be inoperative provided operations are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE. |
| 1) Brake Temperature Sensors | C | 4 | - | | One temperature sensor may be inoperative provided operations are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE. |
| 43-05 Wheel Speed Transducer Coils | C | 8 | 7 | (M) | One may be inoperative provided no other brake faults are indicated in the on-board maintenance system. |
| 43-06 Brake Accumulator Pressure Gauges | C | 2 | 0 | (M) | Both may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge before the first flight of each flight day. |

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| | | | | | |
| 33 LIGHTS | | | | | |
| 11-01 Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting Systems | C | - | - | | Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew members eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters. |
| 13-01 Cockpit Dome Light (Area Lights) | C | 2 | 0 | | |
| 21-01 Cabin Interior Lights | C | - | - | | May be inoperative provided: a) Cabin Emergency Lighting is operative for cabin crew to perform required duties, and b) Sufficient lighting is operative for cabin crew to perform required duties, and c) Lighting configuration at dispatch is acceptable to the flight crew. |
| 21-02 Entrance Area Lighting | D | - | 0 | | |
| 21-03 Stair Lighting Systems | D | - | 0 | | May be inoperative provided a flashlight is used to illuminate stairs for night operations. |
| 22-01 Passenger Information Signs "Fasten Seat Belts / No Smoking" | C | - | 0 | (O) | May be inoperative provided alternate procedures are established and used to notify cabin occupants. |

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| 31-01 Nosewheel Compartment Light | D | 1 | 0 | | |
| 31-02 Avionics Compartment Lights | D | 6 | 0 | | |
| 31-03 APU Compartment Light | D | 1 | 0 | | |
| 31-04 Aft Equipment Compartment Light | D | - | 0 | | |
| 31-05 Aft Service Area Lights / Engine Pylon Lights | D | 2 | 0 | | |
| 31-06 Main Gear Wheelwell *** Service Lights | D | 2 | 0 | | |
| 40-01 Baggage Compartment Lights | C | - | 0 | (O) | May be inoperative providing adequate alternate lighting is available. |
| | D | - | 0 | | May be inoperative for daylight operations. |
| 41-01 Landing Lights | C | 4 | 0 | | May be inoperative provided aircraft is not operated at night. |
| 1) Nose Gear | C | 2 | 1 | | One may be inoperative provided the same-side wing landing light, and associated taxi light, are operative. |
| | C | 2 | 0 | | Both may be inoperative provided the wing landing lights, and both taxi lights are operative. |
| 2) Wing Landing Lights | C | 2 | 1 | | One may be inoperative provided both nose gear mounted landing lights and the associated taxi light and are operative. |
| | C | 2 | 0 | | Both may be inoperative provided nose gear mounted landing lights, and both taxi lights are operative |

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33 LIGHTS

| | | | | | |
|-------|---|---|---|---|--|
| 41-01 | Landing Lights | C | 4 | 0 | May be inoperative provided aircraft is not operated at night. |
| | 1) Nose Gear | C | 2 | 1 | One may be inoperative provided the same-side wing landing light, and associated taxi light are operative. |
| | | C | 2 | 0 | Both may be inoperative provided the wing landing lights, and both taxi lights are operative. |
| | 2) Wing Landing Lights | C | 2 | 1 | One may be inoperative provided both nose gear mounted landing lights and the associated taxi light and are operative. |
| | | C | 2 | 0 | Both may be inoperative provided nose gear mounted landing lights, and both taxi lights are operative |
| 41-02 | Taxi / Recognition Lights | C | 2 | 1 | One may be inoperative provided the same-side wing and same-side nose gear mounted landing lights are operative. |
| | | C | 2 | 0 | Both may be inoperative provided both wing and both nose gear mounted landing lights are operative. |
| | | C | 2 | 0 | Both may be inoperative provided aircraft is not operated at night. |
| 41-03 | Wing-Tip Taxi Lights *** | D | 2 | 0 | One or both may be inoperative. |
| 41-04 | Pulselite® Landing *** Lights System | D | 1 | 0 | |

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| 42-01 Navigation Lights – Wing Tip / Aft Position Lights | C | - | 0 | | Any or all may be inoperative provided aircraft is not operated at night. |
| 1) Wing Tip Position Lights | | | | | |
| a) Bulbs | C | 4 | 2 | | One bulb may be inoperative at each position. |
| *** b) LED Assembly | | 2 | 2 | | Must be operative for flight at night. NOTE: Any LED elements found failed shall consider entire assembly inoperative. |
| 2) Aft Position Light | | | | | |
| a) Bulbs | C | 2 | 1 | | |
| *** b) LED Assembly | | 1 | 1 | | Must be operative for flight at night. NOTE: Any LED elements found failed shall consider entire assembly inoperative. |
| 43-01 Anti-Collision Strobe Lights (Wing and Tail) | C | 3 | 0 | | May be inoperative provided aircraft is not operated at night. |
| | C | 3 | 0 | | May be inoperative provided upper and lower fuselage anti-collision beacon lights are operative with the BEACON switch in the WHT position. |
| 43-02 Red / White Beacon Lights (Upper and lower fuselage) | C | 4 | 0 | | May be inoperative provided aircraft is not operated at night. |
| 1) Red Beacons | C | 2 | 0 | | One or both may be inoperative provided adequate precautions are taken to clear danger areas before engine start and while engines are running. |
| 2) White Beacons | C | 2 | 0 | | One or both white beacons may be inoperative provided all wing & tail anti-collision strobe lights are operative and selected ON prior to flight. |

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| 33 LIGHTS | | | | | |
| 45-01 Wing Inspection Lights | C | 2 | 0 | | Both may be inoperative provided: a) Both Ice Detection Systems are operative, b) Ground de-icing procedures do not require their use, and c) A portable lamp/light, of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions. |
| 46-01 Logo Lights *** | D | 2 | 0 | | |
| 50-01 Interior Emergency Lights | | | | | |
| 1) Individual Lights | C | - | - | | May be inoperative provided compliance to certification requirements has been satisfied with only the remaining lights. |
| *** 2) Crew Rest Facility - Bunk | D | - | - | (O) | May be inoperative provided: a) Crew Rest Facility – Bunk is not occupied, and b) Crew Rest Facility – Bunk is placarded INOPERATIVE – DO NOT USE. |
| 50-02 Floor Proximity Escape Path Lighting | C | - | - | | Where required by 14CFR, individual sources may be inoperative provided FAA approved minimum lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter; b) FAA approved report of the Type Design holder; c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC); d) The Master Drawing List of the applicable STC. |
| 51-01 Exterior Emergency Lights | C | 3 | 0 | | May be inoperative provided aircraft is not operated at night. |

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10-01 Air Data Computers
(ADC)

B

3

2

(M)(O) One may be inoperative provided:
a) ADC #1 is operative,
b) Reversion Switching System is
operative,
c) Four pitot-static probes are functional,
including the probe heaters, and
d) TAT probes of the unaffected ADCs
are operative.

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

11-01 Total Air
Temperature
Systems

B

1

0

May be inoperative provided ADC #2 is
considered inoperative.

1) TAT #2

B

1

0

May be inoperative provided ADC #3 is
considered inoperative.

2) TAT #3

13-01 Static Air
Temperature
Indication (SAT)

(Deleted, Revision 11)

14-01 Altitude Alerting
Systems

C

2

1

One may be inoperative.

A

2

0

(O) May be inoperative provided:
a) Autopilot with altitude hold, and
altitude capture operates normally,
b) Enroute operations, ie RVSM, do not
require its use.
c) Airplane does not depart from a
designated airport (as listed in the
operator's MEL) where repair or
replacement can be made, and
d) Repairs are made within 3 flight days.

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| | | | | | | |
|-------|--|---|---|---|-----|---|
| 21-01 | Standby Attitude Indicator (A/C s/n 9002 to 9158) (For aircraft 9159 & sub, see MMEL item 34-24-01, below) | C | 1 | 0 | | May be inoperative provided not required by 14 CFR. |
| | | B | 1 | 0 | (M) | May be inoperative provided: a) Operations are conducted in day VMC, and b) Operations are not conducted into known or forecast over-the-top conditions. |
| 22-01 | Non-stabilized Magnetic Compass (Standby Compass) | B | 1 | 0 | | May be inoperative provided three IRS stabilized compass systems are operative. |
| | | B | 1 | 0 | (O) | May be inoperative provided: a) Any combination of two IRS stabilized compass systems operate normally, and b) Aircraft is operated: 1) with dual independent navigation capability, and 2) under positive radar control by ATC on the enroute flight phase, or one of the systems is a TSO'd GPS which provides track information. |
| | | 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, operative, and if necessary, used in conjunction with approved Free Gyro Navigation Techniques. |

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23-01 Flight Director
Systems

1)
(except Global Vision)

C

2

1

Except for ER Operations, one flight director may be inoperative provided approach procedures are not dependent on its use.

a) Flight Director
Modes

C

-

-

Except where en route operations or approach minimums / procedures require their use, individual flight director modes may be inoperative.

NOTE1: Flight director altitude hold mode is required for RVSM Operations.

NOTE2: Any flight director mode, which is operative, may be used.

2)
(Global Vision only)

a) FD Channels

C

4

1

Except for ER Operations, any combination of channels may be inoperative provided enroute and/or approach requirements are met.

b) Flight Director
Modes

C

-

-

(O)

Except where en route operations or approach minimums / procedures require their use, individual flight director modes may be inoperative.

NOTE 1: Flight director altitude hold mode is required for RVSM Operations.

NOTE 2: Any flight director mode, which is operative, may be used.

i) EDM Button
(Emergency
Descent Mode)

C

1

0

May be inoperative provided switch is placarded "INOP" on the flight control panel.

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24-01 Integrated Electronic
Standby Instrument
(IESI)

1) Attitude / Slip
Skid Function

A

1

0

(O)

May be inoperative for two flight days
provided:
a) Operations are conducted in day VMC,
b) Operations are not conducted into
known or forecast over-the-top
conditions, and
c) Each primary flight display is fed from
independent IRSs.

2) STD (Standard)
Button

C

1

0

May be inoperative.

3) + / - Buttons
(brightness)

B

2

0

Dim / Bright controls may be inoperative
provided the display intensity is adequate.

4) ILS / LOC / GS

D

-

0

5) Metric Altitude
Display Selection

C

1

0

(O)

May be inoperative provided alternate
procedures are established and used.

(Global Vision only)

D

1

0

May be inoperative provided routine
procedures do not require its use

6) Vertical
Accelerometer
(ISI FAULT Advisory)

C

1

0

(Global Vision only)

C

1

0

May be inoperative in combination with a
single inoperative ADC and/or IRS, provided
aircraft is not dispatched into ER operations.

NOTE: Failure of second IRS or ADC will
cause loss of all autopilot function.

31-01 VHF Navigation
Systems(VOR/ILS #1)

C

1

0

32-01 Head-up Guidance
*** System

D

1

0

May be inoperative provided approach
minimums are not dependent on its use.

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| 32-02 *** | Enhanced Vision System (incl. Infrared Sensor Unit) | D | 1 | 0 | (M) | May be inoperative provided EVS fairing and IR Window heater functions are operative. NOTE: For loss of IR Window heat functions, see MMEL Item 30-40-02. |
| | 1) Infrared Window | D | 1 | 0 | (M) | May be scratched or crazed provided damage limits are not exceeded. NOTE: Where the EVS image is adversely affected, the system is to be considered inoperative. |
| | | D | 1 | 0 | (M) | May be removed with fairing assembly and replaced with an approved blanking plate. NOTE: For loss of IR Window heat functions, see MMEL Item 30-40-02. |
| | 2) CLEAR Switch | D | 1 | 0 | | May be inoperative provided the EVS is not used. |
| | 3) EVS Infrared Image - | | | | | |
| | i) EVS image on FMS CDU (except Global Vision) | D | 1 | 0 | | May be inoperative provided the EVS is not used in lieu of natural vision below minimums and is only used for enhanced situational awareness. |
| | ii) EVS Image on Multi-Function Window (Global Vision only) | D | 4 | 0 | | Any or all EVS MFW video may be inoperative provided the EVS is not used in lieu of natural vision below minimums and is only used for enhanced situational awareness. |
| 34-01 *** | Synthetic Vision System (SVS) (including Database) (Global Vision only) | D | 1 | 0 | | NOTE: SVS is considered inoperative if either database is out of date. |
| 41-01 | Weather Radar System | C | 1 | 0 | | As required by Regulations. NOTE for Global Vision: For loss of supplemental WX info / graphics overlays, see MMEL Item 46-20-01 – IFIS. |

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41-02 Weather Radar
Controllers

C 2 1

42-01 GPWS / TAWS

1) GPWS /TAWS

A 1 0

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

a) Terrain
Avoidance
(Modes 1 thru 4)

A 4 0

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

b) Test Mode

A 1 0

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

c) Glideslope
Deviation (Mode 5)

B 2 0

*** d) Advisory Callouts
(Mode 6)

C 1 0

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

(ten or more
passenger seats)

B 1 0

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

(six to nine
passenger seats)

C 1 0

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

e) Windshear Mode
(Mode 7)

B 1 0

(O) May be inoperative provided:
a) Alternate procedures are established
and used, and
b) Takeoffs and landings are not
conducted in known or forecast
windshear conditions.

NOTE: Alternate procedures should include
reviewing windshear avoidance and
recovery procedures.

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34 NAVIGATION

2) TERRAIN
function—
Forward Looking
Terrain
Avoidance
(FLTA) and
Premature
Descent Alert
(PDA)
Functions

a)
(except Global Vision)

B 1 0

May be inoperative provided system is selected OFF.

b)
(Global Vision only)

B 1 0

May be inoperative provided:
a) TERRAIN is selected OFF at the TAWS panel, and
b) TERRAIN is de-selected at MAP OVRLY menu.

i) TERRAIN
Display

B 1 0

May be inoperative provided TERRAIN is de-selected from MAP OVRLY menu.

42-02 Surface Management
*** System (SMS)
(Global Vision only)

C - -

43-01 Traffic Collision and
Avoidance System
(TCAS II)

B - 0

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

C - 0

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

1) Combined Traffic
Alert (TA) and
Resolution
Advisory (RA)
Dual Displays

C 2 1

(M) May be inoperative on the non-flying pilot side provided:
a) TA and RA visual display is operative on the flying pilot side, and
b) TA and RA audio function is operative on flying pilot side.

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4. REMARKS AND EXCEPTIONS

34 NAVIGATION

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

C

2

1

May be inoperative on non-flying pilot side.

C

-

0

(O)

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

3) Traffic Alert
Display System(s)

C

-

0

(O)

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

4) Audio Functions

B

1

0

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

*** 5) "ABOVE /
BELOW"
Airspace
Selection

C

-

0

44-01 Radio Altimeter

1)
(except Global Vision)

C

2

1

(M) (O)

One may be inoperative provided approach minimums are not dependent on its use.

NOTE: The flight director must be coupled to the PFD with the operative Radio Altimeter for landing with autothrottle engaged.

