



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

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# Master Minimum Equipment List (MMEL)

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Revision: 15  
Date: 03/01/2021

## **Bombardier**

Global Express BD-700-1A10  
&  
Global 5000 BD-700-1A11  
including  
Global 6000/6500 (Global Vision Flight Deck)  
&  
Global 5000/5500 (Global Vision Flight Deck)

\*\* FOR 14 CFR PARTS 91 and 135 OPERATIONS ONLY \*\*

Troy A. Zwicke, Chair  
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)  
Long Beach Aircraft Evaluation Group (LGB-AEG)  
3960 Paramount Blvd., Suite 100  
Lakewood, CA 90712

Telephone: (562) 627-5334  
Fax: (562) 627-5210

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AIRCRAFT:

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32. Landing Gear	32-1 thru 3	15	03/01/2021
33. Lights	33-1 thru 5	15	03/01/2021
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**LOG OF REVISIONS**

REV NO.	DATE	PAGE NO.
Original	08/17/1998	ALL PAGES.
1	11/02/2000	HIGHLIGHTS OF REV., DEFINITIONS, 21-1, 21-2, 21-3, 21-4, 22-1, 22-2, 23-1, 23-2, 23-3, 23-4, 23-5, 24-1, 24-2, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 26-1, 26-2, 26-3, 26-4, 26-5, 27-1, 27-2, 27-3, 27-4, 28-1, 28-2, 28-3, 28-4, 28-5, 28-6, 28-7, 28-8, 28-9, 28-10, 28-11, 29-1, 29-2, 30-1, 30-2, 30-3, 30-4, 30-5, 31-1, 31-2, 32-1, 32-2, 32-3, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 35-1, 35-2, 35-3, 36-1, 38-1, 38-2, 45-1, 49-1, 49-2, 52-1, 52-2, 73-1, 74-1, 77-1, 78-1, 79-1, 80-1.
2	06/04/2001	HIGHLIGHTS OF REV., DEFINITIONS, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 26-1, 26-2, 27-2, 27-3, 27-4, 30-2, 32-1, 32-2, 32-3, 34-5, 52-1, 52-2.
3	03/05/2002	HIGHLIGHTS OF REV., DEFINITIONS, 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 21-8, 21-9, 21-10, 21-11, 21-12, 21-13, 21-14, 21-15, 21-16, 21-17, 22-1, 22-2, 22-3, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 24-1, 24-2, 24-3, 24-4, 24-5, 24-6, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 25-10, 26-1, 26-2, 26-3, 26-4, 26-5, 27-1, 27-2, 27-3, 27-4, 27-5, 28-1, 28-2, 28-3, 28-4, 28-5, 28-6, 28-7, 28-8, 28-9, 28-10, 28-11, 28-12, 28-13, 28-14, 29-1, 29-2, 30-1, 30-2, 30-3, 30-4, 30-5, 30-6, 30-7, 30-8, 32-1, 32-2, 32-3, 33-1, 33-2, 33-3, 33-4, 33-5, 33-6, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 35-1, 35-2, 35-3, 35-4, 36-1, 36-2, 38-1, 38-2, 39-1, 39-2, 39-3, 39-4, 39-5, 39-6, 39-7, 39-8, 39-9, 39-10, 49-1, 49-2, 49-3, 49-4, 52-1, 52-2, 52-3, 52-4, 73-1, 73-2, 79-1.
4	03/12/2002	HIGHLIGHTS OF REV., DEFINITIONS, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 39-1, 39-2, 39-3, 39-4, 39-5, 39-6, 39-7, 39-8, 39-9, 39-10.
5	10/18/2004	ALL PAGES REVISED.
6	06/12/2006	29-1, 34-3, 34-4, 34-5, 34-11.
6a	06/21/2006	HIGHLIGHTS OF CHG., 30-6, 30-7, 30-8, 34-4.
7	07/18/2007	21-1 THRU 21-9, 22-1, 22-2, 23-1 THRU 23-5, 24-1 THRU 24-4, 25-1 THRU 25-6, 26-1 THRU 26-3, 27-1 THRU 27-4, 28-1 THRU 28-7, 29-1, 29-2, 30-1 THRU 30-6, 31-1, 31-2, 32-1, 32-2, 33-1 THRU 33-5, 34-1 THRU 34-8, 35-1 THRU 35-3, 36-1, 38-1, 45-1, 49-1, 49-2, 52-1, 52-2, 73-1, 74-1, 77-1, 78-1, 79-1, 80-1.
8	02/26/2008	HIGHLIGHTS OF REV., DEFINITIONS, 24-2.
9	06/27/2009	All Pages excepting DEFINITIONS and PREAMBLE.
10	09/21/2010	TABLE OF CONTENTS III, HIGHLIGHTS OF REV, 23-1, 32-1.

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**LOG OF REVISIONS**

REV NO.	DATE	PAGE NO.
11	04/20/2011	TABLE OF CONTENTS, HIGHLIGHTS OF CHANGE, DEFINITIONS, 21-2, 21-6, 21-10, 24-1 THRU 24-4, 26-2, 28-1, 28-2, 30-1 THRU 30-6, 31-1, 31-2, 34-1 THRU 34-8, 49-1, 52-1, 52-2, 52-3.
12	03/16/2012	TABLE OF CONTENTS, HIGHLIGHTS OF CHANGE, Section One: 21-1 THRU 21-8, 22-1,22-2, 22-3, 23-1 THRU 23-8, 24-1, 25-1, 25-4, 27-2, 28-2, 28-3, 28-6, 30-3, 30-4, 31-1 THRU 31-8, 34-1 THRU 34-11, 35-2,36-1, 45-1, 46-2, 46-3, 49-1, 52-1, 52-2, Section Two: TOC-1, -2, -3, 2-1 thru 2-48.
13	05/15/2014	TABLE OF CONTENTS, LOG OF REVISIONS, CONTROL PAGES, HIGHLIGHTS OF CHANGE, DEFINITIONS, PREAMBLE, Section One: 21-2 THRU 21-8, 21-10, 22-1 THRU 22-3, 23-1, THRU 23-9, 24-1, 24-3, 24-4, 24-5, 25-1 THRU 25-7, 26-1 THRU 26-3, 27-1, 27-2 28-1,28-3, 28-4, 28-7, 29-1, 29-2, 31-1 THRU 31-3, 31-5 THRU 31-7, 32-1, 32-2, 33-1 THRU 33-5, 34-1 THRU 34-7, 34-10, 34-11, 35-1, 35-2, 36-1, 38-1, 46-1, 46-2, 49-2, 52-1, 73-1, 79-1, Section Two: TOC-1, TOC-2, TOC-3, 2-1 THRU 2-5, 2-8 THRU 2-15, 2-17 THRU 2-21, 2-26 THRU 2-29, 2-31, 2-37, 2-39, 2-40, 2-44 THRU 2-47, 2-49.
14	10/30/2015	COVER PAGE, TABLE OF CONTENTS, LOG OF REVISIONS, CONTROL PAGES, HIGHLIGHTS OF CHANGE, DEFINITIONS, PREAMBLE, Section One: 23-1, 23-3, 23-6, 23-7, 24-1, 24-3, 24-4, 25-5, 26-2, 29-1, 30-5, 31-2, 31-6, 31-7, 32-2, 33-2 THRU 33-5, 34-1 THRU 34-4, 34-10, 34-11, 35-1, 46-2, 46-3, Section Two: TOC-1, TOC-2, TOC-3, 2-1, 2-2, 2-3, 2-7, 2-9 THRU 2-50.
15	03/01/2021	ALL PAGES REVISED.

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**HIGHLIGHTS OF CHANGE**

The following changes are the Highlights of Changes for **Revision 15**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 12/18/2018.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
General	This revision re-formats the entire document for compliance to Section 508 of the US Government guidelines for persons with disabilities. As a result, all pages of this revision have been re-dated. Outside of re-formatting, all changes from previously existing relief are reflected in this Explanation of Change column listed below and are indicated by revision bars in the associated ATA section.
General	Numerous Item names changed from plural form to singular, throughout document.
<u>Front Matter</u>	
Preamble	Added Global model cross-reference chart to aid model applicability/effectivity.
<u>Section One</u>	
21-1	Flow Control Valve – Restored missing “and” following proviso c).  AFD Display Fans – Filters (Global Vision only). Deleted (M) Procedure.
21-2	Cabin Pressurization Control (AUTO) – (rescinded reqts. to “verify” the safety valves).
21-4	Pack Inlet Flow Sensor. Deleted relief for dual failure case – conflict.  Ozone Converters. Changed “at FL 250 or below” to “at or below FL 250”.
21-5	Corrected “operative” to “inoperative”.
21-9	Inertial Reference Unit # 3 Cooling Fans – Filter. Added new relief.  TCAS Cooling Fan (except Global Vision). Added new relief.  SATCOM Components – Cooling Fans (incl. HPA, RFU, SDU) (except Global Vision). Added new relief.  DC Power Center (DCPC) – Ground Cooling Fan. Item re-located from ATA-24.
21-10	Pack Discharge Temperature indication. Changed “set to either LO, NORM, or HIGH” to, “set to LO, NORM, or HIGH”).
21-12	Humidifier System. Changed “Neither L PACK FAIL or R PACK FAIL”, to “Neither L PACK FAIL nor R PACK”.
22-1	Autopilot System (Global Vision only). Deleted (M) Procedure.
22-3	Autothrottle Systems. Split relief and amended provisos for Global Vision.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
22-4	Autothrottle Engage/Disengage Switches. Added NOTE for Global Vision.  Autothrottle Quick Disconnect Buttons. Added NOTE for Global Vision.
23-1	Communication Systems. Removed "the".  Communication Systems - 1) VHF. Corrected spelling.
23-2	Pass. Address System - 1) Pass. Config. Amended repair interval to B i.a.w. PL 09.
23-3	Pass. Address System - 1) Pass. Config. Added new relief case i.a.w. PL 09.  Pass. Address System - 2) Non – Pass. Config. Revised; deleted from MMEL in Revision 14.
23-4	Pass. Address System - 4) Crew rest Facility. Added new relief case.  Alerting System (chime/light) – 2). Corrected word "chime to read "light".  Alerting System (chime/light) – 3). Added requirement for (O) Procedure.
23-5	Crewmember Interphone System. Amended relief.  Crewmember Interphone System – 1) Crew Rest Facility. Added new relief case.
23-9	Headset. Revised; moved/combined and deleted in Revision 14.
23-10	Cockpit Voice Recorder – 3 Datalink Message Capture. Added asterisks and removed "(if installed)".
24-1	RAT Gen Heater. Deleted existing relief – conflict.
24-2	APU Generator. Changed NOTE to: NOTE 1 and NOTE 2.
24-4	Avionics Battery Heaters. Effectivity statements clarified.
24-5	DC Power Center (DCPC) - Ground Cooling Fan. Item re-located to 21-54-93.
24-6	Aft External Services Panel. Changed: "May be inop...", to "Any or all may be inop...".
25-2	Mid-Cabin Door Indication System. Amended description to "INT CABIN" and Number Installed to read "-".
25-3	Passenger Seat(s) -2) Underseat Baggage Bars. Amended repair interval i.a.w. PL79.
25-4	Passenger Seat(s). Amended per FAA PL 78, Rev 08, to incl. Armrest & Restraints.
25-5	Flight Attendant Seat Assembly. Removed "automatically" from NOTE 2.
25-6	Overhead Storage Bin(s). Changed to align with PL 104 draft (as applicable to GX).

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
25-7	Cargo Restraint Systems. Amended to reflect PL 100, Rev 2.
25-7 thru 8	Emergency Locator Transmitter (ELT). Amended i.a.w. FAA Policy Letter 120, Rev 3.
25-8	*** EVAS. Amended in accordance with Policy Letter 129.
	First Aid Kits. Added requirement for (O) Procedure.
25-9	Flashlights. Amended proviso to allow for newer battery technologies.
	Passenger Convenience Items - 1). Revised; deleted from MMEL in Revision 8.
25-10	Avionics Rack Decompression Panels – Louvers. Added new item.
25-11	Crew Rest Facilities. Provisos amended and new relief added.
25-12	Lavatory Waste Receptacle. Added new MMEL item.
26-1	FCR Smoke Detection. Amended provisos to allow for curtain.
	Baggage Comp Smoke Detectors. Added requirement for (O) Procedure.
26-2	Lavatory Smoke Detection System. Amended word “locked” to read “secured”.
	Closet Smoke Detection System. Amended word “locked” to read “secured”.
26-3	Lavatory Fire Extinguishing System. Changed Number required for dispatch from “-“ to “0”). Amended word “locked” to read “secured”.
27-1	Aileron Control Surface Position Indication. Changed: “Both may be inop...”, to “One or both may be inop...”.
	Rudder Pedal Adjustments. Changed: “Both may be inop...”, to “One or both may be inop...”.
	Elevator Surface Position Indications. Changed: “Both may be inop...”, to “One or both may be inop...”.
27-2	Slat/Flap Control Unit (SFCU). Removed typo HT TE from item column.
27-4	Multi-Function Spoilers. Added “provided” to the relief.
28-2	DC Aux Pumps. Added “GX only’ to effectivity reference.
28-6	Single Point Pressure Refueling. Added words for gravity refueling.
	Forward Tank Refuel SOV. Deleted specific BA SB effectivity reference.
	External Refuel/Defuel Panel. Changed “One or all functions...” to “Any or all functions...”.

**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
28-7	Flight Compartment Refuel/Defuel Panel. Changed "One or all functions...", to "Any or all functions...", & repair interval increased to D.
28-8	EICAS Aft Fuel Tank and Total Fuel Quantity Readouts. Changed "Both may be inoperative..." to "One or both..."  Fuel System Indications on External Refuel/Defuel Control Panel. Changed "One or all functions..." to "Any or all functions...".
29-1	Hydraulic Switches "AUTO" Function (ACMP). Changed: "All may be inop...", to "Any or all may be inop..."  EICAS Hydraulic Pressure Readouts. Changed: "All may be inop...", to "Any or all may be inop...".
29-2	Hydraulic Pump Low Pressure Switches. Changed: "May be inop...", to "Up to three may be inop..."  EICAS Hydraulic Reservoir Quantity Readouts (System 1, 2 and 3). Changed: "May be inop...", to "Any or all may be inop..."  Hydraulic Reservoir Quantity Gauges. Changed: "May be inop...", to "Any or all may be inop...".
30-3	Cowl Anti-Ice System AUTO Mode (LH and RH). Changed "Both may be inop...", to "One or both may be inop..."  Cowl Anti-Ice Valves. Amended effectivity references.
30-5	Yaw Damper Heaters. Added "except Global Vision" to effectivity.  Probe Heater monitor Channels (HBMU). Added NOTE 2, regarding Global Vision.
30-6	EVS Ice Protection. Amended existing relief sub-items 1) and 2).
30-7	Windshield and Side Window Anti-Ice Control Channels. Changed order of a) and b) to align with case provisos above it.
30-7 thru 8	Drain Mast Heaters. Added new relief item.
30-9	Ice Detection System. Corrected "...forecast icing forecast conditions" to "...forecast icing conditions".
31-1	Clocks. Amended relief and deleted redundant relief case – typo.
31-2	IAC Battery (Low Battery condition) (except for Global Vision). Changed: "One or all...", to "Any or all...".
31-4	Electronic Checklist System Databases. Changed "May be inop...", to "One or two may be inop...".

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
31-4 thru 6	Control Tuning Panels (CTP) – 5 sub-items. Changed “May be inop...”, to “One may be inop...”.
32-1	Nose and Main Gear Door Uplock Sensors. Changed: “All may be inop...”, to “Any or all may be inop...”.
32-2	Brake Temperature Monitoring System (BTMS). Amended to proviso to read “One or more may be inoperative...”.
32-2 thru 3	Brake Temperature Sensors. Amended proviso and added new relief case for “out of tolerance”.
33-1	Cockpit & Instrument Lighting. Deleted reference to NVG – Night Vision Goggles.  Stair Lighting Systems. Amended proviso to include alternate means of illumination.
33-3	Navigation Lights. Amended proviso wording for LED sub-item cases.
33-4	Anti-Collision Strobe Wing and Tail. First relief case deleted (per FAR 91.209(b).  Red/White Beacon Lights. Changed “May be inop...”, to “Any or all may be inop...”).  Wing Inspection Lights. Amended to reflect Policy Letter 72 changes - removes proviso c).
33-5	Exterior Emergency Lights. Changed “May be inop...”, to “Any or all may be inop...”.
34-1 thru 2	Altitude Alerting System. Restored relief per FAA PL 39 Rev 05.
34-3 thru 4	Flight Director Systems. Amended proviso related to Alt Alerting System.
34-5 thru 6	Head-up Guidance System. Amended provisos to allow unit removal.
34-7	Synthetic Vision System (SVS). Amended quantity installed.
34-8 thru 9	GPWS/TAWS. Changed repair category from “C” to “B”. Added proviso for sub item 2. Added Runway Awareness relief i.a.w. PL 54.
34-10	Surface Management System (SMS). Amended number required for dispatch.
34-11 thru 12	Radio Altimeter. Amended relief provisos.
34-13	Integrated Nav Unit (INU) – Tray Mounted Cooling Fans. Changed “May be inop...”, to “One may be inop...”.  Marker Beacon Systems. Amended “that” to read “those”.
34-14 thru 15	Automatic Dependence Surveillance – Broadcast (ADS-B Out) System. Amended i.a.w PL 105.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
34-17	Flight Management Systems (FMS). Amended per Policy Letter 98 Rev 1.  Flight Management Systems Navigation Databases. Amended per Policy Letter 98 Rev 1.  Data Loader. Added effectivity to "(except for Global Vision)".
35-1	Flightcrew Oxygen Pressure - 3). Removed "above" from proviso b).
35-2	Portable Protective Breathing Equipment. Amended i.a.w PL 43 Rev 3.
46-1	Electronic Flightbags. Added effectivity to "(except for Global Vision)".
52-1	Passenger Door - Folding Step Actuator. Removed duplicate item.
52-2	Passenger Door Indication System. Rescinded reqt. to "verify" the safety valves.  Overwing Emergency Exits Indication System. Removed "LOCKED" from proviso.
52-3	Over-wing Emergency Exit Indication System. Rescinded reqt. to "verify" the safety valves.  Baggage Compartment Door Indication System. Rescinded reqt. to "verify" the safety valves.
73-1	Engine FADEC Faults. Amended i.a.w. FAA Policy Letter 45.  Engine Electronic Controller – (EPR Control Modes). Changed "Both may be inop...", to "One or both may be inop...".
77-1	Engine Vibration Indication. Changed "Both may be inop...", to "One or both may be inop...".
79-1	Remote Oil Fill System. Added clarification "...if needed" & new NOTE.
79-1	Engine Oil Quantity Indication System. Changed "Both may be inop...", to "One or both may be inop...".

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
<u>Section Two</u>	
2-2	Introduction Statement. Stemming from the Section 508 Compliance re-formatting, the introduction statement to the Section Two CAS message relief items has been amended accordingly.
2-6	AT 1 FAIL (Advisory). Amended Provisos for Global Vision cases.  AT 2 FAIL (Advisory). Amended Provisos for Global Vision cases.  AT 1 – 2 FAIL (Advisory). Amended i.a.w. Section One Autothrottle System.
2-9	AP 1 FAIL (Advisory). Amended proviso b) to consider impact to RVSM.  AP 2 FAIL (Advisory). Amended proviso b) to consider impact to RVSM.
2-11	APU FAULT. Removed “and not used” from proviso.  APU FIRE FAIL. Deleted proviso.
2-13	CHECKLIST MISMATCH (Advisory). Restored (O) procedure (previously omitted) (Ref. Rev 12).
2-14	DATALINK FAIL (Advisory). Removed D proviso.
2-15	EVS HEAT FAIL (Caution). Provisos amended. Relief case removed.  EVS HEAT OVHT (Caution). Provisos amended. Relief case removed.
2-16	FD 1 FAIL (Caution). Item deleted.  FD 2 FAIL (Caution). Item deleted.
2-17	FMS 1 FAIL (Advisory). Provisos amended.  FMS 2 FAIL (Advisory). Provisos amended.  FMS 3 FAIL (Advisory). Provisos amended.
2-19	HUD FAIL (Caution). Created separated cases for Global Vision.  HUD FAN FAIL (Caution). Created separated cases for Global Vision.
2-21	ICE DETECTOR FAIL (Caution). Removed (O) (typo – not required).  IMS FAIL (Advisory). New Relief.
2-22	INT CABIN DOOR (Caution). Added “...associated door...” to relief.

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AIRCRAFT:  
 BD-700-1A10/1A11

**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
2-24	IRS 3 OVHT (Caution). Added NOTE.
2-26	L (R) BLEED FAULT (Advisory). Provisos amended.
2-34	OXYGEN LO QTY (Caution). New MMEL relief item.
2-35	PITOT 3 HT FAIL. Provisos amended.  PLT BRAKE FAULT (Caution). Replaced "kts" with "kn".
2-36	R BLEED FAULT (Advisory). Added to proviso.
2-43	RAD ALT 1 FAIL. Updated per changes in Section 1.  RAD ALT 2 FAIL. Updated per changes in Section 1.  RAD ALT 1-2 FAIL. Updated per changes in section 1.
2-44	SMOKE AFT LAV FAIL (Caution). Amended "locked" to read, "secured".
2-45	SMOKE CLO AFT FAIL (Caution). Amended "locked" to read, "secured".  SMOKE CLO FWD FAIL (Caution). Amended "locked" to read, "secured".  SMOKE FWD LAV FAIL (Caution). Amended "locked" to read, "secured".
2-46	SPLRS/STAB BIT (Advisory). Changed * to NOTE.  SUPP FAN 1 FAIL (Advisory). Changed numbering for conditions to dashes for consistency.  SUPP FAN 2 FAIL (Advisory). Changed numbering for conditions to dashes.
2-47	SVS FAIL. Added asterisks as equipment is optional.  SVS 1 (2) FAIL (Advisory). (CAS Relief added for system 2).  SVS OBSTACLE FAIL. Added asterisks as equipment is optional.  SVS 1 (2) OBSTACLE FAIL (Advisory). (CAS Relief added for system 2).  SVS RUNWAYS FAIL. Added asterisks as equipment is optional.  SVS 1 (2) RUNWAYS FAIL (Advisory). (CAS Relief added for system 2).  SVS TAWS ALERT FAIL. Added asterisks as equipment is optional.  SVS 1 (2) TAWS ALERT FAIL (Advisory). (CAS Relief added for system 2).  SVS FAULT. Added asterisks as equipment is optional.

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AIRCRAFT:  
BD-700-1A10/1A11

**DEFINITIONS**

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

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AIRCRAFT:  
 BD-700-1A10/1A11

**PREAMBLE**

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

With this latest incorporation of the new Global 5500 and 6500 marketing references, the growing list of model effectivity restrictions, applied on various relief items herein, may serve to create confusion as to the continuing applicability of such relief to each model. In the effort to alleviate possible confusion, the following table is offered as a cross-reference between the different effectivity restrictions:

Model Effectivity ref:	BD-700-1A10	BD700-1A11
(GX)	Applies to all derivatives of BD-700-1A10	<b>Excludes</b> all derivatives of BD-700-1A11
(Global 5000 only)	<b>Excludes</b> all derivatives of BD-700-1A10	Applies to all derivatives of BD-700-1A11
(except Global Vision)	Applies to all derivatives of BD-700-1A10 incorporating Honeywell AVCS suite	Applies to all derivatives of BD-700-1A11 incorporating Honeywell AVCS suite
(Global Vision only)	Applies to all derivatives of BD-700-1A10 incorporating Collins AVCS suite	Applies to all derivatives of BD-700-1A11 incorporating Collins AVCS suite
(Global 5500 only)	<b>Excludes</b> all derivatives of BD-700-1A10	Applies to derivatives of BD-700-1A11 incorporating Collins AVCS suite, and BR700-710D5-21 POWERPLANT
(Global 6500 only)	Applies to derivatives of BD-700-1A10 incorporating Collins AVCS suite, and BR700-710D5-21 POWERPLANT	<b>Excludes</b> all derivatives of BD-700-1A11

## SECTION ONE

# LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Flow Control Valve (FCV)	C	2	1	(M)(O) Except for ER Operations, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected valve is secured CLOSED,</li> <li>b) Affected air conditioning pack is selected OFF and considered inoperative,</li> <li>c) Opposite air conditioning pack is operative, and</li> <li>d) AUX PRESS system is operative.</li> </ol>	
21-01	Recirculation Fan	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 Fan (except Global Vision)	C	12	6	(M) One per Display Unit may be inoperative provided the avionics fan is operative.	
23-02	AFD Display Fan Filter (Global Vision only)	C	8	0	One or all fan filters may be damaged or missing.	
23-03	Supplemental Cooling Fan (AFD Display) (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.	

AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-01</b>	Cabin Pressurization Control					
	1) AUTO Pressurization Channel	<b>C</b>	<b>2</b>	<b>1</b>	(M) Except for ER Operations, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) MAN control channels are verified operative,</li> <li>b) Safety valves are operative, and</li> <li>c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator are verified operative.</li> </ul>	
		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) Except for ER Operations, both may be inoperative provided: <ul style="list-style-type: none"> <li>a) MAN control channels are verified operative,</li> <li>b) Safety valves are operative,</li> <li>c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator are verified operative, and</li> <li>d) Flight is conducted at or below FL 250.</li> </ul>	
	2) MAN Pressurization Channel	<b>C</b>	<b>2</b>	<b>1</b>	(M) One MANUAL channel may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both automatic cabin pressurization control channels are operative, and</li> <li>b) Both Outflow valves are verified operative.</li> </ul>	
		<b>A</b>	<b>2</b>	<b>0</b>	(O) Except for ER Operations and Polar Ops, both MANUAL channels may be inoperative for 1 flight-day, provided the flight is conducted in accordance with AFM for unpressurized flight configuration at or below 9,000 ft. MSL.	

AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
30-02	Outflow Valve	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 Valve	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.	
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.	

AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-02</b>	Ram Air Valve	<b>C</b>	<b>1</b>	<b>0</b>	(M) Except for ER Operations, may be inoperative secured CLOSED.	
		<b>C</b>	<b>1</b>	<b>0</b>	(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.	
<b>51-03</b>	Pack Inlet Flow Sensor (PIFS)	<b>C</b>	<b>2</b>	<b>1</b>	(M) Except for ER Operations, one may be inoperative provided MANUAL mode of both air conditioning packs is verified operative.  DELETED, Rev 15.	
<b>51-04</b>	Pack Flow Control Selection					
	1) HIGH	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative failed in HIGH position.	
	2) LO, NORM	<b>C</b>	<b>2</b>	<b>0</b>	Positions may be inoperative provided both packs are operative in the HIGH position.	
<b>51-05</b>	Ozone Converter	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided flights are conducted at or below FL 250.	   

AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Air Conditioning Pack (GX)	C	2	1	(M)(O) Except for ER Operations, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Remaining pack is operated in AUTO mode,</li> <li>b) Affected air conditioning pack is selected OFF,</li> <li>c) Avionics fan is selected OFF,</li> <li>d) Recirculation system is verified operative,</li> <li>e) AUX PRESS system is verified operative,</li> <li>f) TRIM AIR is selected OFF,</li> <li>g) Operations are conducted at or below FL 410, and</li> <li>h) If dispatching with right pack operative, ensure that RAM Air Valve is not failed in OPEN position.</li> </ol>	
	(Global 5000)	C	2	1	(M)(O) Except for ER Operations, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Remaining pack is operated in AUTO mode,</li> <li>b) Affected air conditioning pack is selected OFF,</li> <li>c) Avionics fan is selected OFF,</li> <li>d) Recirculation system is verified operative,</li> <li>e) AUX PRESS system is verified operative,</li> <li>f) TRIM AIR is selected OFF,</li> <li>g) Operations are conducted at or below FL 410,</li> <li>h) Av Rack Fan is verified operative, and</li> <li>i) If Dispatching with right pack inoperative ensure that RAM Air Valve is not failed in OPEN position.</li> </ol>	

(Continued)

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DATE: 03/01/2021

AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>52-01</b>	Air Conditioning Pack (GX) (Cont'd)					
	1) Pack AUTO Mode (GX)	<b>C</b>	<b>2</b>	<b>1</b>	(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 FL 410, and i) If Dispatching with right pack operative ensure that RAM Air Valve is not failed in OPEN position.	
(Continued)						

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DATE: 03/01/2021

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 BD-700-1A10/1A11

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>52-01</b>	Air Conditioning Pack (GX) (Cont'd)  (Global 5000)	<b>C</b>	<b>2</b>	<b>1</b>	(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 FL 410, 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.	
<b>52-02</b>	Pack Inlet Pressure Sensor (PIPS)	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative provided MANUAL mode of both air conditioning packs is verified operative.	

AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
53-01	Avionics Exhaust Fan (GX)	C	1	0	May be inoperative provided air conditioning is operated during ground operations.  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.	
	(Global 5000)	C	1	0	(M) May be inoperative provided: a) Air conditioning is operated during ground operations, and b) AV Rack Fan is confirmed operative.  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.	
53-02	Av Rack Fan (Global 5000)	C	1	0	(M) May be inoperative provided: a) Air conditioning is operated during ground operations, and b) Avionics exhaust fan is confirmed operative.  NOTE 1: Minimize utilization of avionics equipment without air conditioning and during engine start and shutdown.  NOTE 2: If only one air conditioning pack is operating, passenger door opening should be minimized.	

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 BD-700-1A10/1A11

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>53-03</b> ***	Gasper Assist Fan (All aircraft 9127 & sub) (Pre-9127- if installed)	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided unit is deactivated.	
<b>54-05</b>	Inertial Reference Unit #3 - Cooling Fan – Filter (except Global Vision)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be missing or may be removed where airflow obstruction is found to cause IRS unit overheating.	
<b>54-09</b>	TCAS Cooling Fan (except Global Vision)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative.	
<b>54-13</b> ***	SATCOM Components - Cooling Fan (incl. HPA, RFU, SDU)  (except Global Vision) (Applicable to GX only, s/n 9002-9139, post SB 700-23-001)	<b>C</b>	<b>3</b>	<b>0</b>	Any or all may be inoperative.  NOTE: Operating the SATCOM components without the associated cooling fans will be detrimental to the long-term life expectancy of the affected unit.	
<b>54-93</b>	DC Power Center (DCPC) - Ground Cooling Fan (CAIMS message)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative.  NOTE: Ground operations above 30 °C should be limited to 30 minutes if the Environmental Control System is not running.	
<b>60-04</b>	Hot Air Shut Off Valve (HASOV)	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative CLOSED provided the affected HASOV is secured CLOSED.	
		<b>C</b>	<b>2</b>	<b>1</b>	Except for ER Operations, one may be inoperative OPEN provided: a) Trim Air Valves are operative, and b) Both air conditioning packs are operative.	

(Continued)

AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
60-04	Hot Air Shut Off Valve (HASOV) (Cont'd)	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 Valve (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 LO, NORM, or HIGH.	
NOTE: Associated with loss of PDT indications, pack MANUAL mode will be inoperative.						

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AIRCRAFT: BD-700-1A10/1A11	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-01</b>	Cabin Temperature Control					
	1) AUTO mode (NORM)	<b>C</b>	<b>1</b>	<b>0</b>	(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 FL 350.	
	2) MANUAL mode (MAN)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) AUTO mode is operative, and b) Both packs are operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	(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	<b>C</b>	<b>3</b>	<b>0</b>	Except for Polar Ops, any or all may be inoperative.	

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 BD-700-1A10/1A11

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-02</b>	Temperature Sensors					
	1) Ventilated Temperature Sensor (VENTS) - Sensor element	<b>C</b>	<b>6</b>	<b>3</b>	One element from each sensor may be inoperative.	
		<b>C</b>	<b>6</b>	<b>4</b>	(M) Both elements of any one sensor may be inoperative provided all duct temperature indications are operative.	
	2) Duct Temperature Sensor (DTS) - Sensor element	<b>C</b>	<b>6</b>	<b>3</b>	(M) One element from each sensor may be inoperative.	
		<b>C</b>	<b>6</b>	<b>0</b>	(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) - Sensor element	<b>C</b>	<b>4</b>	<b>1</b>		
<b>62-01</b>	RECIRC "OFF" Switch light (Light function only)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>62-02</b>	L Pack "FAIL/OFF" Switch light (Light function only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>62-03</b>	R Pack "FAIL/OFF" Switch light (Light function only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>62-04</b>	TRIM AIR "OFF" Switch light (light function only)	<b>C</b>	<b>1</b>	<b>0</b>		

AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>62-05</b>	AUX PRESS "ON" Switch light (light function only)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>62-06</b>	RAM AIR "ON" Switch light (light function only)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>62-07</b>	DITCHING "ON" Switch light (light function only)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>62-08</b>	OUTFLOW VLV 1 "CLOSED" Switch light (light function only)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>62-09</b>	OUTFLOW VLV 2 "CLOSED" Switch light (light function only)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>62-10</b>	Emer Depress "ON" Switch light (light function only)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>62-11</b>	Pressurization AUTO/MAN "MAN" Switch light (light function only)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>71-01</b> ***	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.)	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) System is deactivated, b) Neither L PACK FAIL nor 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.	

AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-1</b>	Autopilot System	<b>C</b>	<b>2</b>	<b>1</b>	Except for ER Operations, one may be inoperative provided approach procedures are not dependent on its use.	
	(except Global Vision)	<b>C</b>	<b>2</b>	<b>0</b>	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)	<b>C</b>	<b>2</b>	<b>0</b>	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.	
<b>10-02</b>	Remote Electronics Unit (REU) Channel (Global Vision only)	<b>C</b>	<b>4</b>	<b>2</b>	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).	

AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-01</b>	A/P Quick DISC Buttons (Control Wheel)					
	1) Autopilot Disconnect Function	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative failed CLOSED provided: <ul style="list-style-type: none"> <li>a) Associated stall protection system pusher disconnect function is operative,</li> <li>b) Pilot flying has the operative A/P Quick Disc button,</li> <li>c) Autopilot is not used below 1500 ft. AGL, and</li> <li>d) Approach minimums do not require the use of autopilot.</li> </ul>	
	2) Pitch Trim Disconnect Function	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative failed CLOSED provided: <ul style="list-style-type: none"> <li>a) Associated Stall Protection System pusher disconnect function is operative, and</li> <li>b) Pilot flying has the operative A/P Quick Disc button.</li> </ul>	
<b>11-02</b>	1) Touch Control Steering Button (TCS) (except Global Vision)	<b>C</b>	<b>2</b>	<b>0</b>		
	2) Touch Control Switch (TCS) (Global Vision only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>11-03</b>	Takeoff/Go-Around (TOGA) Button (on Thrust Lever)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Approach procedures do not require its use, and</li> <li>b) Pilot flying has the operative switch.</li> </ul>	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both thrust levers are operated manually for takeoff and go-around, and</li> <li>b) Autopilot and flight director are not used at less than 1500 ft. AGL.</li> </ul>	

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**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
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 System					
	1) (except Global Vision)	C	2	1		
		C	2	0	Except for Polar Ops, may be inoperative provided autothrottles are not used.	
	2) (Global Vision only)	C	2	1	May be inoperative provided remaining autothrottle is manually disengaged and remains disconnected.	
					NOTE: AFM Limitation prohibits continued use of the autothrottle system when only one autothrottle is available, including automatic activations of VATE and EDM modes.	
		C	2	0	Except for Polar Ops, may be inoperative provided autothrottles are not used.	
					NOTE for Global Vision: Depending upon relative placement of glideslope transmitter, following completion of an ILS Glideslope approach, a momentary "LOW SPEED" aural alert may annunciate briefly during landing / deceleration, until aircraft is past the transmitter.	

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**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-02</b>	Autothrottle Engage / Disengage Switch (on Thrust Lever Stem)	<b>C</b>	<b>2</b>	<b>1</b>		
		<b>C</b>	<b>2</b>	<b>0</b>	(M) Both may be inoperative provided autothrottle systems are considered inoperative.  NOTE: For Global Vision: Depending upon relative placement of glideslope transmitter, following completion of an ILS Glideslope approach, a momentary "LOW SPEED" aural alert may annunciate briefly during landing / deceleration, until aircraft is past the transmitter.	
<b>30-03</b>	Autothrottle Quick Disconnect Button (on Thrust Lever Handle)	<b>C</b>	<b>2</b>	<b>1</b>		
		<b>C</b>	<b>2</b>	<b>0</b>	(M) Both may be inoperative provided autothrottle systems are considered inoperative.  NOTE: For Global Vision: Depending upon relative placement of glideslope transmitter, following completion of an ILS Glideslope approach, a momentary "LOW SPEED" aural alert may annunciate briefly during landing / deceleration, until aircraft is past the transmitter.	

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-01</b>	Integrated Comm Unit (ICU) - Tray Mounted Cooling Fan (except Global Vision)	<b>C</b>	-	<b>1</b>	(M) May be inoperative provided a minimum of one fan is verified to operate normally.	
<b>11-01</b>	Communication Systems					
	1) VHF	<b>D</b>	-	-	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 Bus, or DC Essential Bus and not required for emergency procedures.	
	2) HF	<b>C</b>	-	<b>1</b>	(O) May be inoperative while conducting operations that require two Long-Range Communication Systems provided: <ol style="list-style-type: none"> <li>a) SATVOICE system operates normally,</li> <li>b) SATVOICE services are available as a LRCS over the intended route of flight,</li> <li>c) The ICAO flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and</li> <li>d) Alternate procedures are established and used.</li> </ol>	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>13-01</b> ***	Satellite Communication System (SATCOM)	<b>D</b>	-	<b>0</b>	As required by 14 CFR.	

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-01</b> ***	Datalink System (incl. Controller Pilot Data Link Comm / ADS-C).	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided regulations or enroute procedures do not require its use.	
<b>22-01</b> ***	Selective Call System (SELCAL)	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided routine procedures do not require its use.	
	1) Channel	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>32-01</b> ***	Pre-recorded Announcement and Boarding Music System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided procedures do not require its use.	
<b>40-01</b>	Passenger Address System					
		1) Passenger Configuration	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
<p>NOTE: Any station function(s) that operate normally may be used.</p>						
(Continued)						

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>40-01</b>	Passenger Address System (Cont'd)					
	1) Passenger Configuration (Cont'd)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures, and/or operating restrictions are established and used.	
	a) Lavatory Speaker	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
	2) Non – Passenger Configuration				(Deleted, Revision 14).	
	3) All Cargo Configuration	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided all crewmembers are on flight deck.	
4) Crew Rest Facility - Bunk	<b>C</b>	-	<b>0</b>	(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.		
(Continued)						

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>40-01</b>	Passenger Address System (Cont'd)					
	4) Crew Rest Facility – Bunk (Cont'd)	<b>C</b>	-	<b>0</b>	(O) May be inoperative and seat occupied provided: a) Regulations or procedures do not require its use as rest facility, and b) Alternate normal and emergency procedures are established and used to brief occupant.”	
		<b>D</b>	-	<b>0</b>	(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.	
<b>40-02</b>	Alerting System (Chime/Light)					
	1) Flight Deck Call Light	<b>B</b>	<b>1</b>	<b>0</b>	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	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided: a) Affected light is not used for lavatory smoke detector alerting, and b) Alternate procedures are established and used.	
(Continued)						



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4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>40-03</b>	Crewmember Interphone System - Flight Deck to Cabin, Cabin to Flight Deck Functions (Cont'd)	<b>D</b>	-	-	(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.	
<b>41-01</b>	Flight Compartment to Ground Service Interphone System (Nose and Avionic bay)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>51-01</b>	Flight Compartment Speaker	<b>C</b>	<b>2</b>	<b>0</b>	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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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-02</b>	Flight Deck Headsets Earphones/Headphones					
	1) (Holder of an AIR CARRIER or COMMERCIAL OPERATOR certificate)					
	a) Headset Boom Microphone	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Associated hand microphone is installed and is operative, and b) Repairs are made within 3 flight-days.	
		<b>D</b>	-	-	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) Switch	<b>D</b>	<b>6</b>	<b>4</b>	One boom microphone PTT switch may be inoperative per side provided they are not failed in transmit state.	
	(Global Vision only)	<b>C</b>	<b>6</b>	<b>2</b>	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.	
(Continued)						

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-02</b>	Flight Deck Headsets Earphones/Headphones (Cont'd)					
	b) Headset/ Earphones/ Headphones	<b>C</b>	-	<b>1</b>	May be inoperative provided associated flight deck speaker is operative.	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	c) Active Noise Cancelling/ Reduction Function	<b>D</b>	-	<b>0</b>	May be inoperative provided normal audio function of headset is operative.	
	2) (Operator other than holder of an AIR CARRIER or COMMERCIAL OPERATOR certificate)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	a) Headset Boom Microphone	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Associated hand microphone is installed and is operative, and b) Repairs are made in accordance with applicable regulations.	
		<b>D</b>	-	-	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) Switch	<b>D</b>	<b>6</b>	<b>4</b>	One boom microphone PTT switch may be inoperative per side provided they are not failed in transmit state.		
(Global Vision only)						
(Continued)						

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-02</b>	Flight Deck Headsets Earphones/Headphones (Cont'd)	<b>C</b>	<b>6</b>	<b>2</b>	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	<b>C</b>	-	<b>1</b>	May be inoperative provided associated flight deck speaker is operative.	
	c) Active Noise Cancelling/ Reduction Function	<b>D</b>	-	<b>0</b>	May be inoperative provided normal audio function of headset is operative.	
<b>51-03</b> ***	Hand-Held Microphone	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided associated boom microphone is operative.	
<b>51-04</b>	Headset				(Relief combined with ATA 23-51-02, Flight Deck Headsets Earphones/Headphones, Revision 14).	
<b>71-01</b>	Cockpit Voice Recorder (CVR)					
	1) Title 14 of the Code of Federal Regulations (14 CFR)					
	a) Part 91 Operation	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
b) Part 135 Operation	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Flight data recorder (FDR) is operative, and b) Repairs are made within 3 flight-days.		
(Continued)						

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>71-01</b>	Cockpit Voice Recorder (CVR) (Cont'd)					
***	2) Recorder Independent Power Supply (RIPS)	<b>C</b>	<b>1</b>	<b>0</b>		
		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be removed for repair provided CVR is installed into tray.	
***	3) Datalink Message Capture	<b>C</b>	<b>1</b>	<b>0</b>		
<b>81-01</b>	Radio Management Unit (except Global Vision)	<b>B</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Cross-side tuning is verified operative, and b) Two FMS are operative.	
<b>81-02</b>	Radio Tuning System (Global Vision only)					
	1) DU - Radio Tuning function only	<b>C</b>	<b>4</b>	<b>3</b>		
		<b>C</b>	<b>4</b>	<b>0</b>	(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 Panel (CTP) - Radio Tuning function only					

(Continued)



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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>81-02</b>	Radio Tuning System (Global Vision only) (Cont'd)					
	2) Control Tuning Panel (CTP) - Radio Tuning function only (Cont'd)					
	b) CTP 2	<b>C</b>	<b>1</b>	<b>0</b>	(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 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, and • CRS SEL adjustment.	
					NOTE: Turning CTP to OFF does not impact dedicated CTP EFIS pushbuttons nor BARO-set.	