A

2

0

(M)(O)

Both may be inoperative provided:
a) GPWS is considered inoperative,
b) TCAS is considered inoperative,
c) Landings are conducted in accordance with the Non-Normal Procedures for Dual Radio Altimeter Failure, and
d) Repairs are made within two flight days.

(cont'd)

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| 34 NAVIGATION | | | | | |
| Radio Altimeter (cont'd) | | | | | |
| 2) (Global Vision only) | C | 2 | 1 | | |
| | A | 2 | 0 | (O) | Both may be inoperative provided: a) TAWS is considered inoperative, b) TCAS is considered inoperative, and c) Landings are conducted in accordance with the Non-Normal Procedures for Dual Radio Altimeter Failure, and d) Repairs are made within two flight days. |
| 45-01 Inertial Reference Systems | C | 3 | 2 | (M)(O) | One may be inoperative provided: a) Independent attitude indication is available at each pilot's station, b) Independent directional compass indication is available at each pilot's station, and c) Standby Attitude Indicator is operative. |
| 45-02 Lasertrak NDU (except Global Vision) | C | 1 | 0 | | May be inoperative provided two FMS are operative. |
| 45-03 IRS Mode Select Switches (except Global Vision) | C | 3 | 2 | (M)(O) | One may be inoperative provided: a) Affected switch is selected to OFF, b) Associated IRS is considered inoperative, c) Independent attitude indication is available at each pilot's station, d) Independent directional compass indication is available at each pilot's station, and e) Standby attitude indicator is operative. |
| 47-01 Lightning Detection / *** Sensor Systems (LDS) / (LSS) | C | 1 | 0 | | |
| 50-01 Integrated Nav Unit (INU) – Tray Mounted Cooling Fans (except Global Vision) | C | 2 | 1 | (M) | May be inoperative provided the remaining fan is verified to operate normally. |

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4. REMARKS AND EXCEPTIONS

34 NAVIGATION

| | | | | | |
|-------|--|---|---|---|---|
| 51-01 | Marker Beacon Systems | C | - | - | Any in excess of that required by 14 CFR, may be inoperative. |
| 52-01 | Automatic Direction Finding System (ADF #1) | C | 1 | 0 | |
| 53-01 | Distance Measuring Equipment Systems (DME) | D | - | - | Any in excess of those required by 14 CFR may be inoperative. |
| 54-01 | ATC Transponders and Automatic Altitude Reporting Systems | B | 2 | 0 | May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. |
| | | D | - | 1 | NOTE: This item is RVSM critical. Any in excess of those required by 14 CFR may be inoperative. |
| *** | 1) Elementary / Enhanced Surveillance / ADS-B Squitter Transmissions | A | - | 0 | May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit. |
| 54-02 | Automatic Dependent Surveillance - Broadcast (ADS-B Out) System | D | 2 | 0 | (O) May be inoperative provided it is not required by 14 CFR. |

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| | | | | | |
| 34 NAVIGATION | | | | | |
| 55-01 Global Positioning Systems / Sensors | | | | | |
| 1) (except Global Version) | C | 2 | 1 | | One may be inoperative provided operations do not require its use. |
| | A | - | 0 | (O) | Except where operations require its use, may be inoperative provided: a) Alternate procedures are established and used, b) EGPWS Terrain function is considered inoperative, c) ADS-B Out is considered inoperative, and d) Repairs are made within two flight days. |
| 2) (Global Vision only) | C | 2 | 1 | (O) | One may be inoperative provided operations do not require its use. |
| | A | - | 0 | (O) | Except where operations require its use, may be inoperative provided: a) Alternate procedures are established and used, b) TAWS Terrain / Obstacle Awareness function is considered inoperative, c) Synthetic Vision System is considered inoperative, d) ADS-B Out is considered inoperative, and e) Repairs are made within two flight days. |
| 61-01 Flight Management Systems (FMS) | C | - | 1 | (O) | Except where operations require its use, all but one may be inoperative provided alternate procedures are established and used |
| 1) FMS Navigation Data Bases | C | - | - | (O) | May be out of currency provided: a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, c) Approach navigation radios are manually tuned and identified, and d) Approaches are not conducted using associated system. |
| 61-02 Data Loader | C | 1 | 0 | | |

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| | 2. NUMBER INSTALLED | | | | | |
| 3. NUMBER REQUIRED FOR DISPATCH | | | | | | |
| 35 OXYGEN | | | | | | |
| 12-01 Flight Crew Oxygen Pressure | | | | | | |
| 1) Gnd Service Panel Pressure Gauge | C | 1 | 0 | (O) | May be inoperative provided EICAS readout is operative and checked prior to each flight. | |
| 2) Bottle Pressure Gauges | C | 4 | 0 | (M) | Any or all may be inoperative provided: a) EICAS readout is verified normal, and b) Bottle SOV levers are verified OPEN. | |
| 3) EICAS Readout | B | 1 | 0 | (O) | May be inoperative provided: a) Ground service panel pressure gauge or all bottle pressure gauges are operative and checked prior to each flight, and b) Minimum enroute altitude does not exceed 10,000 ft above MSL. | |
| 12-02 Oxygen Pressure Switch | C | 4 | 3 | (M) | One may be inoperative provided pressure on all bottle pressure gauges is operative and checked prior to each flight. | |
| 12-03 Overboard Discharge Indicator | C | 1 | 0 | | May be missing provided: a) EICAS Oxygen readouts are serviceable, b) Oxygen pressure switch is operative, and c) Ground service panel pressure gauge is operative. | |
| 12-04 Crew Oxygen – *** Cruise Masks (incl. Mask mics) | C | - | - | (M)(O) | May be inoperative or missing provided the inoperative unit is removed from the installed location, secured out of sight and the unit and its installed location are placarded INOPERATIVE. | |
| 20-01 Protective Breathing Equipment (PBE) | D | - | - | | Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured. | |

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|---|-----------------|---|---|--------|--|---------------------------------|---------------------------|
| 35 OXYGEN | | | | | | | |
| 21-01 Passenger Oxygen *** System | B | 1 | 0 | (O) | Except for ER Operations, may be inoperative provided: <ul style="list-style-type: none"> a) All components of cabin pressurization system are operative, b) Minimum enroute altitude does not exceed 14,000 ft above MSL, c) Operations are conducted at or below FL 250, d) Portable oxygen units capable of delivering two liters per minute for 30 minutes are available for 10 % of the passengers, and e) Operations procedures are established to ensure that passengers are appropriately briefed to accommodate revised equipment. | | |
| 1) System TEST / RESET Switch (relief limited to Bombardier Completions Centre Installations) | C | 1 | 0 | (M) | | | |
| | B | 1 | 0 | | | | |
| 21-02 Passenger Oxygen System – Automatic Presentation System | B | 1 | 0 | | Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Manual deployment system (OVERRIDE) is operative, b) Flight remains at or below FL 300, and c) Minimum en route altitude does not exceed 10,000 ft MSL. | | |
| 21-03 Passenger Service Units | D | - | 0 | (M)(O) | Individual PSUs may be inoperative with no flight altitude restriction provided: <ul style="list-style-type: none"> a) Affected seats, banks of seats and lavatories are blocked and placarded to prevent occupancy, b) No more than two consecutive banks of seats have an inoperative PSU, and | | |
| 21-04 Therapeutic Oxygen *** (First Aid) System | D | 1 | 0 | | | | |

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4. REMARKS AND EXCEPTIONS

35 OXYGEN

30-01 Portable Oxygen
Dispensing Unit

D

-

-

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| 36 PNEUMATICS | | | | | |
| 11-01 Bleed Pressure Transducer (BPT) | C | 2 | 0 | (M) | May be inoperative provided: a) Associated air conditioning Pack Inlet Pressure Sensor (PIPS) is operative, and b) Associated IP Pressure Transducer (IPPT) is operative. |
| 11-02 Fan Air Valve (FAV) | C | 2 | 1 | (M)(O) | Except for ER Operations, one may be inoperative failed in OPEN position provided: a) Associated air conditioning pack is selected OFF and considered inoperative, b) Opposite air conditioning pack is operative, c) Opposite bleed system is operative, and d) Cross bleed valve is verified operative. |
| 11-03 HP Ground Connection | C | 1 | 0 | (M) | May be inoperative failed in CLOSED position. |
| 12-01 Bleed Leak Detection Loops | C | 18 | 9 | | Either loop A or loop B may be inoperative provided redundant loop in the same zone is operative. |
| 1) Wing Anti-Ice Leak | C | 12 | 6 | (M) | One loop in each section may be inoperative provided: a) Power-up BIT test is performed on system prior to each dispatch into icing, and b) Cause of WING ANTI-ICE FAULT Advisory message is confirmed by maintenance. |
| | C | 12 | 0 | | Both loops on each section may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Both ice detection systems are operative. |
| 2) Trim Air Leak | C | 2 | 1 | | Except for ER Operations, one loop may be inoperative. |
| | C | 2 | 0 | (M) | Except for ER Operations, both loops may be inoperative provided: a) Trim air switch is selected OFF, and b) Both HASOVs are secured CLOSED. |

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4. REMARKS AND EXCEPTIONS

38 WATER & WASTE

10-01 Potable Water
Systems

C

-

-

(M)

Individual components may be inoperative provided:
a) Associated components are deactivated or isolated, and
b) Associated system components are verified not to have leaks.

NOTE: Any portion of system which is operative may be used.

C

-

-

(M)

May be inoperative provided:
a) System is drained, and
b) Procedures are established to ensure that system is not serviced.

10-02 Lavatory Waste
System

C

-

-

(M)

Individual component may be inoperative provided:
a) Associated components are deactivated or isolated, and
b) Associated system components are verified not to have leaks.

NOTE: Any portion of system which is operative may be used.

C

-

-

(M)

Associated lavatory system(s) may be inoperative provided:
a) Associated components are deactivated or isolated to prevent leak, and
b) Associated lavatory door(s) is secured closed and placarded inoperative.

NOTE: These provisions are not intended to prohibit inspections by crewmembers.

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4. REMARKS AND EXCEPTIONS

45 CENTRAL
MAINTENANCE
SYSTEMS

45-01 Centralized
Maintenance Systems

1) Central Aircraft
Information/
Maintenance
System (CAIMS)
(except Global Vision)

C 1 0

*** a) Cockpit Printer -
CAIMS Function

D 1 0

NOTE: Refer to ATA 23, Item 21-01 for
Datalink (ACARS) printer function.

2) Onboard
Maintenance
System (OMS)
(Global Vision only)

C 1 0

45-02 Portable Maintenance
Access Terminal
(PMAT)

C 1 0

(except Global Vision)

FEDERAL AVIATION ADMINISTRATION

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|--|-----------------------------------|---------------------------------|---|---|---|
| | | 2. NUMBER INSTALLED | | | |
| 46 INFORMATION SYSTEMS | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 10-01 | Electronic Flight Bags | | | | |
| *** | 1) Class 3 EFB | C | - | - | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document, which is operative, may be used. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |
| *** | 2) Data Connectivity (Class 2) | C | - | - | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document, which is operative, may be used. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |
| *** | 3) Power Connection (Class 1 & 2) | C | - | - | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document, which is operative, may be used. |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. |
| *** | 4) Mounting Devices (Class 2) | C | - | - | (M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used. |
| | | D | - | 0 | (M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use. |

| U.S. DEPARTMENT OF TRANSPORTATION | | | | | |
|--|--|---------------------|-------------------------------------|---------------------------------|--|
| FEDERAL AVIATION ADMINISTRATION | | | | | |
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| 46 | INFORMATION SYSTEMS | | | | |
| 20-01 | Integrated Flight Information System (IFIS) (Global Vision only) | C | - | 0 | <p>Any or all functions may be inoperative provided alternate source(s) of current approved flight documentation and navigation charts are available.</p> <p>NOTE 1: Any current and operative functions may continue to be used.</p> <p>NOTE 2: Depending upon operational certification, inoperative IFIS systems may impact dispatch with paperless cockpit.</p> <p>NOTE 3: Absence of all IFIS will render SMS Target Runway Identification inoperative.</p> |
| | 1) DOCUMENT READER FUNCTION (ELECTRONIC AFM, QRH, ETC.) | C | - | - | Any or all functions may be inoperative or out of currency provided alternate source(s) of current approved flight documentation and navigation charts are available. |
| *** | 2) DATABASE Applications (Electronic Charts, Supplemental Wx Info / Graphic Overlays, XM Weather, Universal Weather, etc.) | C | - | - | <p>Any or all individual databases may be may be inoperative or out of currency provided:</p> <p>a) Procedures do not require their use, and</p> <p>b) They are not used to define route of flight.</p> <p>NOTE 1: Any current and operative functions may continue to be used.</p> <p>NOTE 2: Absence of all IFIS will render SMS Target Runway Identification inoperative.</p> <p>NOTE 3: Refer to MMEL 34-41-01 – Weather Radar System - for inoperative basic Wx radar.</p> <p>NOTE4: IFIS database applications / subscriptions not used by individual operators should be listed in operator's NEF list.</p> |

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46 INFORMATION
SYSTEMS

30-01 Information
Management System
(IMS)

(Global Vision only)

A

-

0

(O)

One or all functions may be inoperative provided:

- a) Datalink printer operation is confirmed,
- b) IMS power remains de-activated, and
- c) Repairs are made in time to maintain database update requirements, or at next heavy maintenance visit, whichever comes first.

NOTE: Updating of FMS database and IFIS database items: flight plans; user checklists; etc, will not be available.

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4. REMARKS AND EXCEPTIONS

49 AUXILIARY POWER

| | | | | | | |
|-------|-------------------------------------|---|---|---|--------|---|
| 10-01 | Auxiliary Power Unit (APU) | C | 1 | 0 | (M)(O) | <p>Except for ER Operations and Polar Ops, may be inoperative provided the inlet door is secured CLOSED.</p> <p>NOTE: Mission flight planning should ensure availability of alternate means for engine starting (ie: ground air cart).</p> |
| 14-01 | APU Air Intake Door linear actuator | C | 1 | 0 | (M) | <p>Except for ER Operations and Polar Ops, may be inoperative CLOSED provided:</p> <ul style="list-style-type: none"> a) APU intake door is secured CLOSED, and b) APU is considered inoperative. |
| | | A | 1 | 0 | | <p>Aircraft may be dispatched for one flight day, with APU inlet door partially - OPEN provided:</p> <ul style="list-style-type: none"> a) APU wind-milling RPM is monitored per AFM Non-Normal Procedure for APU DOOR FAIL Caution, and b) AFM performance corrections for APU ON are applied. |
| | | C | 1 | 0 | (M) | <p>Except for ER Operations and Polar Ops, may be inoperative fully OPEN provided:</p> <ul style="list-style-type: none"> a) APU is operated continuously during flight, and b) AFM performance corrections for APU ON are applied. |
| 52-01 | APU Load Control Valve (LCV) | C | 1 | 0 | (M) | <p>Except for Polar Ops, may be inoperative provided it is secured CLOSED.</p> <p>NOTE: The APU is still available as a source of electrical power, if required.</p> |
| 61-01 | APU Subsystems | | | | | <p>Any or all may be inoperative as indicated by "APU FAULT" advisory message on ground provided the APU is operative (start and shutdown normally).</p> |
| | 1) EGT Thermocouples | C | 2 | 1 | | |
| | 2) Speed Sensors | C | 2 | 1 | | |
| | 3) Fuel Filter | C | 1 | 0 | | |

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49 AUXILIARY POWER

4) Oil Filter C 1 0

APU may be operated with impending oil filter bypass indicated provided:
a) Engines are started by an external power source, and
b) APU is used only where required by AFM Emergency Procedures.