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>81-03</b>	Radio Interface Unit Channels (RIU) (Global Vision only)				NOTE: RIU channels 1B and 2B must be operative for dispatch.	
	1) RIU channel 1A	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Reversionary tuning of VHF #3 is confirmed operative from CTP 1, and b) DCU 1A is operative.	
	2) RIU channel 2A	<b>B</b>	<b>1</b>	<b>0</b>	NOTE: One Datalink and one SELCAL system are considered inoperative.  (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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**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-01</b>	Transformer Rectifier Unit (TRU)	<b>C</b>	<b>4</b>	<b>3</b>	(M) Except for ER Operations, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected unit is not ESS TRU 1 or ESS TRU 2,</li> <li>b) All indications for the remaining TRUs operate normally, and</li> <li>c) Affected unit is deactivated.</li> </ol>	
	1) TRU Fan (amber TRU box icon)	<b>C</b>	<b>4</b>	<b>3</b>	(M) One fan may be failed provided: <ol style="list-style-type: none"> <li>a) All other associated parameters are normal,</li> <li>b) Reason for the amber indication is verified to be TRU fan failure, and</li> <li>c) All four TRUs are powering the busses.</li> </ol>	
	2) TRU Volts (V) Indication	<b>C</b>	<b>4</b>	<b>3</b>	One TRU VOLTS indication may be inoperative provided the affected TRU Load (A) indication is operative.	
	3) TRU Load (A) Indication	<b>C</b>	<b>4</b>	<b>3</b>	One TRU Load indication may be inoperative provided the affected TRU volts (V) indications is operative.	
<b>20-02</b>	RAT Auto-deployment	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided the RAT manual deployment is verified operative.	
<b>20-03</b>	RAT Gen Heater				Deleted, Revision 15.	

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**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-01</b>	Engine Generator System	<b>C</b>	<b>4</b>	<b>3</b>	(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>B</b>	<b>4</b>	<b>2</b>	(M) Except for ER operations, one generator per engine may be inoperative provided: a) Associated Generator switches are selected to OFF, and b) APU generator is operated continuously throughout the flight.  NOTE: Limitations surrounding APU operations must be observed.	
<b>21-02</b>	GEN 1 FAIL/OFF Switch light (light function only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>21-03</b>	GEN 2 FAIL/OFF Switch light (light function only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>21-04</b>	GEN 3 FAIL/OFF Switch light (light function only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>21-05</b>	GEN 4 FAIL/OFF Switch light (light function only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>22-01</b>	APU Generator System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative.  NOTE 1: APU can be used as a pneumatic source.  NOTE 2: Mission planning should ensure availability of external air cart and / or external electrical cart.	

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**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
22-02	APU GEN FAIL/OFF Switch light (light function only)	C	2	0		
22-03	RAT GEN FAIL/OFF Switch light (light function only)	C	2	0		
30-01	Electrical System Fault – 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.	
	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.	
(Continued)						



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**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-01</b>	Battery Temperature Control System (Cont'd)					
	2) Battery Heater (Cont'd)					
***	a) Avionics Battery Heater (Cont'd)					
	ii) Aircraft incorporating enhanced TRU Bay cooling -  [(GX aircraft s/n 9165 & sub; and GX aircraft pre-9165 which incorporate S/B 700-24-053) and (Global 5000 aircraft s/n 9165 & sub; and Global 5000 aircraft pre-s/n 9165; which incorporate SB 700-1A11-24-002)]	<b>B</b>	<b>1</b>	<b>0</b>	(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.	
***	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)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided the APU battery charger is operative.	
<b>31-02</b>	DC Power Center (DCPC) - Ground Cooling Fan (CAIMS message)	<b>C</b>	<b>1</b>	<b>0</b>	(Item re-located. See Item 21-54-93.)	

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**TABLE KEY**

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-03</b>	Electrical Management System - Control Display Unit (EMS CDU)					
	1) DIM/BRT Control	<b>C</b>	<b>2</b>	<b>1</b>	Dimming may be inoperative on one provided display intensity is adequate.	
	2) EMS Maint Mode	<b>D</b>	<b>1</b>	<b>0</b>	(M) Both may be inoperative provided alternate maintenance procedures are established and used.	
<b>41-01</b>	AC External Power System	<b>C</b>	<b>1</b>	<b>0</b>		
<b>41-02</b>	EXT AC ON Switch Light (light function only)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>41-03</b>	Aft External Services Panel					
	1) All panel functions and indications (excepting APU SHUT-OFF)	<b>C</b>	<b>-</b>	<b>0</b>	(M) Any or all may be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided routine procedures do not require its use.	
	2) APU SHUT-OFF (Emergency) Switch	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided the APU is monitored from the cockpit during operation.	
<b>42-01</b>	EXT DC ON Switch Light (light function only)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>42-02</b>	DC External Power System	<b>C</b>	<b>1</b>	<b>0</b>		

AIRCRAFT: BD-700-1A10/1A11	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-01</b>	Pilot Seat Adjustment	<b>C</b>	<b>2</b>	<b>0</b>	(M) Vertical adjustments may be inoperative provided the seat is secured in a position that meets individual pilot requirements.	
<b>10-02</b>	Chart Holder	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative.	
<b>10-03</b>	Sun Visor	<b>C</b>	<b>2</b>	<b>0</b>	Except where required for Head-Up Guidance System viewing, one or both may be inoperative.	
<b>11-01</b>	Observer Seat (Including associated equipment)	<b>A</b>	-	-	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 2 flight-days.	
		<b>A</b>	-	-	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 2 flight-days.	
		<b>A</b>	-	-	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 2 flight-days.	
(Continued)						

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-01</b>	Observer Seat (Including associated equipment) (Cont'd)				<p>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.</p> <p>NOTE 2: Pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p>	
	1) Observer Seat Not Required by 14 CFR (including associated equipment)	<b>D</b>	-	<b>0</b>	NOTE: Pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
<b>20-01</b> ***	Mid-Cabin Door Indication System (INT CABIN DOOR Caution Message)	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided that prior to each take-off and landing, the door is verified open.	

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**TABLE KEY**

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-01</b> ***	Passenger Seat	<b>D</b>	-	-	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main aircraft aisle, and</li> <li>c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY".</li> </ol> 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	<b>D</b>	-	-	(M) May be inoperative provided the seat is secured in the up-right position.	
	2) Underseat Baggage Restraining Bar	<b>C</b>	-	-	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Baggage is not stowed under seat with inoperative restraining bar,</li> <li>b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and</li> <li>c) Procedures are established to alert cabin crew of inoperative restraining bar.</li> </ol>	
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-01</b> ***	Passenger Seat (Cont'd)					
	3) Armrest					
	a) Armrest with Recline Mechanism	<b>D</b>	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.	
	b) Armrest without Recline Mechanism	<b>D</b>	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
	4) Seat Belt Air Bag Restraint System	<b>D</b>	-	-	May be inoperative or disconnected provided seat belt operates normally.	

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>22-01</b> ***	Flight Attendant Seat Assembly	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Flight Attendant is not required by 14 CFR,</li> <li>b) Affected seat is not occupied, and</li> <li>c) Folding type seat stows automatically or is secured in the retracted position.</li> </ol> <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>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.</p>	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-01</b>	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets	<b>C</b>	-	-	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Procedures are established to secure the affected bin, compartment or closet in the closed position,</li> <li>b) Affected bin, compartment or closet is prominently placarded DO NOT USE,</li> <li>c) Any emergency equipment located in affected compartment is considered inoperative, and</li> <li>d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed.</li> </ol>	
		<b>C</b>	-	-	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) For non-retractable doors, affected door is removed,</li> <li>b) For retractable doors, affected door is removed or secured in the retracted (fully open) position,</li> <li>c) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed,</li> <li>d) Affected bin, compartment or closet is prominently placarded DO NOT USE,</li> <li>e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments or closets, and</li> <li>f) Passengers are briefed that affected bin, compartment or closet is not used.</li> </ol>	
					NOTE: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.	

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**TABLE KEY**

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-01</b>	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)					
	1) Storage Compartment Key Lock	<b>D</b>	-	<b>0</b>	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
<b>50-01</b>	Cargo Restraint System	<b>A</b>	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	
		<b>C</b>	-	-	May be inoperative provided cargo compartment remains empty.	
<b>61-01</b> ***	Life Preserver and Survival Equipment	<b>D</b>	-	-	As required by 14 CFR.	
<b>61-02</b>	Emergency Locator Transmitter (ELT)					
***	Survival Type ELT	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
***	Fixed ELT	<b>A</b>	-	<b>0</b>	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
(Continued)						

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-02</b>	Emergency Locator Transmitter (ELT) (Cont'd)					
		<b>A</b>	-	<b>0</b>	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
		<b>D</b>	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be missing.	
***	Remote ELT Switch	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	
***	ELT Indicator Light	<b>D</b>	-	<b>0</b>		
***	ELT Aural alarm	<b>D</b>	-	<b>0</b>		
<b>61-03</b>	First Aid Kit	<b>D</b>	-	-	(O) 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.	
<b>61-04</b> ***	Emergency Vision Assurance System (EVAS) (installed via STC only)	<b>D</b>	-	<b>0</b>	May be inoperative or missing.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>64-01</b>	Flashlight/Flashlight Holder					
	1) Flashlight	<b>C</b>	-	<b>0</b>	May be inoperative or missing provided the associated area has a flashlight of equivalent characteristics readily available.	
	2) Holder	<b>C</b>	-	<b>0</b>	(O) May be inoperative or missing provided alternate stowage provisions are provided.	
<b>70-01</b>	1) Passenger Convenience Items				Deleted, Revision 8.	
	2) Non-Essential Equipment & Furnishings (NEF)	-	-	<b>0</b>	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's manual.  (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.  NOTE: Exterior lavatory door ashtrays are not considered NEF items.	
<b>70-02</b> ***	Office in the Sky	<b>D</b>	-	<b>0</b>		
<b>70-03</b>	Galley waste Receptacle Access Door/Cover	<b>C</b>	-	-	(M) May be inoperative provided the container is empty and the access is secured to prevent waste introduction into the compartment.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>70-04</b>	Exterior Lavatory Entry Door Ashtray					
	1) Airplanes with more than one exterior lavatory door ashtray	<b>A</b>	-	-	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.	
	2) Airplanes with only one exterior lavatory door ashtray	<b>A</b>	<b>1</b>	<b>0</b>	May be operated for a period of 10 days with the lavatory door ashtray missing or inoperative.	
<b>71-01</b>	Baggage Compartment Liner	<b>C</b>	-	-	Liner panels may be missing or damaged provided baggage is not carried in the associated compartment.  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.	
<b>72-01</b>	Avionics Rack – Fwd & Aft Decompression Panel – Louver (Global 5000 & GL5500) (Applicable to: BA STC SA05-60, or STC SA12-16)	<b>C</b>	<b>12</b>	<b>8</b>	(M) A maximum of two louvers from each of the forward and Aft panels may be damaged or missing provided: a) Affected louvers are removed and stowed, b) Spaces created by missing louvers are closed out preventing any gaps, and c) Remaining louvers are confirmed free moving, and in the CLOSED position for dispatch.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>75-01</b> ***	Crew Rest Facility	<b>D</b>	-	<b>0</b>	May be inoperative provided regulations do not require its use.	
		<b>D</b>	-	<b>0</b>	May be inoperative and seat occupied provided: a) Regulations or procedures do not require its use as rest facility, and b) Seat is in full upright position.  NOTE: Seat may be occupied by crew or passenger.	
		<b>C</b>	-	<b>0</b>	May be inoperative in berth position provided it is not occupied during taxi, takeoff, and landing.  NOTE: Any function that operates normally may be used.	
	1) Bunk Main Entry Door or Curtain	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Crew rest area is not used, and b) Bunk entry door or curtain is secured and placarded "INOPERATIVE DO NOT ENTER".  NOTE: These provisions are not intended to prohibit crew rest Area inspections by crewmembers.	
		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided door is removed and securely stowed inside the crew rest area or removed from the aircraft.	

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4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>75-01</b> ***	Crew Rest Facility (Cont'd)  2) Bunk Restraint System	<b>C</b>	-	-	(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.	
<b>75-02</b> ***	Lavatory Waste Receptacle	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided: a) Lavatory waste receptacle is empty, and b) Lavatory waste receptacle is secured closed, and placarded DO NOT USE.	     

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>12-01</b>	APU Fire Detection System	<b>C</b>	<b>2</b>	<b>1</b>	One detection loop may be inoperative, provided the fire test is performed before each flight.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both detection loops may be inoperative provided the APU is considered inoperative.	
<b>12-02</b>	APU Fire Extinguishing System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided the APU is considered inoperative.	
<b>14-01</b> ***	Flight Crew Rest (FCR) Area Smoke Detection System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) FCR area is empty,</li> <li>b) FCR area door or curtain is secured and placarded, "INOPERATIVE - DO NOT ENTER", and</li> <li>c) FCR area is not used for any purpose.</li> </ol> NOTE: These provisions are not intended to prohibit FCR inspections by crewmembers.	
<b>15-01</b> ***	Baggage Compartment Smoke Detector	<b>C</b>	-	<b>1</b>	(M) May be inoperative provided remaining detector is verified operative prior to each flight.	
		<b>C</b>	-	<b>0</b>	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cabin to baggage compartment door remains secured OPEN, and</li> <li>b) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> </ol> NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits,	

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**TABLE KEY**

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>16-01</b> ***	Lavatory Smoke Detection System	<b>C</b>	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: <ol style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Lavatory door is secured CLOSED and placarded, "INOPERATIVE DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ol> 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.	
<b>16-02</b> ***	Cabin Closet Smoke Detection System	<b>C</b>	-	-	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Closet is empty, and</li> <li>b) Cabin closet door is secured CLOSED and placarded, "DO NOT USE".</li> </ol>	
<b>21-01</b>	Engine Fire Detection System	<b>A</b>	<b>4</b>	<b>2</b>	One loop per engine may be inoperative for 1 flight-day provided the Fire Test is performed before each flight.	
		<b>C</b>	<b>4</b>	<b>2</b>	One loop per engine may be inoperative provided: <ol style="list-style-type: none"> <li>a) Fire Test is performed before each flight, and</li> <li>b) Operations are conducted not more than 120 minutes from a suitable airport.</li> </ol>	

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>23-01</b>	Portable Fire Extinguisher	<b>D</b>	-	-	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.	
<b>26-01</b> ***	Lavatory Fire Extinguishing System	<b>C</b>	-	<b>0</b>	For each lavatory, the fire extinguisher system may be inoperative provided lavatory smoke detection system is operative.	
		<b>C</b>	-	-	(M)(O) May be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is secured 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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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Aileron Control Surface Position Indication	C	2	0	(O) One or 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 Adjustment	C	2	0	(M) One or both 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 Indication	C	2	0	(O) One or 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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**TABLE KEY**

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

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
<b>42-01</b>	Horizontal Stabilizer Trim Actuator (RVDT Channel)	<b>C</b>	<b>4</b>	<b>3</b>	One RVDT channel may be inoperative provided all flight control modules are operative.	
		<b>C</b>	<b>4</b>	<b>3</b>	(M) One RVDT channel may be inoperative in combination with a flight control module provided it is associated with the same flight control unit.	
<b>51-01</b>	Slat/Flap Control Unit (SFCU)  1) Slat Channel Relief limited to p/n GT415-5900-13 & subs)	<b>B</b>	<b>2</b>	<b>1</b>	(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 HALFSPD" on EICAS.	