5) APU Generator Oil Filter C 1 0

6) Hour Meter C 1 0

7) Start Counter C 1 0

8) Sump Oil Heater C 1 0

Except for Polar Ops, may be inoperative provided a minimum of three engine generators are operative.

9) Dual Ignition Box Channels C 2 1

One channel may be inoperative.

NOTE: With one channel inoperative, delayed APU light-off may be observed.

90-01 APU Oil Quantity Indication System C 1 0

(M) May be inoperative provided oil quantity is visually verified before each departure.

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4. REMARKS AND EXCEPTIONS

52 DOORS

11-01 Passenger Door Power Assist System

B

1

0

(M)(O)

May be inoperative provided:
a) Door is verified manually operative (open-able and close-able) without any interference,
b) No counter-balance tensor springs are broken,
c) A caution placard is affixed adjacent the door handle on the inside and outside of the aircraft, and
d) Ground crews are used to assist door handling during opening and closing.

NOTE: Door weight is in excess of 350 lbs. Without ground crew assistance, any subsequent component failure may cause door to drop at a rate adequate to incur damage or injury.

11-02 Passenger Door - Folding Step Actuator (A/C s/n 9139 & sub and Post SB 700-52-019 or SB 700-1A11-52-004)

C

1

0

May be inoperative provided folding step travels to full deploy and stow positions using assistance of door internal spring.

C

1

0

May be inoperative provided folding step travels to full deploy and stow positions using assistance of door internal spring.

C

1

0

(M)(O)

May be inoperative in the stowed position provided alternate procedures are used for embarking and disembarking.

70-01 Passenger Door Indication System

C

1

0

(M)(O)

Except for ER Operations, may be inoperative provided prior to each flight:
a) Door is CLOSED and all 10 door stops are visually verified to be properly aligned,
b) Inner handle is verified STOWED,
c) Flag indicator indicates SAFE,
d) External handle is verified STOWED, and
e) External pressure vent flap is verified FLUSH.
f) AUTO mode of cabin pressurization is considered inoperative,
g) Cabin pressure MAN control channels are verified operative,

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52 DOORS

| | | | | | | |
|-------|--|---|---|---|--------|---|
| 70-02 | Aft Equipment Bay Door Indication System | C | 1 | 0 | (O) | <p>h) Safety valves are verified operative, j) Cabin RATE Indicator, Cabin ALT indicator, and Cabin DIFF Pressure Indicator are verified operative, <i>and</i> k) Flights are conducted at or below FL250.</p> <p>May be inoperative provided prior to each flight affected door is verified CLOSED, LATCHED and LOCKED.</p> |
| 70-03 | Overwing Emergency Exits Indication System | C | 1 | 0 | (M)(O) | <p>Except for ER Operations, may be inoperative provided prior to each flight: a) Affected door is verified CLOSED, LATCHED and LOCKED, b) External push plate is verified FLUSH, c) AUTO mode of cabin pressurization is considered inoperative, d) Cabin pressure MAN control channels are verified operative, e) Safety valves are verified operative, f) Cabin RATE Indicator, Cabin ALT indicator, and Cabin DIFF Pressure Indicator are verified operative, <i>and</i> g) Flights are conducted at or below FL250.</p> |
| 70-04 | Baggage Compartment Door Indication System | C | 1 | 0 | (M)(O) | <p>Except for ER Operations and Polar Ops, may be inoperative provided prior to each flight: a) Affected door is verified CLOSED, LATCHED and LOCKED, b) External push plate is verified FLUSH c) AUTO mode of cabin pressurization is considered inoperative, d) Cabin pressure MAN control channels are verified operative, e) Safety valves are verified operative, f) Cabin RATE Indicator, Cabin ALT indicator, and Cabin DIFF Pressure Indicator are verified operative, <i>and</i> g) Flights are conducted at or below FL250.</p> |

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

52 DOORS

70-05 Refuel/Defuel Door
Indication System

C

1

0

(O)

May be inoperative provided prior to each flight, affected door is verified CLOSED, LATCHED and LOCKED.

70-06 Aft Hydraulic Door
Indication System

C

1

0

(O)

May be inoperative provided prior to each flight, affected door is verified CLOSED, LATCHED and LOCKED.

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|-----------------|---------------------|---|---------------------------------|---|
| | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | |
| 73 ENGINE FUEL & CONTROL | | | | | |
| 21-01 Engine FADEC Faults | A | - | 0 | | May be dispatched with FADEC faults provided repairs are made in accordance with times established by engine manufacturer. No extensions are allowed. |
| 21-02 Engine Electronic Controller – (EPR Control Modes) | C | 2 | 0 | | Both EPR Control modes may be inoperative provided: a) Both L ENGINE and R ENGINE N1/EPR switches are selected to N1, and b) Flights are conducted in accordance with the AFM Supplement for DISPATCH IN ALTERNATE CONTROL (N1) MODE. NOTE: Autothrottle system will be inoperative. |
| 31-01 EICAS Fuel Flow Readouts | B | 2 | 1 | | One may be inoperative provided: a) EICAS aft fuel tank and total fuel quantity readouts are operative, b) FMS fuel remaining indication system is considered inaccurate and not used, and c) EICAS fuel used readouts are considered inoperative and not use |
| 31-02 EICAS Fuel Used Readouts | C | 2 | 0 | | Both may be inoperative provided: a) EICAS aft fuel tank and total fuel quantity readouts are operative, and b) EICAS fuel flow readouts are operative. |
| 32-01 Engine Fuel Temp Indications (on the FUEL Synoptic Page) | C | 2 | 1 | (M) | Except for Polar Ops, one may be inoperative provided icing inhibitor is added to the fuel. |

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

74 IGNITION

| | | | | |
|--|---|---|---|---|
| 10-01 Ignition Systems | B | 4 | 3 | (O) One may be inoperative provided cowl anti-ice system is operative on the associated engine. |
| 30-01 Ignition "ON" Switch light (light function only) | C | 1 | 0 | (M) May be inoperative provided no fault messages are displayed for both FADEC systems and the stall protection computer. |

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

77 ENGINE INDICATING

31-01 Engine Vibration
Indication

C

2

0

Both may be inoperative provided:
 a) Both ice detection systems are operative,
 b) Operations are not conducted in known or forecast icing conditions,
 c) Operations are not conducted more than 60 minutes from a suitable airport, and
 d) No deteriorating engine vibration trend had been observed on the affected channel(s) immediately prior to failure.

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1. SYSTEM,
SEQUENCE NUMBERS &
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REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

78 EXHAUST

31-01 Thrust Reverser
Systems

C

2

1

(M)

One may be inoperative provided:
a) Inoperative thrust reverser is deactivated, stowed and locked in the forward thrust position, and
b) Operations are conducted in accordance with AFM performance data and AFM Supplement for OPERATION ON CONTAMINATED RUNWAYS.

NOTE: Under conditions of one thrust reverser inoperative, where AFM Non-Normal Procedures reference values With or Without Thrust Reversers, the values Without Thrust Reversers are to be used.

C

2

0

(M)

Both may be inoperative provided:
a) Inoperative thrust reversers are deactivated, stowed and locked in the forward thrust position, and
b) Operations are conducted in accordance with AFM performance data and AFM Supplement for OPERATION ON CONTAMINATED RUNWAYS.

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | 4. REMARKS AND EXCEPTIONS |
|--|---------------------|---------------------------------|---|-----|---|
| | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| 79 OIL | | | | | |
| 12-01 Remote Oil Fill System | C | 1 | 0 | (M) | Part or all of the system may be inoperative provided that the affected engine(s) oil level is/are checked and filled manually, prior to each flight. |
| 30-01 Engine Oil Quantity Indication System | B | 2 | 0 | (M) | Both may be inoperative provided: a) Engine oil quantity is verified on the engine oil quantity gauge prior to each engine start, and b) Operations are not conducted more than 120 minutes from a suitable airport. NOTE: After dispatch (10 min.) the caution message "L-R OIL LO QTY" will appear on EICAS. |
| 34-01 Impending Oil Filter Bypass Indication | A | 2 | 1 | (M) | One may be inoperative provided: a) A daily check of the oil filter pop-up indicator is made, and b) Repairs are made within three flight days. |

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

80 STARTING

11-01 Starter Air Valve
(SAV)

C

2

1

(M)(O) One may be inoperative CLOSED provided:
a) Alternate starting procedures are established and used, and
b) APU Is operative.

SECTION TWO

CAS MESSAGE ORIENTED MMEL RELIEF

INTRODUCTION

Two section MMELs are authorized by FAA PL 119. Section Two of two-section MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment. New technology self-diagnostic tests eliminate the need for failure isolation procedures by maintenance personnel for many CAS messages. By using (O) procedures, the crew can complete selected system/component deactivation/re-configuration from the cockpit **for which the crew has been trained**.

Section Two will only contain CAS message relief if the crew can act on the item. CAS message relief must ensure safe operation of aircraft. Flight Operations Evaluation Boards (FOEB) will use the normal FOEB processes for determining which CAS messages go into each section.

TWO-SECTION MMEL GUIDANCE:

Modern technology CAS MMELs shall be divided into two sections.

A. Section One. Items which either require maintenance actions (this may include some CAS messages), or caution/advisory information. Section One will continue to use the existing Line Replaceable Units (LRU)-oriented MMEL format and should address the following type of equipment failures:

1. Failures which are not annunciated to crew; and
2. Failures which are annunciated, but the failure indication by itself is not considered sufficient to determine the aircraft airworthiness status.

B. Section Two. Includes only items where flight members may act on CAS messages. MMEL items where CAS messages can be used to determine the aircraft airworthiness should be formatted as follows:

1. It should have only two columns:
 - a. Column one should list the failure indications (messages) for which relief is given (if desired, the messages may be listed in alphabetical order with no ATA break down).
 - b. Column two should include the corresponding MMEL limitations and/or procedures. The format of this column should be in line with the format requirements of the "Remarks or Exceptions" column of the conventional "LRU oriented" MMEL.

Note: In many cases, CAS messages will not require maintenance to perform fault analysis. Relief provisos for these CAS items are expected to be more restrictive in content and repair interval, as compared to Section One relief provisos.

2. Section Two CAS message relief items require flight crews to accomplish one or more steps to deactivate/re-configure the affected system prior to flight. The "(O)" indicates the need for these tasks. Tasks include, but are not necessarily limited to the following duties:
 - a. Procedures accomplished using cockpit (or cabin) system controls;
 - b. Deactivation of affected systems (by pulling system breaker or use of remote electronic system isolation);
 - c. Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators; and
 - d. Visual inspection behind panels (internal or external).
 - 1) These panels must be accessible without tools via quick-release latches and must clearly indicate their unlocked or unsafe state (red/green safe window; flush fit latches - candidates to be verified at FOEB).
 - 2) The visual inspection of compartments accessed by the panels is within the normal crew duty requirements for which they have been trained; and

- 3) The crew may use an external ladder for visual inspection behind panels as long as this procedure is within the normal crew duty requirements for which they have been trained. Special equipment such as maintenance stands and hydraulic lifts may not be used by the crew to perform visual inspections.

C. The following statement will be included on page 1 of Section Two in all two-section MMELs:

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

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SECTION TWO
CAS MESSAGE RELIEF

SECTION 2 Cover.....

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CAS MESSAGE

A/T 1 FAIL
A/T 2 FAIL
AT 1 FAIL
AT 2 FAIL
AT 1- 2 FAIL
ADC 2 DEGRADED
ADC 3 DEGRADED
ADC 2 FAIL
ADC 3 FAIL
AFCS 1 FAIL
AFCS 2 FAIL
AP 1 FAIL
AP 2 FAIL
AP PITCH TRIM FAIL
APU BLEED SYS FAIL
APU DOOR FAIL
APU FADEC FAIL
APU FAULT
APU FIRE FAIL
APU FIRE FAULT
APU FUEL SOV
APU GEN FAIL
APU NOT AVAILABLE
APU OIL HI TEMP
APU OIL LO PRESS
APU OIL LO QTY
APU SHUTDOWN
APU SQUIB 1 FAIL
APU SQUIB 2 FAIL
ASCB CTLR 1 FAIL
ASCB CTLR 2 FAIL
ASCB CTLR 3 FAIL
AUTOBRAKE FAIL
AVIONIC FAN FAIL (GX ONLY)

CAS MESSAGE

CHECK DU 4
CHECKLIST MISMATCH (A)
CHECKLIST MISMATCH (C)
CPLT BRAKE FAULT
CTR FUELXFER FAIL
CTR XFER FAULT
CVR FAULT
DATALINK CPDLC FAIL |
DATALINK FAIL |
ELEC SYS FAULT
EVS DEFOG FAULT
EVS FAIL
EVS HEAT FAIL
EVS HEAT OVHT
FD 1 FAIL
FD 2 FAIL
FD 1 FAIL
FD 2 FAIL
FDR ACCEL FAIL
FDR FAIL
FLAP HALFSPD
FMS 1 FAIL
FMS 2 FAIL
FMS 3 FAIL
FUEL TEMP SENSOR
GEAR SYS FAIL
GEAR SYS FAULT
GND PROX FAIL
GPWS SYSTEMS FAIL
HUD FAIL
HUD FAN FAIL
HUD MISALIGN
HUMIDIFIER FAIL
HYD PUMP 3A FAIL