(Continued)

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**TABLE KEY**

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

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-01</b>	Slat/Flap Control Unit (SFCU)					
	2) Flap Channel (Relief limited to p/n GT415-5900-13 & subs)	<b>B</b>	<b>2</b>	<b>1</b>	(M)(O) One flap channel may be inoperative provided: <ol style="list-style-type: none"> <li>a) Both Slat channels are operative, and</li> <li>b) Aircraft is operated in accordance with AFM Supplement for SLATS HALFSPEED OR FLAPS HALFSPEED.</li> </ol> NOTE: Flap system will operate at half speed and will be shown as an advisory message: "FLAPS HALFSPD" on EICAS.	
<b>61-01</b>	MFS Surface Proximity Switch Sensor (PSS)	<b>C</b>	<b>8</b>	<b>6</b>	(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.	
<b>61-02</b>	Flight Control Module (FCM) Channel	<b>C</b>	<b>4</b>	<b>3</b>	(M)(O) One channel may be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected MFS pair and ground spoilers are verified retracted before each take off,</li> <li>b) Remaining MFS and ground spoilers are verified operative prior to each flight,</li> <li>c) Airplane is operated at or below FL 410,</li> <li>d) Both packs are operated in AUTO mode, and</li> <li>e) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE.</li> </ol>	

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**TABLE KEY**

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

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Multi-Function Spoiler (MFS)	C	8	6	(M)(O) One surface or one symmetrical pair may be inoperative provided: 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 FL 410, 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.	
62-02	Roll Control Input Module (RCIM) (RVDT Channel)	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 (RVDT)	C	4	3	One RVDT may be inoperative provided all multi-function spoilers are operative in proportional lift-dump mode.	
62-04	Throttle Lever RVDT (Ground Spoiler Control)	C	4	3	One throttle lever RVDT may be inoperative.	

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**TABLE KEY**

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

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
<b>63-01</b>	Ground Spoilers (Inboard or Outboard)	<b>C</b>	<b>4</b>	<b>2</b>	(M)(O) One symmetrical pair of ground spoilers may be inoperative provided: <ol style="list-style-type: none"> <li>a) All remaining MFS and remaining GND spoiler pair surfaces are operative in the GLD modes,</li> <li>b) Both surfaces of the inoperative pair are verified fully retracted prior to each flight,</li> <li>c) Autobrakes are considered inoperative, and</li> <li>d) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE.</li> </ol>	
<b>63-02</b>	Ground Spoiler Position Indication on EICAS	<b>C</b>	<b>4</b>	<b>2</b>	(M)(O) Indication for one or for one symmetrical pair may be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected ground spoiler actuator connections are inspected prior to each flight,</li> <li>b) Affected ground spoiler pair is considered inoperative, and</li> <li>c) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE.</li> </ol>	

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**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-01</b>	Refuel/Defuel Adaptor Cap					
	1) (GX only)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative (missing) provided: a) Refuel/Defuel adaptor is visually checked for contamination prior to each refueling, b) No leakage can be detected after refueling is complete, and c) Aft tank is defueled and remains empty.	
	2) (Global 5000)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative (missing) provided: a) Refuel/Defuel adaptor is visually checked for contamination prior to each refueling, and b) No leakage can be detected after refueling is complete.	
<b>21-02</b>	Fwd AC Pump (Boost Pump)	<b>C</b>	<b>2</b>	<b>1</b>	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.	
		<b>C</b>	<b>2</b>	<b>0</b>	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.	
(Continued)						

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**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
21-02	Fwd AC Pump (Boost Pump) (Cont'd)	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.	
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 Pump (GX only)	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.	
	(Global 5000)	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.	

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**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
21-06	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.	
22-01	Center Transfer Pump	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.	

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**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>22-03</b>	Aft Tank Transfer Pump (GX only)	<b>C</b>	<b>2</b>	<b>1</b>	(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.	
		<b>C</b>	<b>2</b>	<b>0</b>	(M) Both may be inoperative provided the Aft Fuel Tank is empty.	
		<b>C</b>	<b>2</b>	<b>0</b>	(M) Both may be inoperative provided: a) Remaining fuel in Aft tank is considered as unusable fuel, and b) AFM table from "AFT XFER FAIL" for Aft tank unusable fuel is used to determine fuel quantity for landing.	

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**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>22-04</b>	Aft Tank Transfer SOV (GX only)	<b>C</b>	<b>2</b>	<b>1</b>	(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.	
		<b>C</b>	<b>2</b>	<b>0</b>	(M) Both may be inoperative provided the Aft Fuel Tank is empty.	
		<b>C</b>	<b>2</b>	<b>0</b>	(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.	
<b>22-05</b>	Aft Tank Transfer System (GX only)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Aft transfer SOVs are verified in the CLOSED position, and b) AFT fuel tank is empty.	
		<b>C</b>	<b>1</b>	<b>0</b>	(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.	

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**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>23-01</b>	Manifold Refuel/Defuel Control Valve	<b>C</b>	<b>3</b>	<b>0</b>	(M) All may be inoperative CLOSED provided alternate refueling procedures are established and used.	
<b>23-02</b>	Aft Refuel/Defuel SOV (GX ONLY)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided the SOV is deactivated CLOSED.	
<b>23-03</b>	Defuel SOV	<b>C</b>	<b>2</b>	<b>0</b>	(M) Both may be inoperative deactivated CLOSED.	
<b>23-04</b>	Single Point Pressure Refueling System	<b>C</b>	<b>1</b>	<b>0</b>	Both automatic and manual modes may be inoperative provided aircraft can be gravity refueled.	
	1) Automatic Mode	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Manual Mode is operative.	
	2) Manual Mode	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Automatic Mode is operative.	
<b>23-05</b> ***	Forward Tank Refuel SOV (GX only)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided the SOV is CLOSED.	
<b>23-06</b>	External Refuel/Defuel Panel	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) Any or all functions may be inoperative provided alternate means are available to perform required operations (ie: Flight Compartment Refuel/Defuel Panel or gravity refueling)  NOTE: For inoperative panel indications, refer to MMEL Item 28-41-05, Refuel/Defuel Panel Indications, herein).	

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**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>23-07</b> ***	Flight Compartment Refuel/Defuel Panel	<b>D</b>	<b>1</b>	<b>0</b>	(M)(O) Any all functions may be inoperative provided alternate means are available to perform required operations (i.e., External Refuel/Defuel Panel or gravity refueling).  NOTE: For inoperative panel indications, refer to MMEL Item 28-41-05, Refuel/Defuel Panel Indications, herein.	
<b>24-01</b>	Fuel Recirculation System (Including system' PBA indications & EICAS messages)	<b>C</b>	<b>2</b>	<b>0</b>	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.	
<b>40-01</b>	L-R AUX PUMPS "OFF" Switch light (light function only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>40-02</b>	L-R PRI PUMPS "OFF" Switch light (light function only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>40-03</b>	XFEED SOV "OPEN" Switch light (light function only)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>40-04</b>	XFEED SOV "FAIL" Switch light (light function only)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>41-01</b>	Fuel Quantity Probe					
	1) Densitometer	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provide alternate fuel planning procedures are used.	
	2) Wing Tank Probe – Probe/Compensator	<b>C</b>	<b>30</b>	<b>22</b>	(M) One probe per fuel compartment may be inoperative.	

(Continued)

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**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-01</b>	Fuel Quantity Probe (Cont'd)					
	3) Center Tank Probe – Probe/Compensator	<b>C</b>	<b>4</b>	<b>2</b>		
	4) Reference Compensator	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provide alternate fuel planning procedures are used.	
	5) Aft Tank Probe/Compensator (GX only)	<b>C</b>	<b>2</b>	<b>1</b>		
	6) Forward Tank Probe/Compensator (GX only)	<b>C</b>	<b>2</b>	<b>1</b>		
		<b>C</b>	<b>2</b>	<b>0</b>	(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.	
<b>41-03</b>	EICAS Aft Fuel Tank and Total Fuel Quantity Readout (GX only)	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) One or both may be inoperative provided: a) Aft tank remains empty, and b) An in-flight log of fuel in all tanks is maintained.	
<b>41-05</b>	Fuel System Indications on External Refuel/Defuel Control Panel					
	1) Fuel Quantity Field	<b>C</b>	<b>5</b>	<b>0</b>	(M) Any or all may be inoperative provided alternate procedures are used to verify fuel quantity.	
	2) PRESEL Field	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided that refuel AUTO mode is considered inoperative.	

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**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-06</b>	Float Valve – Gravity Refuel - CTR TANK - (Global 5000)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Single point pressure refueling is operative and used, in either AUTO or MANUAL modes, and</li> <li>b) Center Refuel/Defuel control valve is operative.</li> </ol>	

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**TABLE KEY**

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

**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Heat Exchanger Bypass Valve	C	3	2	One may be inoperative.	
11-01	HYDRAULIC Switch "AUTO" Function (ACMP)	C	3	0	Any or all may be inoperative provided associated switch is manually selected ON before take-off and landing.	
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 Light (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 Readout	C	3	0	(O) Any or all may be inoperative provided the associated pressure switches are operative.	

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**TABLE KEY**

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

**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-02</b>	Hydraulic Pump Low Pressure Switch	<b>C</b>	<b>6</b>	<b>3</b>	(M) Up to three 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.	
<b>31-03</b>	EICAS Hydraulic Reservoir Quantity Readout (Systems 1, 2, and 3)	<b>C</b>	<b>3</b>	<b>0</b>	(M) Any or all may be inoperative provided quantity in associated reservoir(s) is checked on reservoir quantity gauges prior to each flight.	
<b>31-04</b>	Hydraulic Reservoir Quantity Gauge (Systems 1, 2, and 3)	<b>C</b>	<b>3</b>	<b>0</b>	Any or all may be inoperative provided reservoir levels are verified on the EICAS Synoptic Page prior to each flight.	

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**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-01</b>	Wing Anti-Ice System	<b>C</b>	<b>1</b>	<b>0</b>	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	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) MAN mode (ON) is verified operative, and b) Both ice detection systems are operative.	
<b>11-02</b>	Wing Anti-Ice Shut Off Valve (WAIV)	<b>C</b>	<b>2</b>	<b>0</b>	(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.	
<b>11-03</b>	WING XBLEED Valve (CBW)	<b>C</b>	<b>1</b>	<b>0</b>	(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.	
<b>11-04</b>	Wing Anti-Ice Temperature Sensor (WAITS)					
	(Applicable to s/n 9002 to 9175 not incorporating SB#700-27-048 or SB#700-1A11-27-011)	<b>C</b>	<b>8</b>	<b>4</b>	(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.	
(Continued)						

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**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-04</b>	Wing Anti-Ice Temperature Sensor (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)	<b>C</b>	<b>8</b>	-	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.	
<b>11-05</b>	WING XBLEED Switch					
	1) AUTO (mode unavailable)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Wing anti-ice selector switch is operative, b) Wing anti-ice system is verified operative, and c) Switch selections FROM L and FROM R are verified operative.	
	2) FROM L (manual)	<b>C</b>	<b>1</b>	<b>0</b>	(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)	<b>C</b>	<b>1</b>	<b>0</b>	(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.	

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**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-01</b>	Cowl Anti-Ice System AUTO Mode (LH and RH)	<b>C</b>	<b>2</b>	<b>0</b>	(M) One or both may be inoperative provided: a) Associated manual mode is operative, and b) Both ice detection systems are operative.	
<b>21-02</b>	Cowl Anti-Ice Valve					
	1) (Relief applicable to Cowl AI valve p/n 510-0020-2 and 510-0020-3 only)	<b>B</b>	<b>2</b>	<b>1</b>	(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.	
		<b>B</b>	<b>2</b>	<b>1</b>	(M) 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.	
	2) (Relief applicable to Cowl AI valve p/n 510-0020-4 & sub.)	<b>B</b>	<b>2</b>	<b>1</b>	(M) 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.	

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**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-01</b>	Probe Heater					
	1) Pitot/Static Probe	<b>B</b>	<b>4</b>	<b>3</b>	(M) Except where en route operations require its use, including RVSM, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) ADC 1 and Standby system probes heating is operative,</li> <li>b) Associated ADC is deselected via the reversion switching system,</li> <li>c) TAT probes of the unaffected ADCs are operative,</li> <li>d) Operations are not conducted in visible moisture in any form,</li> <li>e) Operations are not conducted in known or forecast icing conditions, and</li> <li>f) Both ice detection systems are operative.</li> </ol> <p>NOTE: Transponder and Flight Director/Autopilot must use the same ADC data for RVSM.</p>	
	2) TAT probe	<b>B</b>	<b>3</b>	<b>2</b>	(M) Except where en route operations, including RVSM, require its use, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) Operations are not conducted in visible moisture where TAT is 10 °C or lower,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Both Ice Detection systems are operative, and</li> <li>d) Operations are conducted in day VMC conditions only.</li> </ol>	

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**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-01</b>	Yaw Damper Heater (except Global Vision)	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Yaw Damper with the inoperative heater is selected ON, and</li> <li>b) Both Yaw Dampers are verified operative before dispatch.</li> </ul>	
		<b>C</b>	<b>2</b>	<b>0</b>	(O) Both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Operations are conducted at or below FL 410, and</li> <li>b) Both Yaw Dampers are verified operative before dispatch.</li> </ul>	
<b>31-02</b>	Probe Heater monitor Channel (HBMU)	<b>B</b>	<b>2</b>	<b>0</b>	(M) Except for ER Operations and Polar Ops, one or both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both Ice Detection systems are operative,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Operations are conducted under day VMC only,</li> <li>d) Yaw Damper heat associated with the inoperative channel is considered inoperative,</li> <li>e) En route operations do not require its use, and</li> <li>f) Flights are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.</li> </ul> <p>NOTE 1: The associated BTMS indications (both inboard and outboard) will be inoperative.</p> <p>NOTE 2: Proviso d) above, is not applicable to Global Vision.</p>	

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**TABLE KEY**

1. REPAIR CATEGORY
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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>40-02</b> ***	Enhanced Vision System - Ice Protection					
	1) EVS Fairing & IR Window heat - DE-ICE/ANTI-ICE Function	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided: a) EVS system is not used if the image is affected, and b) If dispatching into, or encountering icing conditions, the EVS imaging control must be selected and remain OFF.	     
		<b>D</b>	<b>2</b>	<b>0</b>	(M) 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.	 
	2) IR Window - DE-MIST Function	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided the system is not used if the image is affected.	   
		<b>C</b>	<b>1</b>	<b>0</b>	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.	 
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided EVS IR Window heat is considered inoperative.	 
(Continued)						

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**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>40-02</b> ***	Enhanced Vision System - Ice Protection (Cont'd)					
	3) EVS Fairing Temperature Sensor	<b>D</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided EVS fairing heat is considered inoperative.	
	4) IR Window Temperature Sensor	<b>D</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided EVS fairing heat is considered inoperative.	
<b>41-01</b>	Windshield and Side Window Anti-Ice Controller Channel	<b>C</b>	<b>4</b>	<b>3</b>	(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.	
		<b>C</b>	<b>4</b>	<b>2</b>	(O) Two may be inoperative provided: a) Pilot's side window heating is operative, and b) Both ice detection systems are operative. c) Operations are not conducted in known or forecast icing conditions.	
<b>70-01</b>	Drain Mast Heater	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided flight operations and overnight parking are not conducted in temperatures below freezing.	
(Continued)						

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**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>70-01</b>	Drain Mast Heater (Cont'd)	<b>B</b>	<b>2</b>	<b>0</b>	(M)(O) Both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Potable Water System is fully drained and secured OFF,</li> <li>b) Galley ice drawer is empty,</li> <li>c) Ground service external fill port is placarded "DO NOT FILL - DRAIN MAST HEATER INOPERATIVE",</li> <li>d) Procedures are established and used to ensure lavatory sinks and galley sink are not used, and</li> <li>e) Aircraft humidifier system (if installed), is considered inoperative (ref: Item 21-71-01).</li> </ul>	
		<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Potable Water System is fully drained and secured OFF,</li> <li>b) Affected ice drawer is empty (Global 6000),</li> <li>c) Ground service external fill port is placarded "DO NOT FILL - DRAIN MAST HEATER INOPERATIVE",</li> <li>d) Procedures are established and used to ensure associated lavatory and /or galley sinks are not used, and</li> <li>e) If Aft drain mast affected, aircraft humidifier system (if installed), is considered inoperative (ref: Item 21-71-01).</li> </ul>	

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**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
81-01	Ice Detection System	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 conditions.	

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**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Clock	C	2	1		
		C	2	0	As required by 14 CFR.	
31-01	Flight Data Recorder (FDR)					
	1) Part 91 Operation	A	-	0	May be inoperative provided repairs are made in accordance with 14 CFR.	
	2) Part 135 Operation	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cockpit Voice Recorder is operative,</li> <li>b) Aircraft is not dispatched from designated airport as listed in the operator's MEL unless:                             <ol style="list-style-type: none"> <li>1. FDR failure occurs after pushback but before takeoff, or</li> <li>2. FDR repair was attempted but was not successful.</li> </ol> </li> <li>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</li> <li>d) Repairs are made within 3 flight-days.</li> </ol>	
	a) FDR Recording Parameters required by Regulations	A	-	0	(O) Up to three (3) recording parameters may be inoperative provided: <ol style="list-style-type: none"> <li>a) Cockpit Voice Recorder is operative, and</li> <li>b) Repairs are made within 20 calendar-days.</li> </ol>	
	b) FDR Recording Parameters not required by Regulations	A	-	0	May be inoperative provided repairs are made before completion of the next heavy maintenance visit.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-02</b> ***	Quick Access Recorder	<b>D</b>	<b>1</b>	<b>0</b>		
<b>31-03</b>	Pilot Event Marker	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made before completion of the next heavy maintenance visit.	
<b>33-01</b>	Cockpit Printer (Flight Deck)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided routine procedures do not require its use.	
<b>41-01</b>	Integrated Avionics Computer (IAC) #3 (except Global Vision)	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: 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.  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.	
<b>41-02</b>	IAC Battery (Low Battery condition) (except for Global Vision)	<b>C</b>	<b>3</b>	<b>0</b>	(M)(O) Any or all batteries may indicate low/failed provided at least one FMS is loaded with mission parameters.  NOTE: Affected FMS will revert to default settings if respective battery fails. Unit can be re-programmed before flight.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>43-01</b>	Lamp Dimmer Power Supply (LDPS) (except Global Vision)	<b>C</b>	<b>3</b>	<b>2</b>		
<b>43-02</b>	Lamp Driver Unit (LDU) - Channels (Global Vision only)					
	1) Channel A (Lamp Test 1)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Channel B (Lamp Test 2) is operative.	
	2) Channel B (Lamp Test 2)	<b>C</b>	<b>1</b>	<b>0</b>	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.	
<b>61-01</b>	Display Unit					
	1) (except Global Vision)	<b>B</b>	<b>6</b>	<b>5</b>	(M) Except for ER operations, Display Unit #4 may be inoperative provided reversion switching system is verified operative.	
	2) (Global Vision only)	<b>C</b>	<b>4</b>	<b>3</b>	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).	

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**TABLE KEY**

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-02</b> ***	Electronic Checklist System					
	1) (except Global Vision)	<b>D</b>	<b>1</b>	<b>0</b>		
	2) Electronic Checklist Database (Global Vision only)	<b>C</b>	<b>4</b>	<b>2</b>	One or two may be inoperative.	
		<b>C</b>	<b>4</b>	<b>0</b>	May be inoperative provided at least two IFIS systems are operative.	
		<b>C</b>	<b>4</b>	<b>0</b>	May be inoperative provided alternate copies of checklists are available in the cockpit.	
<b>61-03</b>	Control Tuning Panel (CTP) (Global Vision only)					
	1) Display Control Push-button/ Knob (NAV – FMS; - /+; FULL-HALF/ MAP; IN-HPA/STD)	<b>C</b>	<b>14</b>	-	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	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Display brightness is acceptable to the affected crewmember, and</li> <li>b) Reversionary tuning is confirmed operative from the unaffected CTP.</li> </ul>	
(Continued)						

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**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-03</b>	Control Tuning Panel (CTP) (Global Vision only) (Cont'd)					
	3) TUNE/MENU Button	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Reversionary DU radio tuning is confirmed to be operative for both sides,</li> <li>b) DU menus are used for lost CTP MENU functions,</li> <li>c) Planned destination and alternate airports must have an approach available other than VOR,</li> <li>d) Planned operations must not require selection between MAG and TRUE, or vice versa,</li> <li>e) CAT II ILS approach is not planned at destination, and</li> <li>f) Operations and/or approach minimums do not require the following functions performed by the affected crewmember:                             <ul style="list-style-type: none"> <li>- Weather radar ON/OFF,</li> <li>- EVS ON/OFF,</li> <li>- MINIMUMS (MDA / DH) set,</li> <li>- MAG/TRUE heading selection,</li> <li>- BRG 1 &amp; 2 selection, and</li> <li>- CRS SEL adjustment.</li> </ul> </li> </ul>	
	4) IDENT Button	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) IDENT button on the unaffected CTP is confirmed operative, and</li> <li>b) Reversionary DU radio tuning is confirmed to be operative for both sides.</li> </ul>	
(Continued)						

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**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-03</b>	Control Tuning Panel (CTP) (Global Vision only) (Cont'd)					
	5) 1/2 Button	<b>C</b>	<b>2</b>	<b>1</b>	(O) One 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	<b>C</b>	<b>2</b>	<b>1</b>	(O) One 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 Key (LSK)	<b>C</b>	-	-	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.	
<b>61-04</b>	Multifunction Keyboard Panel (MKP)  (incl. alphanumeric keys and Quick Access Keys) (Global Vision only)	<b>C</b>	<b>2</b>	<b>1</b>	(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.	

(Continued)

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**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-04</b>	Multifunction Keyboard Panel (MKP) (Cont'd)					
	1) Quick Access Keys (QAKs)					
	a) FMS QAKs - ( D →, MSG, FMS, ROUTE, DEP/ARV, CNC, EXEC )	<b>C</b>	<b>14</b>	-	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.	
	b) CNS	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided CNS functionality is confirmed available on DUs thru both Cursor Control Panels.	
	c) CHART	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided CHART functionality is confirmed available on DUs thru both Cursor Control Panels.	
	d) ECL/SYS	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided functionality is confirmed available on DUs thru both Cursor Control Panels.	
	2) Arrow Key (Cursor Control)	<b>C</b>	<b>8</b>	<b>0</b>	Any or all may be inoperative provided both cursor control panel track-balls are confirmed operative.	
	3) ENTER key	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided associated Cursor Control Panel SELECT push-button is confirmed operative.	
	4) CAS key	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
	5) LCD readout	<b>C</b>	<b>2</b>	<b>1</b>	One entire MKP LCD display may be inoperative provided keystrokes are legible on MFW.	
a) LCD Display segment	<b>D</b>	-	-	Individual MKP display segments may be inoperative provided keystrokes are legible on MFW.		

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**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-05</b>	Cursor Control Panel (CCP) (Global Vision only)	<b>B</b>	<b>2</b>	<b>1</b>	(O) Any or all functions of one CCP may be inoperative provided: <ol style="list-style-type: none"> <li>a) Radio tuning capability is operative on both control tuning panels,</li> <li>b) DU display radio tuning is confirmed operative on both sides using MKP arrows and ENTER buttons,</li> <li>c) All Display Units are operative, and</li> <li>d) Operating procedures are not dependent on its use.</li> </ol> NOTE 1: 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.  NOTE 3: Inoperative PTT buttons are associated with MMEL Item 23-51-02, Boom mics.	
	1) SELECT Button	<b>C</b>	<b>4</b>	<b>2</b>	One SELECT button per CCP may be inoperative provided ENTER button is confirmed operative on both MKPs.	
	2) Double-Stack Knob (DSK)	<b>B</b>	<b>4</b>	<b>2</b>	Both may be inoperative on one CCP provided ENTER button is confirmed operative on respective MKP.	
		<b>C</b>	<b>2</b>	<b>1</b>	Any or all functions of one DSK knob may be inoperative provided all functions of associated MKP are operative.	
(Continued)						

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**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-05</b>	Cursor Control Panel (CCP) (Global Vision only) (Cont'd)					
	3) MENU Button	<b>C</b>	<b>2</b>	<b>0</b>	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	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative.	
	5) Display Select button (DSPL SEL)	<b>C</b>	<b>6</b>	<b>0</b>	Any or all may be inoperative provided arrow keys are operative on associated MKP.	
	6) Trackball	<b>B</b>	<b>2</b>	<b>1</b>	May be inoperative provided all arrow buttons on both MKPs are confirmed operative.	
	<b>61-06</b>	Reversion Switch Panel (RSP) (Global Vision only)				
1) DU Switch (Dimming function)		<b>C</b>	<b>4</b>	<b>3</b>	One may be inoperative provided display brightness is acceptable to the affected crewmember for the intended mission.	
2) DU Switch (OFF function)		<b>C</b>	<b>4</b>	<b>3</b>		
3) TUNE switch (VHF 2 121.5 function only)		<b>C</b>	<b>1</b>	<b>0</b>		

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**TABLE KEY**

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

**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Landing Gear Retraction System	A	1	0	(M) Aircraft may be dispatched for 1 flight-day, provided: <ol style="list-style-type: none"> <li>a) All gear doors (not attached to gear leg) close normally,</li> <li>b) Approved ground lock-pins are installed (flags removed) for flight,</li> <li>c) All weight-on-wheels sensors are operative,</li> <li>d) Both ice detector probes are operative,</li> <li>e) Both packs are operative,</li> <li>f) EGPWS (Terrain Modes) is considered inoperative,</li> <li>g) Aircraft is operated in accordance with AFM Supplement for Dispatch With Landing Gear Retraction System Inoperative, and</li> <li>h) If GEAR DISAGREE Caution is annunciated during flight, nose-wheel steering is to be selected OFF for landing.</li> </ol>	
31-01	Landing Gear Selector Handle - Anti-Retracton Mechanism	C	1	0	(M) May be inoperative in LOCKED position (down) provided downlock release mechanism is verified operative.	
32-01	Nose and Main Gear Door Uplock Sensor	C	3	0	Any or all may be inoperative provided the EICAS gear door indications are operative.	
43-01	Brake Accumulator on Hydraulic System #2	A	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Both thrust reversers are operative,</li> <li>b) Hydraulic electric pumps 3A, 3B &amp; 2B (ACMP) are operative,</li> <li>c) Autobrake is selected to OFF, and</li> <li>d) Repairs are made within 3 flight-days.</li> </ol>	

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**TABLE KEY**

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2. NO. INSTALLED
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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
43-02	EICAS Brake Pressure Readout	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 Sensor	C	4	-	One or more temperature sensors may be inoperative (dashed) provided operations are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.	
		C	4	3	(M) One temperature sensor may be out of tolerance provided: a) Affected sensor is electrically disconnected, and b) Operations are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.	