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| HYD PUMP 3B FAIL | MAN PRESS FAULT |
| IAC 3 INVALID | MLG BAY OVHT FAIL |
| IAC 3 OVHT | MLG BAY OVHT FAULT |
| ICE | OUTFLOW VLV 1 FAIL |
| ICE DETECTOR FAIL | OUTFLOW VLV 2 FAIL |
| ICE DETECTOR FAULT | PAX OXY AUTO FAIL |
| IFIS 1 (2) (3) FAIL | PITOT 2 HT FAIL |
| INT CABIN DOOR | PITOT 3 HT FAIL |
| IRS 1 AUX FAIL | PLT BRAKE FAULT |
| IRS 1 AUX PWR | R AUX FUEL PUMP |
| IRS 1 FAIL | R BLEED FAULT |
| IRS 1 MISCMP | R ENG FIRE FAULT |
| IRS 1 OVHT | R FADEC FAULT |
| IRS 2 AUX FAIL | R PACK AUTO FAIL |
| IRS 2 AUX PWR | R PACK FAIL |
| IRS 2 FAIL | R PACK FAULT |
| IRS 2 MISCMP | R PRI FUEL PUMP |
| IRS 2 OVHT | R PROBE MON FAIL |
| IRS 3 AUX FAIL | R WINDOW HEAT FAIL |
| IRS 3 AUX PWR | R WING A/ICE FAIL |
| IRS 3 FAIL | R WSHLD HEAT FAIL |
| IRS 3 MISCMP | RAD ALT 1 FAIL |
| IRS 3 OVHT | RAD ALT 2 FAIL |
| ISI FAULT | RAD ALT 1-2 FAIL |
| L AUX FUEL PUMP | RECIRC FAN FAIL |
| LARGE SERV DOORS | SAFETY VALVE OPEN |
| L BLEED FAULT | SG 3 FAIL |
| L ENG FIRE FAULT | SLAT HALFSPD |
| L FADEC FAULT | SLAT-FLAP BIT |
| L PACK AUTO FAIL | SMALL SERV DOORS |
| L PACK FAIL | SMOKE AFT LAV FAIL |
| L PACK FAULT | SMOKE AV RACK FAIL |
| L PRI FUEL PUMP | SMOKE BAGGAGE FAIL |
| L PROBE MON FAIL | SMOKE CLOSET AFT FAIL |
| L WING A/ICE FAIL | SMOKE CLOSET FWD FAIL |
| L WSHLD HEAT FAIL | SMOKE FWD LAV FAIL |
| LTRK FAIL | SMS NOT AVAILABLE |

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| SPLRS/STAB BIT | TAWS WINDSHEAR FAIL |
| SVS FAIL | TCAS FAIL |
| SVS OBSTACLE FAIL | TERR FAIL |
| SVS RUNWAYS FAIL | TRU 1 FAIL |
| SVS TAWS ALERT FAIL | TRU 2 FAIL |
| SVS FAULT | WINDSHEAR FAIL |
| SUPP FAN 1 FAIL | WING A/ICE FAULT |
| SUPP FAN 2 FAIL | WING A/ICE LEAK |
| TAT 2 FAIL | WING A/ICE LO HEAT |
| TAT 3 FAIL | WING A/ICE SENSOR |
| TAT HT 1 FAIL | WOW FAULT |
| TAT HT 2 FAIL | YD 1 FAIL |
| TAT HT 3 FAIL | YD 2 FAIL |
| TAWS SYSTEM FAIL | YD 1 FAIL |
| TAWS GPWS FAIL | YD 2 FAIL |
| TAWS MAP FAIL | YD HEAT 1 FAIL |
| TAWS TERRAIN FAIL | YD HEAT 2 FAIL |

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| CAS Indication | 1. | 2. | Dispatch Consideration |
|----------------|----|----|------------------------|
|----------------|----|----|------------------------|

A/T 1 FAIL
(Advisory)
(except Global Vision)

C

Aircraft may be dispatched provided affected A/T is confirmed disengaged.

A/T 2 FAIL
(Advisory)
(except Global Vision)

C

Aircraft may be dispatched provided affected A/T is confirmed disengaged.

AT 1 FAIL
(Advisory)
(Global Vision only)

C

Aircraft may be dispatched provided AT 1 is confirmed disengaged.

AT 2 FAIL
(Advisory)
(Global Vision only)

C

Aircraft may be dispatched provided AT 2 is confirmed disengaged.

AT 1- 2 FAIL
(Advisory)
(Global Vision only)

C

Aircraft may be dispatched provided both AT systems are confirmed disengaged.

ADC 2 DEGRADED
(Advisory)

B

- (O) Aircraft may be dispatched provided:
- a) ADC 2 remains de-selected,
 - b) None of the following CAS messages are also posted:
 - ADC 1 FAIL Advisory;
 - ADC 3 FAIL Advisory;
 - ADC 1 DEGRADED Advisory;
 - ADC 3 DEGRADED Advisory;
 - c) Reversion Switching System is operative;
 - d) Four pitot-static probes are functional, including the probe heaters, and
 - e) TAT probes of the unaffected ADCs are operative.

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

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CAS Indication

1.

2.

Dispatch Consideration

ADC 3 DEGRADED
(Advisory)

B

- (O) Aircraft may be dispatched provided:
- a) ADC 3 is de-activated,
 - b) None of the following CAS messages are also posted:
 - ADC 1 FAIL Advisory;
 - ADC 2 FAIL Advisory;
 - ADC 1 DEGRADED Advisory;
 - ADC 2 DEGRADED Advisory;
 - c) Reversion Switching System is operative,
 - d) Four pitot-static probes are functional, including the probe heaters, and
 - e) TAT probes of the unaffected ADCs are operative.

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

ADC 2 FAIL
(Advisory)

B

- (O) Aircraft may be dispatched provided:
- a) ADC 2 remains de-selected,
 - b) None of the following CAS messages are also posted:
 - ADC 1 FAIL Advisory;
 - ADC 3 FAIL Advisory;
 - ADC 1 DEGRADED Advisory;
 - ADC 3 DEGRADED Advisory;
 - c) Reversion Switching System is operative;
 - d) Four pitot-static probes are functional, including the probe heaters, and
 - e) TAT probes of the unaffected ADCs are operative.

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

| | | | |
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| CAS Indication | 1. | 2. | Dispatch Consideration |

| | | |
|--|---|---|
| ADC 3 FAIL (Advisory) | B | <p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) ADC 3 is de-activated, b) None of the following CAS messages are also posted: <ul style="list-style-type: none"> - ADC 1 FAIL Advisory; - ADC 2 FAIL Advisory; - ADC 1 DEGRADED Advisory; - ADC 2 DEGRADED Advisory; c) Reversion Switching System is operative; d) Four pitot-static probes are functional, including the probe heaters, and e) TAT probes of the unaffected ADCs are operative. <p>NOTE: Transponder and Flight Director / Autopilot must use same ADC data for RVSM.</p> |
| AFCS 1 FAIL (Advisory) (except Global Vision) | C | <p>Except for ER Operations, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) AFCS 2 FAIL Advisory message is not also annunciated, and b) Approach procedures are not dependent on its use. |
| AFCS 2 FAIL (Advisory) (except Global Vision) | C | <p>Except for ER Operations, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) AFCS 1 FAIL Advisory message is not also annunciated, and b) Approach procedures are not dependent on its use. |
| AP 1 FAIL (Advisory) (except Global Vision) | C | <p>Except for ER Operations, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Approach procedures are not dependent on its use, and b) In combination with AP 2 FAIL, intended flights do not exceed <i>three</i> hours. <p>NOTE: In combination with AP 2 FAIL, automatic Emergency Descent Mode is inoperative.</p> |
| (Global Vision only) | C | <p>(O) Except for ER Operations, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Approach procedures are not dependent on its use, and b) In combination with AP 2 FAIL, intended flights do not exceed three hours. <p>NOTE: In combination with AP 2 FAIL, automatic Emergency Descent Mode is inoperative.</p> |

| | | | |
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| CAS Indication | 1. | 2. | Dispatch Consideration |

| | | |
|--|---|--|
| AP 2 FAIL (Advisory) (except Global Vision) | C | Except for ER Operations, aircraft may be dispatched provided: a) Approach procedures are not dependent on its use, and b) In combination with AP 1 FAIL, intended flights do not exceed three hours. NOTE: In combination with AP 1 FAIL, automatic Emergency Descent Mode is inoperative. |
| (Global Vision only) | C | (O) Except for ER Operations , aircraft may be dispatched provided: a) Approach procedures are not dependent on its use, and b) In combination with AP 1 FAIL intended flights do not exceed three hours. NOTE: In combination with AP 1 FAIL automatic Emergency Descent Mode is inoperative. |
| AP PITCH TRIM FAIL (Caution) (except Global Vision) | B | Aircraft may be dispatched provided: a) Autopilots are not used, and b) Provisos associated with AP 1 FAIL and AP 2 FAIL Advisory messages are followed. NOTE: Use of the yaw damper is not affected by this restriction. |
| APU BLEED SYS FAIL (Caution) | C | ((O) Except for ER Operations and Polar Ops, aircraft may be dispatched provided: a) APU BLEED remains selected OFF, b) Load control valve is confirmed closed, c) Following Caution messages are not also illuminated: - L BLEED SYS FAIL, and - R BLEED SYS FAIL NOTE 1: All ground engine starts will require ground air source. NOTE 2: APU is still available as a source of electrical power if required. |
| APU DOOR FAIL (Caution) | C | Except for ER Operations and Polar Ops aircraft may be dispatched with APU inlet door fully - OPEN provided: a) APU is operated continuously during flight, and b) AFM performance corrections for APU ON are applied. |

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| CAS Indication | 1. | 2. | Dispatch Consideration |
|----------------|----|----|------------------------|
|----------------|----|----|------------------------|

| | | | |
|-------------------------------------|---|-----|---|
| | A | | Aircraft may be dispatched for one flight day with APU inlet door partially- OPEN provided APU wind-milling RPM is monitored per AFM Non-Normal Procedure for APU DOOR FAIL Caution. |
| | C | (O) | Except for ER Operations, aircraft may be dispatched with APU inlet door fully CLOSED provided APU is considered inoperative. |
| APU FADEC FAIL (Advisory) | C | (O) | Except for ER Operations and Polar Ops, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED. |
| APU FAULT (Advisory) | C | | Except for ER Operations, aircraft may be dispatched provided: <ul style="list-style-type: none"> a) APU allows normal start and shutdown, b) APU is only used for in-flight emergency, c) A minimum of three engine electrical generators are operative, d) Engines are started by an external power source. <p style="text-align: center;">NOTE: Where APU fault does not allow normal start and shutdown, APU is to be considered inoperative.</p> |
| | C | | Aircraft may be dispatched provided APU is considered inoperative and not used. |
| APU FIRE FAIL (Caution) | C | | Except for Polar Ops, aircraft may be dispatched provided the APU is considered inoperative and is NOT used. |
| APU FIRE FAULT (Advisory) | C | (O) | Aircraft may be dispatched provided the APU fire test is conducted prior to each use of the APU. |
| | C | | Aircraft may be dispatched provided the APU is considered inoperative and is not used. |
| APU FUEL SOV (Caution) | C | (O) | Except for ER Operations and Polar Ops, aircraft may be dispatched provided APU fuel valve is deactivated and visually confirmed CLOSED. |

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| CAS Indication | 1. | 2. Dispatch Consideration |
|--|----|---|
| APU GEN FAIL (Advisory) | C | Except for ER Operations, aircraft may be dispatched provided: a) GEN #1, #2, #3 and #4 are operative, and b) APU GEN SW is selected OFF. |
| APU NOT AVAILABLE (Advisory) | C | (O) Except for ER Operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED. |
| APU OIL HI TEMP (Caution) | C | (O) Except for ER Operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED. |
| APU OIL LO PRESS (Caution) | C | (O) Except for ER Operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED. |
| APU OIL LO QTY (Advisory) | C | (O) Except for ER Operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED. |
| APU SHUTDOWN (Advisory) | C | (O) Except for ER Operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED. |
| APU SQUIB 1 FAIL (Advisory) | C | Aircraft may be dispatched provided the APU is considered inoperative and is not used. |
| APU SQUIB 2 FAIL (Advisory) | C | Aircraft may be dispatched provided the APU is considered inoperative and is not used. |

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| CAS Indication | 1. | 2. Dispatch Consideration |

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| ASCB CTLR 1 FAIL (Advisory) (except Global Vision) | B | Aircraft may be dispatched provided: a) None of the following CAS messages are also displayed: - ASCB CTLR 2 FAIL Advisory; - ASCB CTLR 3 FAIL, Advisory; and b) IAC 3 is operative. |
| ASCB CTLR 2 FAIL (Advisory) (except Global Vision) | B | Aircraft may be dispatched provided: a) None of the following CAS messages are also displayed: - ASCB CTLR 1 FAIL Advisory; - ASCB CTLR 3 FAIL Advisory, and b) IAC 3 is operative. |
| ASCB CTLR 3 FAIL (Advisory) (except Global Vision) | B | Aircraft may be dispatched provided none of the following CAS messages are also displayed: - ASCB CTLR 1 FAIL Advisory; and - ASCB CTLR 2 FAIL Advisory. |
| AUTOBRAKE FAIL (Caution) | C | Aircraft may be dispatched provided: a) Autobrake selector switch remains in the OFF position, and b) BRAKE FAULT Advisory is not also annunciated. |
| AVIONIC FAN FAIL (Advisory) (GX only) | C | (O) Aircraft may be dispatched provided one or both air conditioning packs are operated during ground operation. NOTE 1: Minimize utilization of equipment in the avionics bay without air conditioning and fans during engine start and shutdown. NOTE 2: If only one air conditioning pack is operating, passenger door opening should be minimized. |
| CHECK DU 4 (Caution) (except Global Vision) | B | (O) Except for ER Operations, aircraft may be dispatched provided: a) Display unit #4 is considered inoperative, b) All remaining displays are operative, and c) Reversion switching system is verified operative. |

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| 1. CAS Indication | 2. Dispatch Consideration |
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| <p>CHECKLIST MISMATCH (Advisory) (except Global Vision)</p> | <p>D Aircraft may be dispatched provided</p> <ul style="list-style-type: none"> a) Electronic checklist is considered inoperative, and b) Alternate procedures are established and used |
| <p>CHECKLIST MISMATCH (Caution) (Global Vision only)</p> | <p>C (O) Aircraft may be dispatched provided</p> <ul style="list-style-type: none"> a) Electronic checklist is considered inoperative, and b) At least two IFIS systems are operative. |
| <p>CPLT BRAKE FAULT (Caution)</p> | <p>C Aircraft may be dispatched provided alternate copies of checklists are available in the cockpit.</p> <p>A Aircraft may be dispatched for one flight day provided:</p> <ul style="list-style-type: none"> a) None of the following CAS messages are also displayed: <ul style="list-style-type: none"> - PLT BRAKE FAULT Caution; - L (R) REV LOCK FAIL Caution; - L (R) REVERSER FAIL Caution; - NOSE STEER FAIL Caution, - BRAKE FAULT Advisory; - L (R) REV LOCK FAULT Advisory; - L (R) REVERSER FAULT Advisory; - FLT SPOILERS FAULT Advisory; and - GND LIFT DUMP Advisory; b) Takeoff and landing limited to dry runway operations only, c) Multiply normal T/O field length by 2.1, d) Takeoff and landing tailwind component limited to no more than 3 knots, e) Maximum cross-winds limited to 10 kts for both T/O and landing, and f) Multiply landing field length by 2.2. |
| <p>CTR FUEL XFER FAIL (Caution)</p> | <p>C Aircraft may be dispatched provided the center tank remains empty.</p> |
| <p></p> | <p>C Aircraft may be dispatched provided remaining fuel in center tank is considered as unusable fuel.</p> |

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| CTR XFER FAULT (Advisory) | C | (O) Aircraft may be dispatched provided: a) Opposite DC AUX pump is operative, b) Opposite wing transfer SOV is operative, c) Cross-feed valve is verified operative prior to each dispatch, d) Any failure causing continuous center transfer pump operation is de-activated via EMS CDU power to the affected transfer pump, and e) Where mission requirements utilize fuel in the center tank, fuel planning considers that the quantity in the wing tanks is adequate to reach a suitable or alternate destination if the remaining center pump fails at any time. |
| | C | Aircraft may be dispatched provided the center wing tank remains empty. |
| CVR FAULT (Advisory) (Global Vision only) | C | (O) Aircraft may be dispatched provided, if CVR fails Flight Compartment Originating check, dispatch is undertaken in accordance with provisos for CVR inoperative (see Section One, item 23-71-01) NOTE: CVR FAULT does not necessarily indicate loss of normal voice recording. |
| DATALINK CPDLC FAIL (Advisory) (Global Vision only) | C | (O) Aircraft may be dispatched provided alternate procedures are established and used. |
| | D | Aircraft may be dispatched provided regulations or enroute procedures do not require its use. |
| DATALINK FAIL (Advisory) (Global Vision only) | C | (O) Aircraft may be dispatched provided alternate procedures are established and used. |
| | D | Aircraft may be dispatched provided regulations or enroute procedures do not require its use. |
| ELEC SYS FAULT (Advisory) | C | Aircraft may be dispatched provided the ELEC SYS FAIL Caution message is not annunciated. |

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EVS DEFOG FAULT
(Advisory)

C

Aircraft may be dispatched providing the EVS image is acceptable to the pilot.