(Continued)

REVISION NO. 15

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**TABLE KEY**

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
<b>43-04</b>	Brake Temperature Monitoring System (BTMS) (Cont'd)  1) Brake Temperature Sensor (Cont'd)				NOTE: An out-of-tolerance sensor will continue to generate a valid EICAS BTMS indication, but vary widely when compared to the others when observed at ambient temperatures.	
<b>43-05</b>	Wheel Speed Transducer Coil	<b>C</b>	<b>8</b>	<b>7</b>	(M) One may be inoperative provided no other brake faults are indicated in the on-board maintenance system.	
<b>43-06</b>	Brake Accumulator Pressure Gauge	<b>C</b>	<b>2</b>	<b>0</b>	(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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**TABLE KEY**

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	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 flightcrew members eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.  NOTE: Individual button/switch lights and/or annunciators/indications are excluded from this relief.	
13-01	Cockpit Dome Light (Area Lights)	C	2	0		
21-01	Cabin Interior Light	C	-	-	May be inoperative provided: a) Cabin Emergency Lighting is operative for cabin crew to perform required duties, b) Sufficient lighting is operative for cabin crew to perform required duties, and c) Lighting configuration at dispatch is acceptable to the flightcrew.	
21-02	Entrance Area Lighting	D	-	0		
21-03	Stair Lighting System	D	-	0	May be inoperative provided alternate means are 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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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Nosewheel Compartment Light	D	1	0		
31-02	Avionics Compartment Light	D	6	0		
31-03	APU Compartment Light	D	1	0		
31-04	Aft Equipment Compartment Light	D	-	0		
31-05	Aft Service Area Light/ Engine Pylon Light	D	2	0		
31-06 ***	Main Gear Wheelwell Service Light	D	2	0		
40-01	Baggage Compartment Light	C	-	0	(O) May be inoperative providing adequate alternate lighting is available.	
		D	-	0	May be inoperative for daylight operations.	
41-01	Landing Light  1) Nose Gear	C	4	0	May be inoperative provided aircraft is not operated at night.	
		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.	
		C	2	1	One may be inoperative provided both nose gear mounted landing lights and the associated taxi light are operative.	
	2) Wing Landing Light	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**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-02</b>	Taxi/Recognition Light	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided the same-side wing and same-side nose gear mounted landing lights are operative.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided both wing and both nose gear mounted landing lights are operative.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided aircraft is not operated at night.	
<b>41-03</b> ***	Wing-Tip Taxi Light	<b>D</b>	<b>2</b>	<b>0</b>	One or both may be inoperative.	
<b>41-04</b> ***	Pulselite® Landing Lights System	<b>D</b>	<b>1</b>	<b>0</b>		
<b>42-01</b>	Navigation Lights – Wing Tip/Aft Position Light	<b>C</b>	<b>-</b>	<b>0</b>	Any or all may be inoperative provided aircraft is not operated at night.	
	1) Wing Tip Position Lights					
	a) Bulb	<b>C</b>	<b>4</b>	<b>2</b>	One bulb may be inoperative at each position.	
***	b) LED Assembly	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided aircraft is not operated at night.	
					NOTE: Any LED elements found failed shall consider entire assembly inoperative.	
	2) Aft Position Light					
	a) Bulb	<b>C</b>	<b>2</b>	<b>1</b>		
***	b) LED Assembly	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided aircraft is not operated at night.	
					NOTE: Any LED elements found failed shall consider entire assembly inoperative.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>43-01</b>	Anti-Collision Strobe Lights (Wing and Tail)				(Deleted Rev 15)	
		<b>C</b>	<b>3</b>	<b>0</b>	May be inoperative provided upper and lower fuselage anti-collision beacon lights are operative with the BEACON switch in the WHT position.	
<b>43-02</b>	Red/White Beacon Lights (Upper and lower fuselage)	<b>C</b>	<b>4</b>	<b>0</b>	Any or all be inoperative provided aircraft is not operated at night.	
	1) Red Beacon	<b>C</b>	<b>2</b>	<b>0</b>	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 Beacon	<b>C</b>	<b>2</b>	<b>0</b>	One or both white beacons may be inoperative provided all wing and tail anti-collision strobe lights are operative and selected ON prior to flight.	
<b>45-01</b>	Wing Inspection Light	<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided: a) Both Ice Detection Systems are operative, and b) Ground de-icing procedures do not require their use.	
<b>46-01</b> ***	Logo Light	<b>D</b>	<b>2</b>	<b>0</b>		

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>50-01</b>	Interior Emergency Lights					
	1) Individual Light	<b>C</b>	-	-	May be inoperative provided compliance to certification requirements has been satisfied with only the remaining lights.	
***	2) Crew Rest Facility - Bunk	<b>D</b>	-	-	(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.	
<b>50-02</b>	Floor Proximity Escape Path Lighting	<b>C</b>	-	-	Where required by 14 CFR, 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), or d) The Master Drawing List of the applicable STC.	
<b>51-01</b>	Exterior Emergency Light	<b>C</b>	<b>3</b>	<b>0</b>	Any or all may be inoperative provided aircraft is not operated at night.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-01</b>	Air Data Computer (ADC)	<b>B</b>	<b>3</b>	<b>2</b>	(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.	
<b>11-01</b>	Total Air Temperature System					
	1) TAT #2	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided ADC #2 is considered inoperative.	
	2) TAT #3	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided ADC #3 is considered inoperative.	
<b>14-01</b>	Altitude Alerting System	<b>A</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations, i.e., RVSM, do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days.	
		<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
	1) Aural Alert	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.	

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>14-01</b>	Altitude Alerting System (Cont'd)					
	2) Visual Alert	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
<b>21-01</b>	Standby Attitude Indicator (A/C s/n 9002 to 9158) (For aircraft 9159 & sub, see MMEL item 34-24-01, below)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided not required by 14 CFR.	
		<b>B</b>	<b>1</b>	<b>0</b>	(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.	
<b>22-01</b>	Non-stabilized Magnetic Compass (Standby Compass)	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided three IRS stabilized compass systems are operative.	
		<b>B</b>	<b>1</b>	<b>0</b>	(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.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>22-01</b>	Non-stabilized Magnetic Compass (Standby Compass) (Cont'd)	<b>C</b>	<b>1</b>	<b>0</b>	(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.	
<b>23-01</b>	Flight Director System					
	1) (except Global Vision)	<b>C</b>	<b>2</b>	<b>1</b>	Except for ER Operations, one flight director may be inoperative provided approach procedures are not dependent on its use.	
	a) Flight Director Mode	<b>C</b>	-	-	Except where enroute operations or approach minimums/procedures require their use, individual flight director modes may be inoperative provided one Altitude Alerting System is operative.	
					NOTE 1: Flight director altitude hold mode is required for RVSM Operations.	
					NOTE 2: Any flight director mode, which operates normally, may be used.	
	2) (Global Vision only)					
	a) FD Channel	<b>C</b>	<b>4</b>	<b>1</b>	Except for ER Operations, any combination of channels may be inoperative provided enroute and/or approach requirements are met.	
(Continued)						

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**TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>23-01</b>	Flight Director System (Cont'd)					
	2) (Global Vision only) (Cont'd)					
	b) Flight Director Mode	<b>C</b>	-	-	(O) Except where enroute operations or approach minimums/procedures require their use, individual flight director modes may be inoperative provided one Altitude Alerting System is operative.	
					NOTE 1: Flight director altitude hold mode is required for RVSM Operations.	
					NOTE 2: Any flight director mode, which operates normally, may be used.	
	i) EDM Button (Emergency Descent Mode)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided switch is placarded "INOP" on the flight control panel.	
<b>24-01</b>	Integrated Electronic Standby Instrument (IESI)					
	1) Attitude/Slip Skid Function	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for 2 flight-days provided: <ol style="list-style-type: none"> <li>a) Operations are conducted in day VMC,</li> <li>b) Operations are not conducted into known or forecast over-the-top conditions, and</li> <li>c) Each primary flight display is fed from independent IRSs.</li> </ol>	
	2) STD (Standard) Button	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>24-01</b>	Integrated Electronic Standby Instrument (IESI) (Cont'd)					
	3) + / - Button (brightness)	<b>B</b>	<b>2</b>	<b>0</b>	Dim/Bright controls may be inoperative provided the display intensity is adequate.	
	4) ILS/LOC/GS	<b>D</b>	-	<b>0</b>		
	5) Metric Altitude Display Selection (Global Vision only)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided routine procedures do not require its use.	
	6) Vertical Accelerometer (ISI FAULT Advisory) (Global Vision only)	<b>C</b>	<b>1</b>	<b>0</b>		
		<b>C</b>	<b>1</b>	<b>0</b>	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.	
<b>31-01</b>	VHF Navigation System (VOR/ILS #1)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>32-01</b> ***	Head-up Guidance System	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided approach minimums are not dependent on its use.	
					NOTE: EVS will be unavailable.	
	1) Optical Combiner Unit	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be removed for repair provided operations do not require system use.	
					(Continued)	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>32-01</b> ***	Head-up Guidance System (Cont'd)					
	2) Optical Coupler / Projector Unit	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be removed for repair provided: a) Operations do not require use of system, and b) System is appropriately de-activated and connectors blanked.	
<b>32-02</b> ***	Enhanced Vision System (incl. Infrared Sensor Unit)	<b>D</b>	<b>1</b>	<b>0</b>	(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	<b>D</b>	<b>1</b>	<b>0</b>	(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.	
		<b>D</b>	<b>1</b>	<b>0</b>	(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	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided the EVS is not used.	
(Continued)						

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>32-02</b> ***	Enhanced Vision System (incl. Infrared Sensor Unit) (Cont'd)  3) EVS Infrared Image  i) EVS image on FMS CDU (except Global Vision)  ii) EVS Image on Multi-Function Window (Global Vision only)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided the EVS is not used in lieu of natural vision below minimums and is only used for enhanced situational awareness.  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.	
<b>34-01</b> ***	Synthetic Vision System (SVS) (including Database) (Global Vision only)	<b>D</b>	<b>-</b>	<b>0</b>	NOTE: SVS is considered inoperative if either database is out of date.	
<b>41-01</b>	Weather Radar System	<b>C</b>	<b>1</b>	<b>0</b>	As required by regulations.  NOTE: (For Global Vision) For loss of supplemental WX info/ graphics overlays, see MMEL Item 46-20-01 – IFIS.	
<b>41-02</b>	Weather Radar Controller	<b>C</b>	<b>2</b>	<b>1</b>		

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>42-01</b>	GPWS/TAWS					
	1) GPWS/TAWS	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
	a) Terrain Avoidance (Modes 1 thru 4)	<b>A</b>	<b>4</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
	b) Test Mode	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) GPWS/TAWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
	c) Glideslope Deviation (Mode 5)	<b>B</b>	<b>2</b>	<b>0</b>		
	d) Advisory Callout (Mode 6)	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
	(ten or more passenger seats)	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
	(six to nine passenger seats)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Advisory callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

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**TABLE KEY**

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2. NO. INSTALLED
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>42-01</b>	GPWS/TAWS (Cont'd)					
	1) GPWS/TAWS (Cont'd)					
	e) Windshear Mode (Mode 7)	<b>B</b>	<b>1</b>	<b>0</b>	(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.	
	2) TERRAIN function – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	   
	a) (except Global Vision)	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided system is selected OFF.	
	b) (Global Vision only)	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) TERRAIN is selected OFF at the TAWS panel, and b) TERRAIN is de-selected at MAP OVRLY menu.	
	3) TERRAIN Display	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided TERRAIN is de-selected from MAP OVRLY menu.	
***	4) Runway Awareness & Advisory System (RAAS) (except Global Vision)	<b>C</b>	-	<b>0</b>		   

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>42-02</b> ***	Surface Management System (SMS) (Global Vision only)	<b>C</b>	-	<b>0</b>		
<b>43-01</b>	Traffic Collision and Avoidance System (TCAS II)	<b>B</b>	-	<b>0</b>	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		<b>C</b>	-	<b>0</b>	(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 Display	<b>C</b>	<b>2</b>	<b>1</b>	(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.	
	2) Resolution Advisory (RA) Display System	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on non-flying pilot side.	
		<b>C</b>	-	<b>0</b>	(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.	
(Continued)						

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>43-01</b>	Traffic Collision and Avoidance System (TCAS II) (Cont'd)					
	3) Traffic Alert Display System	<b>C</b>	-	<b>0</b>	(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 Function	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
***	5) "ABOVE/BELOW" Airspace Selection	<b>C</b>	-	<b>0</b>		
<b>44-01</b>	Radio Altimeter					
	1) (except Global Vision)	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Autothrottles are confirmed disengaged before selecting gear down for landing, and b) Approach minimums are not dependent on its use.	
		<b>A</b>	<b>2</b>	<b>0</b>	(M)(O) Both may be inoperative provided: a) EGPWS 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 2 flight-days.	

(Continued)

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>44-01</b>	Radio Altimeter (Cont'd)					
	2) (Global Vision only)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided autothrottles are confirmed disengaged before selecting gear down for landing.	   
		<b>A</b>	<b>2</b>	<b>0</b>	(O) Both may be inoperative provided: a) TAWS is considered inoperative, b) TCAS is considered inoperative, c) Landings are conducted in accordance with Non-Normal Procedures for RAD ALT 1-2 FAIL (Caution), and d) Repairs are made within 2 flight-days.	 
<b>45-01</b>	Inertial Reference System	<b>C</b>	<b>3</b>	<b>2</b>	(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.	
<b>45-02</b>	Lasertrak NDU (except Global Vision)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided two FMS are operative.	

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>45-03</b>	IRS Mode Select Switch (except Global Vision)	<b>C</b>	<b>3</b>	<b>2</b>	(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.	
<b>47-01</b> ***	Lightning Detection/Sensor System (LDS)/(LSS)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>50-01</b>	Integrated Nav Unit (INU) – Tray Mounted Cooling Fan (except Global Vision)	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided the remaining fan is verified to operate normally.	
<b>51-01</b>	Marker Beacon System	<b>C</b>	-	-	Any in excess of those required by 14 CFR, may be inoperative.	
<b>52-01</b>	Automatic Direction Finding System (ADF #1)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>53-01</b>	Distance Measuring Equipment System (DME)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>54-01</b>	ATC Transponder and Automatic Altitude Reporting System	<b>B</b>	<b>2</b>	<b>0</b>	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.  NOTE: This item is RVSM critical.	
		<b>D</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
***	1) Elementary/Enhanced Surveillance/ADS-B Squitter Transmission	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.	
<b>54-02</b>	Automatic Dependent Surveillance – Broadcast (ADS-B Out) System	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
***		<b>D</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	

(Continued)

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>54-02</b> ***	Automatic Dependent Surveillance – Broadcast (ADS-B Out) System (Cont'd)	<b>C</b>	-	<b>1</b>	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	 
***	1) ADS-B Out Extended Squitter Transmission	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	             
		<b>C</b>	-	<b>1</b>	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	 
<b>55-01</b>	Global Positioning System/Sensor  1) (except Global Vision)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided operations do not require its use.	