NOTE: The EVS image may degrade in high humidity condition, to the point of disappearance, as the IR Window misting increases.

C

Aircraft may be dispatched provided provisos associated with EVS HEAT FAIL are observed.

EVS FAIL
(Caution)

D

(O) Aircraft may be dispatched provided:
a) EVS is not used, and
b) EVS HEAT FAIL and EVS HEAT OVHT Caution messages are not annunciated.

EVS HEAT FAIL
(Caution)

C

(O) Aircraft may be dispatched provided:
a) EVS ice protection is deactivated.
b) Operations are not conducted in known or forecast icing conditions, and
c) Ice detection system is operative.

NOTE: With IR Window heat inoperative, the EVS image may degrade in high humidity conditions, to the point of disappearance, as IR Window misting increases.

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EVS HEAT FAIL

(Caution)

(cont'd)

- C (O) Aircraft may be dispatched provided:
- a) Exposure to icing conditions is limited to departures only,
 - b) Pre-departure planning considerations minimize the aircraft exposure to icing conditions to less than 15 minutes during the departure phase of flight,
 - c) Prior to each departure, EVS fairing / IR window assembly is visually confirmed free from ice accretion,
 - d) En route, holding, and/or landing operations are not conducted in known or forecast icing,
 - e) Ice detection system is operative,
 - f) EVS Ice Protection is deactivated, and
 - g) Relief provisos in accordance with EVS DEFOG FAULT Advisory are also observed.

NOTE 1: Where departure planning cannot ensure exposure to in-flight icing less than 15 minutes, take-off is not permitted.

NOTE 2: Where icing is expected / encountered at destination, landing diversion will be required.

EVS HEAT OVHT

(Caution)

- C (O) Aircraft may be dispatched provided:
- a) EVS ice protection is deactivated.
 - b) Operations are not conducted in known or forecast icing conditions, and
 - c) Ice detection system is operative.

NOTE: With IR Window heat inoperative, the EVS image may degrade in high humidity conditions, to the point of disappearance, as IR Window misting increases.

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| | C | (O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) Exposure to icing conditions is limited to departures only, b) Pre-departure planning considerations minimize the aircraft exposure to icing conditions to less than 15 minutes during the departure phase of flight, c) Prior to each departure, EVS fairing / IR window assembly is visually confirmed free from ice accretion, d) En route, holding, and/or landing operations are not conducted in known or forecast icing, e) Ice detection system is operative, f) EVS Ice Protection is deactivated, and g) Relief provisos in accordance with EVS DEFOG FAULT Advisory are also observed. <p>NOTE 1: Where departure planning cannot ensure exposure to in-flight icing less than 15 minutes, take-off is not permitted.</p> <p>NOTE 2: Where icing is expected / encountered at destination, landing diversion will be required.</p> |
| FD 1 FAIL (Caution) (Global Vision only) | C | Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) At least one flight director remains available, and b) En route and/or approach requirements are met. |
| FD 2 FAIL (Caution) (Global Vision only) | C | Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) At least one flight director remains available, and b) Enroute and/or approach requirements are met. |
| FD 1 FAIL (Advisory) (Global Vision only) | C | Aircraft may be dispatched with FD 1 failed in AFCS 1 and/or in AFCS 2, provided en route and/or approach requirements are met. |
| | C | In combination with FD 2 FAIL Advisory, except for ER operations, aircraft may be dispatched provided: <ul style="list-style-type: none"> a) At least one flight director remains available, and b) En route and/or approach requirements are met. |

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| CAS Indication | 1. | 2. Dispatch Consideration |
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| <p>FD 2 FAIL (Advisory) (Global Vision only)</p> | C | <p>Aircraft may be dispatched with FD 2 failed in AFCS 1 and/or in AFCS 2, provided en route and/or approach requirements are met.</p> |
| | C | <p>In combination with FD 1 FAIL Advisor, except for ER operations, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) At least one flight director remains available, and b) En route and/or approach requirements are met. |
| <p>FDR ACCEL FAIL (Advisory)</p> | A | <p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within twenty flight days |
| <p>FDR FAIL (Advisory) Part 91 Operators</p> | A | <p>(O) Aircraft may be dispatched provided repairs are made in accordance with 14 CFR.</p> |
| <p>FDR FAIL (Advisory) Part 135 Operators</p> | A | <p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) is verified operative, and b) Repairs are made within three flight days. |
| <p>FLAP HALFSPD (Advisory) (relief limited to SFCU p/n GT415-5900-13 & sub)</p> | B | <p>(O) Aircraft may be dispatched provided SLAT HALFSPD Advisory or SLAT FAIL Caution messages are not also posted.</p> <p>NOTE: If NO TAKEOFF Advisory message is posted when aircraft is correctly configured for take-off and throttles are advanced, dispatch is not permitted.</p> <p>NOTE: Flap system will operate at half speed.</p> |
| <p>FMS 1 FAIL (Advisory)</p> | C | <p>(O) Except where operations require its use, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) In combination with any other FMS failure, at least one FMS is operative for dispatch, and b) Alternate procedures are established and used. |

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| FMS 2 FAIL (Advisory) | C | (O) Except where operations require its use, aircraft may be dispatched provided: a) In combination with any other FMS failure, at least one FMS is operative for dispatch, and b) Alternate procedures are established and used. |
| FMS 3 FAIL (Advisory) | C | (O) Except where operations require its use, aircraft may be dispatched provided: a) In combination with any other FMS failure, at least one FMS is operative for dispatch, and b) Alternate procedures are established and used. |
| FUEL TEMP SENSOR (Caution) | C | (O) Aircraft may be dispatched provided: a) Only one bulk fuel temperature indication on the FUEL Synoptic page is affected, and b) AFM Non-Normal procedures are followed for the respective conditions of amber or dashed temperature indication, when the FUEL TEMP SENSOR message is present during flight. NOTE: WING FUEL LO TEMP and WING FUEL HI TEMP caution messages will not operate for the affected system. |
| GEAR SYS FAIL (Caution) | A | (O) Aircraft may be dispatched for one flight day, provided: a) All gear doors (not attached to gear leg) close normally, b) Approved ground lock-pins are installed (flags removed) for flight, c) None of the following CAS messages are also displayed: - WOW FAULT Advisory; - ICE DETECTOR FAULT Advisory; - ICE DETECTOR FAIL Caution; - L PACK FAIL Caution; - R PACK FAIL Caution; d) EGPWS (Terrain Modes) is considered inoperative, e) If GEAR DISAGREE Caution is annunciated during flight, nose-wheel steering is to be selected OFF for landing, and f) Aircraft is operated in accordance with AFM Supplement for Dispatch With Landing Gear Retraction System Inoperative. |

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GEAR SYS FAULT
(Advisory)

A

Aircraft may be dispatched for one flight day, provided flights are conducted with gear locked down and in accordance with all provisos of GEAR SYS FAIL Caution relief.

GND PROX FAIL
(Advisory)
(except Global Vision)

A

(O) Aircraft may be dispatched provided:
a) Alternate procedures are established and used, and
b) Repairs are made within two flight days

GPWS SYSTEMS FAIL
(Advisory)
(except Global Vision)

A

(O) Aircraft may be dispatched provided:
a) Alternate procedures are established and used,
b) Repairs are made within two flight days, and
c) Takeoffs and landings are not conducted in known or forecast windshear conditions.

HUD FAIL
(Caution)

D

Aircraft may be dispatched provided,
a) Approach procedures are not dependent on its use, and
b) HUD is selected OFF and the combiner is stowed.

NOTE: Stowing the combiner turns the Global Vision HUD OFF.

HUD FAN FAIL
(Advisory)

D

Aircraft may be dispatched provided,
a) Approach procedures are not dependent on its use, and
b) HUD is selected OFF and the combiner is stowed.

NOTE: Stowing the combiner turns the Global Vision HUD OFF.

HUD MISALIGN
(Advisory)
(except for Global Vision)

D

Aircraft may be dispatched provided,
a) Approach procedures are not dependent on use of HUD,
b) HUD is considered un-useable and not used, and
c) HUD is selected OFF and the combiner is stowed.

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HUMIDIFER FAIL
(Advisory)

C

- (O) Aircraft may be dispatched provided
- a) System is deactivated,
 - b) Neither L PACK FAIL or R PACK FAIL Caution messages are also annunciated,
 - c) TRIM AIR switch is selected and remains OFF,
 - d) HASOVs are indicated closed on Synoptic Page, and
 - e) Overnight parking in hangar should be considered where freezing temperatures are forecast.

NOTE: Potential freezing is not of concern provided ECS is operating.

HYD PUMP 3A FAIL
(Advisory)

B

- (O) Aircraft may be dispatched provided:
- a) Affected pump is switched OFF,
 - b) Remaining system 3B AC motor pump is operated continuously during flight, and
 - c) All other hydraulic pumps are operative.

HYD PUMP 3B FAIL
(Advisory)

B

- (O) Aircraft may be dispatched provided:
- a) Affected pump is switched OFF,
 - b) Remaining system 3A AC motor pump is operated continuously during flight, and
 - c) All other hydraulic pumps are operative.

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IAC 3 INVALID

(Advisory)
(except Global Vision)

B

- (O) Aircraft may be dispatched provided:
- a) IAC #3 is deactivated,
 - b) SG 3 switch on reversion control panel remains selected to ALTN,
 - c) Reversion switching system is verified operative,
 - d) All EICAS displays are operative, and
 - e) Both AP Quick DISC buttons, and both A/T Disengage switches are operative.

NOTE: Subsequent loss of IAC #1 or #2 results in loss of three display units, one Autothrottle system, one Yaw Damper system, one Autopilot system, one Flight Director, and one FMS.

IAC 3 OVHT

(Caution)
(except Global Vision)

B

- (O) Aircraft may be dispatched provided:
- a) IAC #3 remains deactivated,
 - b) Operations are conducted with SG 3 switch in the ALTN position,
 - c) Reversion switching system is verified operative,
 - d) All EICAS displays are operative, and
 - e) Both AP Quick DISC buttons, and both A/T Disengage switches are operative.

NOTE: Subsequent loss of IAC #1 or #2 results in loss of three display units, one Autothrottle system, one Yaw Damper system, one Autopilot system, one Flight Director, and one FMS.

ICE

(Caution)

C

- Aircraft may be dispatched provided:
- a) When WING ANTI-CE knob is selected to ON, none of the following messages are displayed;
 - L WING A/I FAIL Caution;
 - R WING A/I FAIL Caution;
 - L COWL A/I FAIL Caution;
 - R COWL A/I FAIL Caution;
 - L COWL A/I FAULT Advisory,
 - R COWL A/I FAULT Advisory;
 and
 - b) Aircraft is not dispatched into known or forecast icing conditions.

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ICE DETECTOR FAIL
(Caution)

C

(O) Aircraft may be dispatched provided operations are not conducted in known or forecast icing conditions.

ICE DETECTOR FAULT
(Advisory)

C

Aircraft may be dispatched provided wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated.

IFIS 1 (2) (3) FAIL
(Advisory)
(Global Vision only)

C

Any or all may be inoperative provided alternate source(s) of approved flight documentation and navigation charts are available.

NOTE 1: Any current and operative functions may continue to be used.

NOTE 2: Depending upon operational certification, inoperative IFIS systems may impact dispatch with paperless cockpit.

INT CABIN DOOR
(Caution)

C

(O) Aircraft may be dispatched provided, prior to take off and landing, the door is physically verified fully open.

IRS 1 AUX FAIL
(Advisory)

C

Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.

IRS 1 AUX PWR
(Advisory)

C

Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.

IRS 1 FAIL
(Advisory)

C

(O) Aircraft may be dispatched provided:

- a) Independent attitude indication is available at each pilot's station,
- b) Independent directional compass indication is available at each pilot's station,
- c) Standby Attitude Indicator is operative, and
- d) IRS 2 FAIL and IRS 3 FAIL are not annunciated.

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| IRS 1 MISCMP (Caution) | C | <p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) None of the following CAS messages are also posted: <ul style="list-style-type: none"> - IRS 2 MISCMP Caution, - IRS 3 MISCMP Caution; - IRS 2 FAIL Caution; - IRS 3 FAIL Caution; b) Independent attitude indication is available at each pilot's station, c) Independent directional compass indication is available at each pilot's station, and d) Standby Attitude Indicator is operative. <p>NOTE: If miscompare cannot be cleared through re-alignment, the IRS should be deactivated.</p> |
| IRS 1 OVHT (Caution) (except Global Vision) | C | <p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) IRS 1 remains deactivated, b) Independent attitude indication is available at each pilot's station, c) Independent directional compass indication is available at each pilot's station, d) Standby Attitude Indicator is operative, and e) IRS 2 and IRS 3 are operative. |
| IRS 2 AUX FAIL (Advisory) | C | <p>Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.</p> |
| IRS 2 AUX PWR (Advisory) | C | <p>Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.</p> |
| IRS 2 FAIL (Advisory) | C | <p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Independent attitude indication is available at each pilot's station, b) Independent directional compass indication is available at each pilot's station, c) Standby Attitude Indicator is operative, and d) IRS 1 FAIL and IRS 3 FAIL are not annunciated. |

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CAS Indication

1.

2.

Dispatch Consideration

IRS 2 MISCMP
(Caution)

C

(O) Aircraft may be dispatched provided:

- a) None of the following CAS messages are also posted:
 - IRS 1 MISCMP Caution,
 - IRS 3 MISCMP Caution;
 - IRS 1 FAIL Caution;
 - IRS 3 FAIL Caution;
- b) Independent attitude indication is available at each pilot's station,
- c) Independent directional compass indication is available at each pilot's station, and
- d) Standby Attitude Indicator is operative.

NOTE: If miscompare cannot be cleared through re-alignment, the IRS should be de-activated.

IRS 2 OVHT
(Caution)
(except Global Vision)

C

(O) Aircraft may be dispatched provided:

- a) IRS 2 remains deactivated,
- b) Independent attitude indication is available at each pilot's station,
- c) Independent directional compass indication is available at each pilot's station,
- d) Standby Attitude Indicator is operative, and
- e) IRS 1 and IRS 3 are operative.

IRS 3 AUX FAIL
(Advisory)

C

Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.

IRS 3 AUX PWR
(Advisory)

C

Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.

IRS 3 FAIL
(Advisory)

C

(O) Aircraft may be dispatched provided:

- a) Independent attitude indication is available at each pilot's station,
- b) Independent directional compass indication is available at each pilot's station,
- c) Standby Attitude Indicator is operative, and
- d) IRS 1 FAIL and IRS 2 FAIL are not annunciated.

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IRS 3 MISCMP
(Caution)

C

(O) Aircraft may be dispatched provided:

- a) None of the following CAS messages are also posted:
 - IRS 1 MISCMP Caution,
 - IRS 2 MISCMP Caution;
 - IRS 1 FAIL Caution;
 - IRS 2 FAIL Caution;
- b) Independent attitude indication is available at each pilot's station,
- c) Independent directional compass indication is available at each pilot's station, and
- d) Standby Attitude Indicator is operative.

NOTE: If miscompare cannot be cleared through re-alignment, the IRS should be de-activated.

IRS 3 OVHT
(Caution)
(except Global Vision)

C

(O) Aircraft may be dispatched provided:

- a) IRS 3 remains deactivated,
- b) Independent attitude indication is available at each pilot's station,
- c) Independent directional compass indication is available at each pilot's station, and
- d) Standby Attitude Indicator is operative, and
- e) IRS 1 and IRS 2 are operative.

ISI FAULT
(Advisory)
(Global Vision only)

C

Aircraft may be dispatched.

C

In combination with ADC 2 (3) FAIL and/or IRS 1 (2)(3) FAIL, aircraft may not be dispatched into ER operations.

NOTE: Failure of second IRS or ADC will cause loss of all autopilot function.

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|--|---|-----|---|
| L AUX FUEL PUMP (Advisory) (GX) | C | (O) | Except for ER Operations, aircraft may be dispatched provided: a) Left AUX pump is de-activated, b) Right center transfer pump is operative, c) Right aft tank transfer pump is operative, d) Right aft tank transfer SOV is operative, e) Right wing transfer SOV is operative, f) XFEED FAIL Caution is not posted, g) L PRI FUEL PUMP Advisory is not posted, and h) An extra 1,000 pounds of fuel is carried for the planned flight. |
| L AUX FUEL PUMP (Advisory) (G5000 only) | C | (O) | Except for ER Operations, aircraft may be dispatched provided: a) Left AUX pump is de-activated, b) Right center transfer pump is operative, c) Right wing transfer SOV is operative, d) XFEED FAIL Caution is not posted, e) L PRI FUEL PUMP Advisory is not posted, and f) An extra 1,000 pounds of fuel is carried for the planned flight. |
| L BLEED FAULT (Advisory) | C | (O) | Aircraft may be dispatched provided, prior to each flight: a) None of the following messages are also posted: - R BLEED SYS FAIL Caution; - R WING ANTI-ICE FAIL Caution; - XBLEED FAIL Caution; - R BLEED FAULT Advisory; - WING ANTI-ICE FAULT Advisory; b) Left PRV and HP SOV open and close correctly in response to L BLEED OFF switch selection, as indicated on Synoptic Page, and c) Left HP valve is open at engine idle and closed at high thrust settings, as indicated on Synoptic Page. |
| L ENG FIRE FAULT (Advisory) | A | | Aircraft may be dispatched for one flight day provided the Fire Test is conducted before each flight. |
| | C | | Aircraft may be dispatched provided: a) Fire test is conducted before each flight, and b) Operations are conducted not more than 60 minutes from a suitable airport. |

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| | | | |
|-----------------------|-----------|-----------|-------------------------------|
| CAS Indication | 1. | 2. | Dispatch Consideration |
|-----------------------|-----------|-----------|-------------------------------|

L FADEC FAULT
(Advisory)

A

May be dispatched with FADEC faults provided repairs are made in accordance with times established by engine manufacturer. No extensions are allowed.

L PACK AUTO FAIL
(Caution)
(GX)

C

(O) Except for ER Operations, aircraft may be dispatched provided:

- a) Left pack is selected OFF and the FCV is verified closed on Synoptic Page,
- b) Right pack discharge temperature indications on Synoptic Page are operative,
- c) Right pack is verified operative in MAN mode,
- d) Right pack is operated in AUTO mode,
- e) Avionics Bay fan is selected OFF,
- f) Recirculation system is verified operative,
- g) AUX PRESS system is verified operative,
- h) TRIM AIR is selected OFF,
- i) RAM Air valve is verified operative,
- j) None of the following CAS messages are also posted:
 - L BLEED SYS FAIL Caution;
 - R BLEED SYS FAIL Caution;
 - L BLEED LEAK Caution;
 - R BLEED LEAK Caution;
 - R PACK TEMP Caution;
 - X BLEED FAIL Caution;
 - R BLEED FAULT Advisory;
 - R PACK FAULT Advisory;
 and
- k) Operations are conducted at or below FL410.

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CAS Indication

1.

2.

Dispatch Consideration

L PACK AUTO FAIL

(Caution)

(Global 5000)

C

- (O) Except for ER Operations, aircraft may be dispatched provided:
- a) Left pack is selected OFF and the FCV is verified closed on Synoptic Page,
 - b) Right pack discharge temperature indications on Synoptic Page are operative,
 - c) Right pack is verified operative in MAN mode,
 - d) Right pack is operated in AUTO mode,
 - e) Avionics Bay fan is selected OFF,
 - f) Recirculation system is verified operative,
 - g) AUX PRESS system is verified operative,
 - h) TRIM AIR is selected OFF,
 - i) RAM Air valve is verified operative,
 - j) None of the following CAS messages are also posted:
 - L BLEED SYS FAIL Caution;
 - R BLEED SYS FAIL Caution;
 - L BLEED LEAK Caution;
 - R BLEED LEAK Caution;
 - R PACK TEMP Caution;
 - X BLEED FAIL Caution;
 - R BLEED FAULT Advisory;
 - R PACK FAULT Advisory;
 - AV RACK FAN FAIL Advisory;
- and
- k) Operations are conducted at or below FL 410.

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CAS Indication

1.

2.

Dispatch Consideration

L PACK FAIL

(Caution)

(GX)

C

- (O) Except for ER Operations, aircraft may be dispatched provided:
- a) Left pack is selected OFF,
 - b) Left FCV is visually verified closed in aft equipment bay,
 - c) Right pack discharge temperature indications on Synoptic Page are operative,
 - d) Right pack is verified operative in MAN mode,
 - e) Right pack FCV opens and closes correctly in response to PACK OFF switch,
 - f) Right pack is operated in AUTO mode,
 - g) Avionics Bay fan is selected OFF,
 - h) Recirculation system is verified operative,
 - i) AUX PRESS system is verified operative,
 - j) TRIM AIR is selected OFF,
 - k) RAM Air valve is verified operative,
 - l) None of the following CAS messages are also posted:
 - R BLEED FAULT Advisory;
 - R PACK FAULT Advisory;
 - L BLEED SYS FAIL Caution;
 - R BLEED SYS FAIL Caution;
 - L BLEED LEAK Caution;
 - R BLEED LEAK Caution;
 - R PACK TEMP Caution;
 - R PACK AUTO FAIL Caution;
 - XBLEED FAIL Caution;
- and
- m) Operations are conducted at or below FL410.
- NOTE: If pack closure cannot be confirmed on synoptic, then manual closure and lock-out is required prior to dispatch.

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CAS Indication

1.

2.

Dispatch Consideration

L PACK FAIL

(Caution)

(Global 5000)

C

- (O) Except for ER Operations, aircraft may be dispatched provided:
- a) Left pack is selected OFF,
 - b) Left FCV is visually verified closed in aft equipment bay,
 - c) Right pack discharge temperature indications on Synoptic Page are operative,
 - d) Right pack is verified operative in MAN mode,
 - e) Right pack FCV opens and closes correctly in response to PACK OFF switch,
 - f) Right pack is operated in AUTO mode,
 - g) Avionics Bay fan is selected OFF,
 - h) Recirculation system is verified operative,
 - i) AUX PRESS system is verified operative,
 - j) TRIM AIR is selected OFF,
 - k) RAM Air valve is verified operative,
 - l) None of the following CAS messages are also posted:
 - L BLEED SYS FAIL Caution;
 - R BLEED SYS FAIL Caution;
 - L BLEED LEAK Caution;
 - R BLEED LEAK Caution;
 - R PACK TEMP Caution;
 - R PACK AUTO FAIL Caution;
 - XBLEED FAIL Caution;
 - R BLEED FAULT Advisory;
 - R PACK FAULT Advisory;
 - AV RACK FAN FAIL Advisory;
- and
- m) Operations are conducted at or below FL 410.

NOTE: If pack closure cannot be confirmed on synoptic, then manual closure and lock-out is required prior to dispatch.

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| CAS Indication | 1. | 2. | Dispatch Consideration |

| | | |
|---------------------------------------|---|--|
| L PACK FAULT (Advisory) | C | <p>Except for ER Operations, aircraft may be dispatched provided, prior to each dispatch:</p> <p>a) None of the following messages are also posted:</p> <ul style="list-style-type: none"> - R PACK FAULT Advisory, - L BLEED FAULT Advisory, - L BLEED FAIL Caution, - R PACK AUTO FAIL Caution, - R PACK FAIL Caution, <p>and</p> <p>b) With bleed air on, left flow control valve correctly closes and re-opens in response to pack OFF / ON selection, as confirmed on the Synoptic Page.</p> |
| L PRI FUEL PUMP (Advisory) | C | <p>(O) Aircraft may be dispatched provided:</p> <p>a) None of the following CAS messages are also posted:</p> <ul style="list-style-type: none"> - L AUX FUEL PUMP Advisory; - R AUX FUEL PUMP Advisory; - R PRI FUEL PUMP Advisory; <p>b) Aft position L PRI pump is operative as indicated on FUEL Synoptic Page,</p> <p>c) All fuel quantity indications are operative, and</p> <p>d) XFEED SOV is verified operative prior to each dispatch.</p> |
| L PROBE MON FAIL (Advisory) | B | <p>(O) Except for ER Operations and Polar Ops, aircraft may be dispatched provided:</p> <p>a) Neither ICE DETECTOR FAULT Advisory or ICE DETECTOR FAIL Caution messages are displayed,</p> <p>b) Operations are not conducted in known or forecast icing conditions,</p> <p>c) Operations are conducted under day VMC only,</p> <p>d) Dispatch provisos and procedures associated with YD HEAT1 FAIL, herein, are carried out,</p> <p>e) En route operations, do not require its use, and</p> <p>f) Flights are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.</p> |
| | | <p>NOTE: Both inboard and outboard left brake temperature indications on the EICAS STATUS Page will be inoperative</p> |

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| CAS Indication | 1. | 2. Dispatch Consideration |

| | | |
|--|---|---|
| L WING A/ICE FAIL (Caution) | C | Aircraft may be dispatched provided: a) Anti-Ice "WING" rotary switch is selected to the OFF position and the valves confirmed closed on the Synoptic Page, b) ICE DETECTOR FAULT Advisory and/or ICE DETECTOR FAIL Caution messages are not also posted, and c) Operations are not conducted in known or forecast icing conditions. |
| L WSHLD HEAT FAIL (Caution) | C | (O) Aircraft may be dispatched provided: a) Remaining channels are verified operative by selecting both WINDSHIELD HEAT switches to ON, and confirming none of the following messages are annunciated by the CAS: - R WSHLD HEAT FAIL Caution; - R WINDOW HEAT FAIL Caution; - L WINDOW HEAT FAIL Caution; and b) Operations are not conducted in known or forecast icing |
| | C | (O) In conjunction with other window heat channel failures, the aircraft may be dispatched provided: a) Only one of the following messages are annunciated, - R WSHLD HEAT FAIL Caution; - R WINDOW HEAT FAIL Caution; b) Operations are not conducted in known or forecast icing, and c) Both ice detection systems are operative. |
| LARGE SERV DOOR (Caution) | C | (O) Aircraft may be dispatched provided prior to each flight, Aft Equipment Bay Door, Refuel/Defuel Station door, and Rear Hydraulic System Access door, (and Optional Belly Fairing door) are verified CLOSED, LATCHED and LOCKED. |
| LTRK FAIL (Advisory) (except Global Vision) | C | Aircraft may be dispatched provided two FMSs are operative. |

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CAS Indication

1.

2.

Dispatch Consideration

MAN PRESS FAULT
(Advisory)

A

(O) Except for ER Operations and Polar Ops, aircraft may be dispatched for one flight day, provided flight is conducted in accordance with AFM for unpressurized flight configuration, at or below 9,000 ft MSL.

MLG BAY OVHT FAIL
(Caution)

B

Aircraft may be dispatched provided:

- a) Landing gear is left extended for ten minutes following take-off unless there is an engine failure,
- b) Brake Temperature Monitoring System is fully functional, and
- c) BTMS indications are monitored after take-off and gear is not retracted until indications show 09 or below and decreasing, and
- d) Operations are conducted in accordance with AFM Supplement for Dispatch With Landing Gear Inoperative while gear remains extended.

MLG BAY OVHT FAULT
(Advisory)

B

Aircraft may be dispatched provided:

- a) Landing gear is left extended for ten minutes following take-off unless there is an engine failure,
- b) Brake Temperature Monitoring System is fully functional, and
- c) BTMS indications are monitored after take-off and gear is not retracted until indications show 09 or below and decreasing, and
- d) Operations are conducted in accordance with AFM Supplement for Dispatch With Landing Gear Inoperative while gear remains extended.

OUTFLOW VLV 1 FAIL
(Advisory)

C

(O) Except for ER Operations and Polar Ops, aircraft may be dispatched provided:

- a) Forward outflow valve is verified fully open,
- b) Flight is conducted in accordance with AFM for an unpressurized flight configuration at or below 9,000 ft MSL,
- c) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching, and
- d) Extended over water operations are prohibited.

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| CAS Indication | 1. | 2. | Dispatch Consideration |
|-----------------------|-----------|-----------|-------------------------------|

OUTFLOW VLV 2 FAIL
(Advisory)

C

- (O) Except for ER Operations and Polar Ops, aircraft may be dispatched provided:
- a) Aft outflow valve is verified open,
 - b) Flight is conducted in accordance with AFM for an unpressurized flight configuration at or below 9,000 ft MSL,
 - c) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching, and
 - d) Extended over water operations are prohibited.

PAX OXY AUTO FAIL
(Advisory)
(Global Vision only)

B

- Except for ER operations, aircraft may be dispatched provided:
- a) Manual deployment system (OVERRIDE) is operative,
 - b) Flight remains at or below FL 300, and
 - c) Minimum en route altitude does not exceed 10,000 ft MSL.

PITOT 2 HT FAIL
(Caution)

B

- (O) Except where operations require its use, including RVSM, aircraft may be dispatched provided:
- a) ADC # 2 is de-activated,
 - b) None of the following CAS messages are also displayed:
 - PITOT 1 HT FAIL Caution;
 - PITOT 3 HT FAIL Caution;
 - STBY PITOT HT FAIL Caution;
 - TAT HT 1 FAIL Caution;
 - TAT HT 3 FAIL Caution;
 - ICE DETECTOR FAIL Caution;
 - ADC 1 FAIL Advisory;
 - ADC 1 DEGRADED Advisory;
 - ADC 3 FAIL Advisory;
 - ADC 3 DEGRADED Advisory;
 - ICE DETECTOR FAULT Advisory;
 - c) Operations are not conducted in known or forecast icing conditions,
 - d) Operations are not conducted in visible moisture in any form,
 - e) Reversion Switching System is operative, and
 - f) Operations are conducted in day VMC conditions only.

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CAS Indication

1.

2.

Dispatch Consideration

PITOT 3 HT FAIL
(Caution)

B

- (O) Except where operations require its use, including RVSM, aircraft may be dispatched provided:
- a) ADC # 3 is de-activated,
 - b) None of the following CAS messages are also displayed:
 - PITOT 1 HT FAIL Caution;
 - PITOT 2 HT FAIL Caution;
 - STBY PITOT HT FAIL Caution;
 - TAT HT 1 FAIL Caution;
 - TAT HT 2 FAIL Caution;
 - ICE DETECTOR FAIL Caution;
 - ADC 1 FAIL Advisory;
 - ADC 1 DEGRADED Advisory;
 - ADC 2 FAIL Advisory;
 - ADC 2 DEGRADED Advisory;
 - ICE DETECTOR FAULT Advisory;
 - a) Operations are not conducted in known or forecast icing conditions,
 - b) Operations are not conducted in visible moisture in any form,
 - c) Reversion Switching System is operative, and
 - d) Operations are conducted in day VMC conditions only

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| CAS Indication | 1. | 2. | Dispatch Consideration |

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|--|---|-----|--|
| PLT BRAKE FAULT (Caution) | A | | <p>Aircraft may be dispatched for one flight day provided:</p> <ol style="list-style-type: none"> a) None of the following CAS messages are also posted: <ul style="list-style-type: none"> - CPLT BRAKE FAULT Caution; - L (R) REV LOCK FAIL Caution; - L (R) REVERSER FAIL; - NOSE STEER FAIL Caution; - BRAKE FAULT Advisory; - L (R) REV LOCK FAULT Advisory; - L (R) REVERSER FAULT advisory; - FLT SPOILERS FAULT Advisory; - GND LIFT DUMP Advisory; b) Takeoff and landing limited to dry runway operations only, c) Multiply normal T/O field length by 2.1, d) Takeoff and landing tailwind component limited to no more than 3 knots, e) Maximum cross-winds limited to 10 kts for both T/O and landing, and f) Multiply landing field length by 2.2. |
| R AUX FUEL PUMP (Advisory) (GX) | C | (O) | <p>Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> a) Right AUX pump is de-activated, b) Left center transfer pump is operative, c) Left aft tank transfer pump is operative, d) Left aft tank transfer SOV is operative, e) Left wing transfer SOV is operative, f) XFEED FAIL Caution is not posted, g) R PRI FUEL PUMP Advisory is not posted, and h) An extra 1,000 pounds of fuel is carried for the planned flight. |
| R AUX FUEL PUMP (Advisory) (G5000 only) | C | (O) | <p>Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> a) Right AUX pump is de-activated, b) Left center transfer pump is operative, c) Left wing transfer SOV is operative, d) XFEED FAIL Caution is not posted, e) R PRI FUEL PUMP Advisory is not posted, and f) An extra 1,000 pounds of fuel is carried for the planned flight. |

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| CAS Indication | 1. | 2. | Dispatch Consideration |
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R BLEED FAULT
(Advisory)

C

(O) Aircraft may be dispatched provided, prior to each flight:

- a) None of the following messages are also posted:
 - L BLEED SYS FAIL Caution;
 - L WING ANTI-ICE FAIL Caution;
 - XBLEED FAIL Caution;
 - L BLEED FAULT Advisory;
 - WING ANTI-ICE FAULT Advisory;
- b) Right PRV and HP SOV open and close correctly in response to R BLEED OFF switch selection, as indicated on Synoptic Page, and
- c) Right HP valve is open at engine idle and closed at high thrust settings, as indicated on Synoptic Page.

R ENG FIRE FAULT
(Advisory)

A

Aircraft may be dispatched for one flight day provided the Fire Test is conducted before each flight.

C

Aircraft may be dispatched provided:

- a) Fire test is conducted before each flight, and
- b) Operations are conducted not more than 60 minutes from a suitable airport.

R FADEC FAULT
(Advisory)

A

May be dispatched with FADEC faults provided repairs are made in accordance with times established by engine manufacturer. No extensions are allowed.

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| <p style="text-align: center;">CAS Indication</p> | <p style="text-align: center;">Dispatch Consideration</p> |
|--|--|

R PACK AUTO FAIL
 (Caution)
 (GX)

C

- (O) Except for ER Operations, aircraft may be dispatched provided:
- a) Right pack is selected OFF and the FCV is verified closed on Synoptic Page,
 - b) Left pack discharge temperature indications on Synoptic Page are operative,
 - c) Left pack is verified operative in MAN mode,
 - d) Left pack is operated in AUTO mode,
 - e) Avionics Bay fan is selected OFF,
 - f) Recirculation system is verified operative,
 - g) AUX PRESS system is verified operative,
 - h) TRIM AIR is selected OFF,
 - i) RAM Air valve is verified operative,
 - j) None of the following CAS messages are also posted:
 - L BLEED SYS FAIL Caution;
 - R BLEED SYS FAIL Caution;
 - L BLEED LEAK Caution;
 - R BLEED LEAK Caution;
 - L PACK TEMP Caution;
 - X BLEED FAIL Caution;
 - L BLEED FAULT Advisory;
 - L PACK FAULT Advisory;
- and
- k) Operations are conducted at or below FL410.

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CAS Indication

1.

2.

Dispatch Consideration

R PACK AUTO FAIL

(Caution)
(Global 5000)

C

- (O) Except for ER Operations, aircraft may be dispatched provided:
- a) Right pack is selected OFF and the FCV is verified closed on Synoptic Page,
 - b) Left pack discharge temperature indications on Synoptic Page are operative,
 - c) Left pack is verified operative in MAN mode,
 - d) Left pack is operated in AUTO mode,
 - e) Avionics Bay fan is selected OFF,
 - f) Recirculation system is verified operative,
 - g) AUX PRESS system is verified operative,
 - h) TRIM AIR is selected OFF,
 - i) RAM Air valve is verified operative,
 - j) None of the following CAS messages are also posted:
 - L BLEED SYS FAIL Caution;
 - R BLEED SYS FAIL Caution;
 - L BLEED LEAK Caution;
 - R BLEED LEAK Caution;
 - L PACK TEMP Caution;
 - X BLEED FAIL Caution;
 - L BLEED FAULT Advisory;
 - L PACK FAULT Advisory;
 - AV RACK FAN FAIL Advisory;
- and
- k) Operations are conducted at or below FL410.

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|-----------------------|-------------------------------|
| CAS Indication | Dispatch Consideration |
|-----------------------|-------------------------------|

R PACK FAIL
(Caution)
(GX)

C

- (O) Except for ER Operations, aircraft may be dispatched provided:
- a) Right pack is selected OFF,
 - b) Right FCV is visually verified closed in Aft Equipment Bay,
 - c) Left pack discharge temperature indications on Synoptic Page are operative,
 - d) Left pack is verified operative in MAN mode,
 - e) Left pack FCV opens and closes correctly in response to PACK OFF switch,
 - f) Left pack is operated in AUTO mode,
 - g) Avionics Bay fan is selected OFF,
 - h) Recirculation system is verified operative,
 - i) AUX PRESS system is verified operative,
 - j) TRIM AIR is selected OFF,
 - k) RAM Air valve is verified operative,
 - l) None of the following messages are also posted:
 - L BLEED SYS FAIL Caution:
 - R BLEED SYS FAIL Caution:
 - L BLEED LEAK Caution:
 - R BLEED LEAK Caution:
 - L PACK TEMP Caution:
 - L PACK AUTO FAIL Caution:
 - X BLEED FAIL Caution:
 - L BLEED FAULT Advisory:
 - L PACK FAULT Advisory;
- and
- m) Operations are conducted at or below FL 410.

NOTE: If pack closure cannot be confirmed on synoptic, then manual closure and lock-out is required prior to dispatch.

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CAS Indication

1.

2.

Dispatch Consideration

R PACK FAIL
(Caution)
(Global 5000)

C

- (O) Except for ER Operations, aircraft may be dispatched provided:
- a) Right pack is selected OFF,
 - b) Right FCV is visually verified closed in aft equipment bay,
 - c) Left pack discharge temperature indications on Synoptic Page are operative,
 - d) Left pack is verified operative in MAN mode,
 - e) Left pack FCV opens and closes correctly in response to PACK OFF switch,
 - f) Left pack is operated in AUTO mode,
 - g) Avionics Bay fan is selected OFF,
 - h) Recirculation system is verified operative,
 - i) AUX PRESS system is verified operative,
 - j) TRIM AIR is selected OFF,
 - k) RAM Air valve is verified operative,
 - l) None of the following CAS messages are also posted:
 - L BLEED SYS FAIL Caution;
 - R BLEED SYS FAIL Caution;
 - L BLEED LEAK Caution;
 - R BLEED LEAK Caution;
 - L PACK TEMP Caution;
 - L PACK AUTO FAIL Caution;
 - X BLEED FAIL Caution;
 - L BLEED FAULT Advisory;
 - L PACK FAULT Advisory;
 - AV RACK FAN FAIL Advisory;
- and
- m) Operations are conducted at or below FL 410.

NOTE: If pack closure cannot be confirmed on synoptic then manual closure and lock-out is required prior to dispatch.

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| CAS Indication | 1. | 2. | Dispatch Consideration |
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R PACK FAULT
(Advisory)

C

Except for ER Operations, aircraft may be dispatched provided, prior to each dispatch:

a) None of the following CAS messages are also posted:

- L PACK FAULT Advisory,
- R BLEED FAULT Advisory,
- R BLEED FAIL Caution,
- L PACK AUTO FAIL Caution,
- L PACK FAIL Caution,

and

b) With bleed air on, right flow control valve correctly closes and re-opens in response to pack OFF / ON selection, as confirmed on the Synoptic Page.

R PRI FUEL PUMP
(Advisory)

C

(O) Aircraft may be dispatched provided:

a) None of the following CAS messages are also posted:

- R AUX FUEL PUMP Advisory;
- L AUX FUEL PUMP Advisory;
- L PRI FUEL PUMP Advisory;

b) Aft position R PRI pump is operative as indicated on FUEL Synoptic Page,

c) All fuel quantity indications are operative, and

d) XFEED SOV is verified operative prior to each dispatch.

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| | | Dispatch Consideration |

| | | |
|--|----------|---|
| <p>R PROBE MON FAIL (Advisory)</p> | <p>B</p> | <p>(O) Except for ER Operations and Polar Ops, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Neither ICE DETECTOR FAULT Advisory or ICE DETECTOR FAIL Caution messages are displayed, b) Operations are not conducted in known or forecast icing conditions, c) Operations are conducted under day VMC only, d) Dispatch provisos and procedures associated with YD HEAT 2 FAIL, herein, are carried out, e) En route operations, do not require its use, and f) Flights are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE. <p>NOTE: Both inboard and outboard right brake temperature indications on the EICAS STATUS Page will be inoperative.</p> |
| <p>R WINDOW HEAT FAIL (Caution)</p> | <p>C</p> | <p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Remaining channels are verified operative by selecting both WINDSHIELD HEAT switches to ON, and confirming none of the following messages are annunciated by the CAS: <ul style="list-style-type: none"> - L WSHLD HEAT FAIL Caution; - L WINDOW HEAT FAIL Caution; - R WSHLD HEAT FAIL Caution; and b) Operations are not conducted in known or forecast icing |
| | <p>C</p> | <p>(O) In conjunction with other windshield failures, the aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Only one of the following messages are annunciated, <ul style="list-style-type: none"> - L WSHLD HEAT FAIL Caution; - R WSHLD HEAT FAIL Caution; and b) Operations are not conducted in known or forecast icing, and c) Both ice detection systems are operative |

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R WING A/ICE FAIL
(Caution)

C

Aircraft may be dispatched provided:

- a) Anti-Ice "WING" rotary switch is selected to the OFF position and the valves confirmed closed on the Synoptic Page,
- b) ICE DETECTOR FAULT Advisory and/or ICE DETECTOR FAIL Caution messages are not also posted, and
- c) Operations are not conducted in known or forecast icing conditions.

R WSHLD HEAT FAIL
(Caution)

C

(O) Aircraft may be dispatched provided:

- a) Remaining channels are verified operative by selecting both WINDSHIELD HEAT switches to ON, and confirming none of the following messages are annunciated by the CAS:
 - L WSHLD HEAT FAIL Caution;
 - L WINDOW HEAT FAIL Caution;
 - R WINDOW HEAT FAIL Caution;
 and
- b) Operations are not conducted in known or forecast icing.

C

(O) In conjunction with other windshield failures, the aircraft may be dispatched provided:

- a) Only one of the following messages are annunciated,
 - L WSHLD HEAT FAIL Caution;
 - R WINDOW HEAT FAIL Caution;
 and
- b) Operations are not conducted in known or forecast icing, and
- c) Both ice detection systems are operative

RAD ALT 1 FAIL
(Advisory)
(Global Vision only)

C

Aircraft may be dispatched.

RAD ALT 2 FAIL
(Advisory)
(Global Vision only)

C

Aircraft may be dispatched.

RAD ALT 1-2 FAIL
(Caution)
(Global Vision only)

A

(O) Aircraft may be dispatched provided:

- a) TAWS is considered inoperative,
- b) TCAS is considered inoperative, and
- c) Landings are conducted in accordance with the Non-Normal Procedures for Dual Radio Altimeter Failure, and
- d) Repairs are made within two flight days.

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RECIRC FAN FAIL
(Advisory)

C

(O) Except for ER Operations, aircraft may be dispatched provided neither, L PACK FAIL or R PACK FAIL Caution messages are posted.

SAFETY VALVE OPEN
(Advisory)

C

(O) Except for ER Operations, aircraft may be dispatched provided:

- a) Both air conditioning packs operate normally,
- b) Operations are conducted unpressurized at or below 9,000 ft MSL,
- c) Take-offs and landings are not conducted on runways near bodies of water, and
- d) Extended over-water operations are prohibited.

SG 3 FAIL
(Caution)

C

(O) Aircraft may be dispatched provided:

- a) SG 3 switch on reversion control panel remains selected to ALTN,
- b) All cockpit displays are operative with the EFIS and EICAS in normal, and
- c) Reversion switching system is verified operative.

SLAT HALFSPD
(Advisory)

B

(O) Aircraft may be dispatched provided FLAP HALFSPD Advisory and/or FLAP FAIL Caution messages are not also posted.

(relief limited to SFCU
p/n GT415-5900-13 & sub)

NOTE: If NO TAKEOFF Advisory message is posted when aircraft is correctly configured for take-off and throttles are advanced, dispatch is not permitted.

NOTE: Slat system will operate at half speed

SLAT – FLAP BIT
(Advisory)

C

Aircraft may be dispatched.

SMALL SERV DOOR
(Caution)

C

(O) Aircraft may be dispatched provided prior to each flight, all small service doors are verified CLOSED, LATCHED and LOCKED.

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|---|---|--|
| SMOKE AFT LAV FAIL (Caution) | C | <p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Lavatory is not used by passengers for any purpose, b) Lavatory waste receptacle is empty, c) Lavatory door is locked closed and placarded, "INOPERATIVE DO NOT ENTER", d) Access to waste receptacle from outside lavatory must be secured closed and placarded, "INOPERATIVE - DO NOT USE", e) Lavatory is used only by crew members, and f) Lavatory is inspected periodically. |
| | B | <p>(O) May be inoperative for non-passenger carrying operations provided crew members are the only occupants of the aircraft and are briefed as to which smoke detection system(s) is/are inoperative.</p> <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p> |
| SMOKE AV RACK FAIL (Caution) (Global 5000) | B | <p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Following messages are not also posted- <ul style="list-style-type: none"> - AVFANS FAIL Caution, - AVIONIC FAN FAIL Advisory, - AV RACK FAN FAIL Advisory, - RECIRC FAN FAIL Advisory, and b) Aircraft is not dispatched in unpressurized configuration. |
| SMOKE BAGGAGE FAIL (Caution) | C | <p>Aircraft may be dispatched provided cargo is not carried in the associated compartment.</p> <p>NOTE: Where fitted for carriage, Unit Load Devices (ULDs - terminology used by the air transport industry for containers and loading units that are used for the carriage of cargo) may be carried in the associated compartment provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.</p> |

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SMOKE CLO AFT FAIL
(Caution)

C

- (O) Aircraft may be dispatched provided:
- a) Closet is empty,
 - b) Cabin closet door is locked CLOSED and placarded, "DO NOT USE", and
 - c) Closet is inspected periodically.

SMOKE CLO FWD FAIL
(Caution)

C

- (O) Aircraft may be dispatched provided:
- a) Closet is empty,
 - b) Cabin closet door is locked CLOSED and placarded, "DO NOT USE", and
 - c) Closet is inspected periodically.

SMOKE FWD LAV FAIL
(Caution)

C

- (O) Aircraft may be dispatched provided:
- a) Lavatory is not used by passengers for any purpose,
 - b) Lavatory waste receptacle is empty,
 - c) Lavatory door is locked closed and placarded "INOPERATIVE DO NOT ENTER",
 - d) Access to waste receptacle from outside lavatory must be secured closed and placarded, "INOPERATIVE - DO NOT USE",
 - e) Lavatory is used only by crew members, and
 - f) Lavatory is inspected periodically.

B

- (O) May be inoperative for non-passenger carrying operations provided crew members are the only occupants of the aircraft and are briefed as to which smoke detection system(s) is/are inoperative.

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

SMS NOT AVAILABLE
(Advisory)
(Global Vision only)

C

Aircraft may be dispatched provided SMS is selected OFF.

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| SPLRS/STAB BIT (Advisory) | C | (O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) All multi-function spoilers are operative in roll assist mode, b) Visual check is made to verify that the MFS surfaces operate normally prior to take-off, c) Ground Lift Dump is manually armed for take-off, and d) All flight control modules are operative*. |
| [NOTE: Relief limited to aircraft serial numbers 9193 & subsequent, and previous serial numbers incorporating BA Service Bulletins as below. | | |
| Model 700-1A10: Both S/Bs #700-27-053 and S/B #700-27-058. | | (*All flight control modules are operative assumes MMEL relief has not already been undertaken for Item 27-61-02 - Flight Control Modules (FCM) Channels). |
| Model 700-1A11: Both S/Bs #700-1A11-27-009 and S/B #700-1A11-27-016] | | |
| SUPP FAN 1 FAIL (Advisory) (Global Vision only) | C | (O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) None of the following CAS messages are also posted: <ul style="list-style-type: none"> - L DSPL FAN FAULT Advisory, - CTR DSPL FAN FAULT Advisory, - R DSPL FAN FAULT Advisory. |
| SUPP FAN 2 FAIL (Advisory) (Global Vision only) | C | (O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) None of the following CAS messages are also posted: <ul style="list-style-type: none"> - L DSPL FAN FAULT Advisory, - CTR DSPL FAN FAULT Advisory, - R DSPL FAN FAULT Advisory. |
| SVS FAIL (Advisory) (Global Vision only) | D | Aircraft may be dispatched with SVS not selected on either PFD. |
| SVS OBSTACLE FAIL (Advisory) (Global Vision only) | D | Aircraft may be dispatched. |
| SVS RUNWAYS FAIL (Advisory) (Global Vision only) | D | Aircraft may be dispatched. |
| SVS TAWS ALERT FAIL (Advisory) (Global Vision only) | D | Aircraft may be dispatched. NOTE: TAWS alerts on MFD Map and aural are not affected. |

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| SVS FAULT (Advisory) (Global Vision only) | D | Aircraft may be dispatched. NOTE 1: Altitude discrepancies between actual and HUD SVS virtual image will develop as aircraft descends. NOTE 2: Any operative SVS functions may continue to be used. |
| TAT 2 FAIL (Advisory) | B | (O) Except where enroute operations, including RVSM, require its use, aircraft may be dispatched provided: <ul style="list-style-type: none"> a) ADC 2 remains de-selected, b) None of the following CAS messages are posted: <ul style="list-style-type: none"> - ADC 1 DEGRADED Advisory; - ADC 1 FAIL Advisory; - ADC 3 DEGRADED Advisory; - ADC 3 FAIL Advisory; - TAT 1 FAIL Advisory; - TAT 3 FAIL Advisory; - TAT HT 1 FAIL Advisory; - TAT HT 2 FAIL Advisory, - TAT HT 3 FAIL Advisory; c) Reversion switching is operative, and d) Four pitot-static probes are functional. NOTE 1: R FADEC FAULT Advisory may also post with TAT 2 FAIL annunciated. NOTE 2: Transponder and Flight Director / autopilot must use same ADC data for RVSM. |

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TAT 3 FAIL
(Advisory)

B

- (O) Except where enroute operations, including RVSM, require its use, aircraft may be dispatched provided:
- a) ADC 3 is de-activated,
 - b) None of the following CAS messages are posted:
 - ADC 1 DEGRADED Advisory;
 - ADC 1 FAIL Advisory;
 - ADC 2 DEGRADED Advisory;
 - ADC 2 FAIL Advisory;
 - TAT 1 FAIL Advisory;
 - TAT 2 FAIL Advisory;
 - TAT HT 1 FAIL Advisory;
 - TAT HT 2 FAIL Advisory,
 - TAT HT 3 FAIL Advisory;
 - and
 - c) Four pitot-static probes are functional.

NOTE: Transponder and Flight Director / autopilot must use same ADC data for RVSM.

TAT HT 1 FAIL
(Advisory)

B

- (O) Except where enroute operations require its use, aircraft may be dispatched provided:
- a) None of the following CAS messages are also posted:
 - ICE DETECTOR FAIL Caution;
 - ICE DETECTOR FAULT Advisory,
 - TAT HT 2 FAIL Advisory;
 - TAT HT 3 FAIL Advisory;
 - b) Operations are not conducted in visible moisture where TAT is 10 deg C or lower,
 - c) Operations are not conducted in known or forecast icing conditions, and
 - d) Operations are conducted in day VMC conditions only.

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| <p>TAT HT 2 FAIL (Advisory)</p> | <p>B</p> | <p>(O) Except where enroute operations require its use, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) None of the following CAS messages are also posted: <ul style="list-style-type: none"> - ICE DETECTOR FAIL Caution; - ICE DETECTOR FAULT Advisory, - TAT HT 1 FAIL Advisory; - TAT HT 3 FAIL Advisory; b) Operations are not conducted in visible moisture where TAT is 10 deg C or lower, c) Operations are not conducted in known or forecast icing conditions, and d) Operations are conducted in day VMC conditions only. |
| <p>TAT HT 3 FAIL (Advisory)</p> | <p>B</p> | <p>(O) Except where enroute operations require its use, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) None of the following CAS messages are also posted: <ul style="list-style-type: none"> - ICE DETECTOR FAIL Caution; - ICE DETECTOR FAULT Advisory, - TAT HT 1 FAIL Advisory; - TAT HT 2 FAIL Advisory; b) Operations are not conducted in visible moisture where TAT is 10 deg C or lower, c) Operations are not conducted in known or forecast icing conditions, and d) Operations are conducted in day VMC conditions only. |
| <p>TAWS SYSTEM FAIL (Advisory) (Global Vision only)</p> | <p>A</p> | <p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Alternate procedures are established and used, b) Repairs are made within two flight days, and c) Takeoffs and landings are not conducted into forecast windshear conditions. |
| <p>TAWS GPWS FAIL (Advisory) (Global Vision only)</p> | <p>A</p> | <p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Alternate procedures are established and used, b) Repairs are made within two flight days, flight days. |

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| <p>TAWS MAP FAIL (Advisory) (Global Vision only)</p> | <p>B Aircraft may be dispatched provided TERRAIN is selected OFF at MAP OVRLY menu.</p> |
| <p>TAWS TERRAIN FAIL (Advisory) (Global Vision only)</p> | <p>B Aircraft may be dispatched provided a) TERRAIN is selected OFF at the TAWS panel, and b) TERRAIN is selected OFF at MAP OVRLY menu.</p> |
| <p>TAWS WINDSHEAR FAIL (Advisory) (Global Vision only)</p> | <p>B (O) Aircraft may be dispatched provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted into forecast windshear conditions.</p> |
| <p>TCAS FAIL (Caution) (Global Vision only)</p> | <p>B (O) Aircraft may be dispatched provided: a) System is deactivated and secured, and b) En route or approach procedures do not require its use.</p> |
| <p>TERR FAIL (Advisory) (except Global Vision)</p> | <p>B May be inoperative provided TERR is selected OFF.</p> |
| <p>TRU 1 FAIL (Advisory)</p> | <p>C (O) Except for ER Operations, aircraft may be dispatched provided: a) TRU 2 FAIL advisory message is not displayed, b) All indications for the remaining TRUs operate normally, and c) Affected unit is de-activated.</p> |
| <p>TRU 2 FAIL (Advisory)</p> | <p>C (O) Except for ER Operations, aircraft may be dispatched provided: a) TRU 1 FAIL advisory message is not displayed, b) All indications for the remaining TRUs operate normally, and c) Affected unit is de-activated.</p> |
| <p>WINDSHEAR FAIL (Advisory) (except Global Vision)</p> | <p>C (O) Aircraft may be dispatched provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.</p> |

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| WING A/ICE FAULT (Advisory) | C | (O) | Except for Polar Ops, aircraft may be dispatched provided prior to each departure: a) Flight is not conducted in known or forecast icing conditions, b) A power-up test is performed by cycling WING A/ICE switch form OFF to ON, and. c) None of the following CAS messages are also posted: - ICE DETECT FAIL Caution; - L BLEED SYS FAIL Caution; - R BLEED SYS FAIL Caution; - ICE DETECT FAULT Advisory; - L BLEED FAULT Advisory; - R BLEED FAULT Advisory |
| WING A/ICE LEAK (Caution) | C | | Except for Polar Ops, aircraft may be dispatched provided: a) Selecting wing anti-ice system OFF extinguishes the WING A/ICE LEAK Caution message, b) Wing Anti-Ice remains selected OFF, c) Neither ICE DETECTOR FAULT Advisory nor ICE DETECTOR FAIL Caution messages are also posted, and d) Operations are not conducted in known or forecast icing conditions. |
| WING A/ICE LO HEAT (Caution) | C | | Aircraft may be dispatched in accordance with MMEL relief provisos for L WING A/ICE FAIL or R WING A/ICE FAIL Caution message. |
| WING A/ICE SENSOR (Advisory) | C | | Aircraft may be dispatched in accordance with MMEL relief provisos for L WING A/ICE FAIL or R WING A/ICE FAIL Caution message. |
| WOW FAULT (Advisory) | C | (O) | Except for ER operations, aircraft may be dispatched provided: a) Prior to each departure, refuel / defuel panel(s) is/are verified selected OFF, and b) Flights are conducted in accordance with AFM for unpressurized flight configuration, at or below 9,000 ft MSL. NOTE: Subsequent in-flight WOW system failure will impact continued operation of some systems, as described in AFM Non-Normal Procedures for WOW FAIL Caution. |

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| <p>YD 1 FAIL (Caution) (except Global Vision)</p> | <p>C (O) Except for ER operations, aircraft may be dispatched provided airplane is operated at or below FL 390.</p> |
| <p>YD 2 FAIL (Caution) (except Global Vision)</p> | <p>C (O) Except for ER operations, aircraft may be dispatched provided airplane is operated at or below FL 390.</p> |
| <p>YD 1 FAIL (Advisory) (Global Vision only)</p> | <p>C Except for ER operations, aircraft may be dispatched provided airplane is operated at or below FL 390.</p> |
| <p>YD 2 FAIL (Advisory) (Global Vision only)</p> | <p>C Except for ER operations, aircraft may be dispatched provided airplane is operated at or below FL 390.</p> |
| <p>YD HEAT 1 FAIL (Advisory) (except Global Vision)</p> | <p>B (O) Aircraft may be dispatched provided: a) Yaw damper 1 is selected and used as primary throughout the flight, and b) Both yaw dampers are verified operative before dispatch.</p> |
| <p>YD HEAT 2 FAIL (Advisory) (except Global Vision)</p> | <p>B (O) Aircraft may be dispatched with both YD HEAT 1 FAIL and YD HEAT 2 FAIL messages provided: a) Operations are conducted at or below FL410, and b) Both yaw dampers are verified operative before dispatch.</p> |
| <p>YD HEAT 1 FAIL (Advisory) (except Global Vision)</p> | <p>B (O) Aircraft may be dispatched provided: a) Yaw damper 1 is selected and used as primary throughout the flight, and b) Both yaw dampers are verified operative before dispatch.</p> |
| <p>YD HEAT 2 FAIL (Advisory) (except Global Vision)</p> | <p>B (O) Aircraft may be dispatched with both YD HEAT 1 FAIL and YD HEAT 2 FAIL messages provided: a) Operations are conducted at or below FL410, and b) Both yaw dampers are verified operative before dispatch.</p> |