(Continued)

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>55-01</b>	Global Positioning System/Sensor					
	1) (except Global Vision) (Cont'd)	<b>A</b>	-	<b>0</b>	(O) Except where operations require its use, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Alternate procedures are established and used,</li> <li>b) EGPWS Terrain function is considered inoperative,</li> <li>c) ADS-B Out is considered inoperative, and</li> <li>d) Repairs are made within 2 flight-days.</li> </ol>	
	2) (Global Vision only)	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided operations do not require its use.	
		<b>A</b>	-	<b>0</b>	(O) Except where operations require its use, may be inoperative provided: <ol style="list-style-type: none"> <li>a) Alternate procedures are established and used,</li> <li>b) TAWS Terrain/Obstacle Awareness function is considered inoperative,</li> <li>c) Synthetic Vision System is considered inoperative,</li> <li>d) ADS-B Out is considered inoperative, and</li> <li>e) Repairs are made within 2 flight-days.</li> </ol>	

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-01</b>	Flight Management System (FMS)	<b>C</b>	-	<b>1</b>	(O) Except where operations require its use, all but one may be inoperative provided alternate procedures are established and used.  NOTE for Global Vision: Where dual system capability allows for TOLD and W&B automatic cross-comparison, in a single FMS dispatch case, these data are considered advisory level only and must be manually confirmed via reference to the AFM, before its use.	
	1) FMS Navigation Data Base	<b>A</b>	-	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Operations do not require its use,</li> <li>b) It is not used in a primary navigation system required by 14 CFR,</li> <li>c) Alternate procedures are developed and used,</li> <li>d) ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and</li> <li>e) Is repaired within 10 flight-days.</li> </ol> NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
<b>61-02</b>	Data Loader (except for Global Vision)	<b>C</b>	<b>1</b>	<b>0</b>		

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**TABLE KEY**

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

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
<b>12-01</b>	Flightcrew Oxygen Pressure					
	1) Gnd Service Panel Pressure Gauge	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided EICAS readout is operative and checked prior to each flight.	
	2) Bottle Pressure Gauge	<b>C</b>	<b>4</b>	<b>0</b>	(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>B</b>	<b>1</b>	<b>0</b>	(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. MSL.	
<b>12-02</b>	Oxygen Pressure Switch	<b>C</b>	<b>4</b>	<b>3</b>	(M) One may be inoperative provided pressure on all bottle pressure gauges is operative and checked prior to each flight.	
<b>12-03</b>	Overboard Discharge Indicator	<b>C</b>	<b>1</b>	<b>0</b>	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.	
<b>12-04</b> ***	Crew Oxygen – Cruise Mask (incl. Mask mics)	<b>C</b>	-	-	(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.	

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**TABLE KEY**

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

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-01</b>	Protective Breathing Equipment (PBE)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained.  NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
<b>21-01</b> ***	Passenger Oxygen System	<b>B</b>	<b>1</b>	<b>0</b>	(O) Except for ER Operations, may be inoperative provided: 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 percent 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)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided alternate procedures are established and used to verify system operation.	
(Continued)						

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**TABLE KEY**

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

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-01</b> ***	Passenger Oxygen System (Cont'd)	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided passengers are not carried.	
<b>21-02</b>	Passenger Oxygen System – Automatic Presentation System	<b>B</b>	<b>1</b>	<b>0</b>	Except for ER operations, may be inoperative provided: a) Manual deployment system (OVERRIDE) is operative, b) Flight remains at or below FL 300, and c) Minimum enroute altitude does not exceed 10,000 ft. MSL.	
<b>21-03</b>	Passenger Service Unit	<b>D</b>	<b>-</b>	<b>0</b>	(M)(O) Individual PSU may be inoperative with no flight altitude restriction provided: a) Affected seats, banks of seats and lavatories are blocked and placarded to prevent occupancy, and b) No more than two consecutive banks of seats have an inoperative PSU.	
<b>21-04</b> ***	Therapeutic Oxygen (First Aid) System	<b>D</b>	<b>1</b>	<b>0</b>		
<b>30-01</b>	Portable Oxygen Dispensing Unit	<b>D</b>	<b>-</b>	<b>-</b>		

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**TABLE KEY**

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

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Bleed Pressure Transducer (BPT)	C	2	0	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated air conditioning Pack Inlet Pressure Sensor (PIPS) is operative, and</li> <li>b) Associated IP Pressure Transducer (IPPT) is operative.</li> </ol>	
11-02	Fan Air Valve (FAV)	C	2	1	(M)(O) Except for ER Operations, one may be inoperative failed in OPEN position provided: <ol style="list-style-type: none"> <li>a) Associated air conditioning pack is selected OFF and considered inoperative,</li> <li>b) Opposite air conditioning pack is operative,</li> <li>c) Opposite bleed system is operative, and</li> <li>d) Cross bleed valve is verified operative.</li> </ol>	
11-03	HP Ground Connection	C	1	0	(M) May be inoperative failed in CLOSED position.	
12-01	Bleed Leak Detection Loop	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: <ol style="list-style-type: none"> <li>a) Power-up BIT test is performed on system prior to each dispatch into icing, and</li> <li>b) Cause of WING ANTI-ICE FAULT Advisory message is confirmed by maintenance.</li> </ol>	
		C	12	0	Both loops on each section may be inoperative provided: <ol style="list-style-type: none"> <li>a) Aircraft is not operated in known or forecast icing conditions, and</li> <li>b) Both ice detection systems are operative.</li> </ol>	

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**TABLE KEY**

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

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
<b>12-01</b>	Bleed Leak Detection Loop (Cont'd)					
	2) Trim Air Leak	<b>C</b>	<b>2</b>	<b>1</b>	Except for ER Operations, one loop may be inoperative.	
		<b>C</b>	<b>2</b>	<b>0</b>	(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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**TABLE KEY**

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

**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-01</b>	Potable Water System	<b>C</b>	-	-	(M) Individual components may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have leaks.</li> </ul> NOTE: Any portion of system which is operative may be used.	
		<b>C</b>	-	-	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) System is drained, and</li> <li>b) Procedures are established to ensure that system is not serviced.</li> </ul>	
<b>10-02</b>	Lavatory Waste System	<b>C</b>	-	-	(M) Individual component may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have leaks.</li> </ul> NOTE: Any portion of system which is operative may be used.	
		<b>C</b>	-	-	(M) Associated lavatory system(s) may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated components are deactivated or isolated to prevent leak, and</li> <li>b) Associated lavatory door(s) is secured closed and placarded inoperative.</li> </ul> NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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**TABLE KEY**

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

**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4	Change Bar
<b>45-01</b>	Centralized Maintenance System					
	1) Central Aircraft Information/ Maintenance System (CAIMS) (except Global Vision)	<b>C</b>	<b>1</b>	<b>0</b>		
***	a) Cockpit Printer - CAIMS Function	<b>D</b>	<b>1</b>	<b>0</b>	NOTE: Refer to ATA 23, Item 21-01 for Datalink (ACARS) printer function.	
	2) Onboard Maintenance System (OMS) (Global Vision only)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>45-02</b>	Portable Maintenance Access Terminal (PMAT) (except Global Vision)	<b>C</b>	<b>1</b>	<b>0</b>		

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**TABLE KEY**

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

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-01</b>	Electronic Flight Bag					
***	1) Class 3 EFB (except Global Vision)	<b>C</b>	-	-	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program or document, which is operative, may be used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
***	2) Data Connectivity (Class 2)	<b>C</b>	-	-	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program or document, which is operative, may be used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
***	3) Power Connection (Class 1& 2)	<b>C</b>	-	-	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program or document, which is operative, may be used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
***	4) Mounting Device (Class 2)	<b>C</b>	-	-	(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.	
(Continued)						

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**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-01</b>	Electronic Flight Bag (Cont'd)					
***	4) Mounting Device (Class 2) (Cont'd)					
		<b>D</b>	-	<b>0</b>	(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.	
<b>20-01</b>	Integrated Flight Information System (IFIS) (Global Vision only)	<b>C</b>	-	<b>0</b>	Any or all functions may be inoperative provided alternate source(s) of current 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.  NOTE 3: Absence of all IFIS will render SMS Target Runway Identification inoperative.	
	1) Document Reader Function Electronic AFM, QRH, etc.)	<b>C</b>	-	-	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.	
(Continued)						

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**TABLE KEY**

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

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-01</b>	Integrated Flight Information System (IFIS)(Global Vision only) (Cont'd)					
***	2) Database Applications (Electronic Charts, Supplemental Wx Info/Graphic Overlays (XM Weather, Universal Weather, etc.)	<b>C</b>	-	-	Any or all individual databases may be inoperative or out of currency provided: <ol style="list-style-type: none"> <li>a) Procedures do not require their use, and</li> <li>b) They are not used to define route of flight.</li> </ol> NOTE 1: Any current and operative functions may continue to be used. NOTE 2: Absence of all IFIS will render SMS Target Runway Identification inoperative. NOTE 3: Refer to MMEL 34-41-01 – Weather Radar System - for inoperative basic Wx radar. NOTE 4: IFIS database applications/subscriptions not used by individual operators should be listed in operator's NEF list.	
<b>30-01</b>	Information Management System (IMS) (Global Vision only)	<b>A</b>	-	<b>0</b>	(O) One or all functions may be inoperative provided: <ol style="list-style-type: none"> <li>a) Datalink printer operation is confirmed,</li> <li>b) IMS power remains de-activated, and</li> <li>c) Repairs are made in time to maintain database update requirements, or at next heavy maintenance visit, whichever comes first.</li> </ol> NOTE: Updating of FMS database and IFIS database items: flight plans; user checklists; etc, will not be available.	

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**TABLE KEY**

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

**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-01</b>	Auxiliary Power Unit (APU)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) Except for ER Operations and Polar Ops, may be inoperative provided the inlet door is secured CLOSED.  NOTE: Mission flight planning should ensure availability of alternate means for engine starting (ie: ground air cart).	
<b>14-01</b>	APU Air Intake Door linear actuator	<b>C</b>	<b>1</b>	<b>0</b>	(M) Except for ER Operations and Polar Ops, may be inoperative CLOSED provided: <ol style="list-style-type: none"> <li>a) APU intake door is secured CLOSED, and</li> <li>b) APU is considered inoperative.</li> </ol>	
		<b>A</b>	<b>1</b>	<b>0</b>	Aircraft may be dispatched for 1 flight-day, with APU inlet door partially - OPEN provided: <ol style="list-style-type: none"> <li>a) APU wind-milling RPM is monitored per AFM Non-Normal Procedure for APU DOOR FAIL Caution, and</li> <li>b) AFM performance corrections for APU ON are applied.</li> </ol>	
		<b>C</b>	<b>1</b>	<b>0</b>	(M) Except for ER Operations and Polar Ops, may be inoperative fully OPEN provided: <ol style="list-style-type: none"> <li>a) APU is operated continuously during flight, and</li> <li>b) AFM performance corrections for APU ON are applied.</li> </ol>	
<b>52-01</b>	APU Load Control Valve (LCV)	<b>C</b>	<b>1</b>	<b>0</b>	(M) Except for Polar Ops, may be inoperative provided it is secured CLOSED.  NOTE: The APU is still available as a source of electrical power, if required.	

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**TABLE KEY**

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

**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-01</b>	APU Subsystem				Any or all may be inoperative as indicated by "APU FAULT" advisory message on ground provided the APU is operative (start and shutdown normally).	
	1) EGT Thermocouple	<b>C</b>	<b>2</b>	<b>1</b>		
	2) Speed Sensor	<b>C</b>	<b>2</b>	<b>1</b>		
	3) Fuel Filter	<b>C</b>	<b>1</b>	<b>0</b>		
	4) Oil Filter	<b>C</b>	<b>1</b>	<b>0</b>	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	<b>C</b>	<b>1</b>	<b>0</b>		
	6) Hour Meter	<b>C</b>	<b>1</b>	<b>0</b>		
	7) Start Counter	<b>C</b>	<b>1</b>	<b>0</b>		
	8) Sump Oil Heater	<b>C</b>	<b>1</b>	<b>0</b>	Except for Polar Ops, may be inoperative provided a minimum of three engine generators are operative.	
	9) Dual Ignition Box Channel	<b>C</b>	<b>2</b>	<b>1</b>	One channel may be inoperative.  NOTE: With one channel inoperative, delayed APU light-off may be observed.	
<b>90-01</b>	APU Oil Quantity Indication System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided oil quantity is visually verified before each departure.	

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**TABLE KEY**

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

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-01</b>	Passenger Door Power Assist System	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Door is verified manually operative (open-able and close-able) without any interference,</li> <li>b) No counter-balance tensator springs are broken,</li> <li>c) A caution placard is affixed adjacent the door handle on the inside and outside of the aircraft, and</li> <li>d) Ground crews are used to assist door handling during opening and closing.</li> </ol> <p>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.</p>	
<b>11-02</b>	Passenger Door - Folding Step Actuator (A/C s/n 9139 & sub and Post SB 700-52-019 or SB 700-1a11-52-004)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided folding step travels to full deploy and stow positions using assistance of door internal spring.	
		<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative in the stowed position provided alternate procedures are used for embarking and disembarking.	

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**TABLE KEY**

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

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>70-01</b>	Passenger Door Indication System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) Except for ER Operations, may be inoperative provided prior to each flight: <ol style="list-style-type: none"> <li>a) Door is CLOSED and all 10 door stops are visually verified to be properly aligned,</li> <li>b) Inner handle is verified STOWED,</li> <li>c) Flag indicator indicates SAFE,</li> <li>d) External handle is verified STOWED,</li> <li>e) External pressure vent flap is verified FLUSH,</li> <li>f) AUTO mode of cabin pressurization is considered inoperative,</li> <li>g) Cabin pressure MAN control channels are verified operative,</li> <li>h) Safety valves are operative,</li> <li>i) Cabin RATE Indicator, Cabin ALT indicator, and Cabin DIFF Pressure Indicator are verified operative, and</li> <li>j) Flights are conducted at or below FL 250.</li> </ol>	
<b>70-02</b>	Aft Equipment Bay Door Indication System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided prior to each flight affected door is verified CLOSED, LATCHED, and LOCKED.	
<b>70-03</b>	Overwing Emergency Exits Indication System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) Except for ER Operations, may be inoperative provided prior to each flight: <ol style="list-style-type: none"> <li>a) Affected door is verified CLOSED and LATCHED,</li> <li>b) External push plate is verified FLUSH,</li> <li>c) AUTO mode of cabin pressurization is considered inoperative,</li> <li>d) Cabin pressure MAN control channels are verified operative,</li> </ol>	

(Continued)

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**TABLE KEY**

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

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>70-03</b>	Overwing Emergency Exits Indication System (Cont'd)				e) Safety valves are operative, f) Cabin RATE Indicator, Cabin ALT indicator, and Cabin DIFF Pressure Indicator are verified operative, and g) Flights are conducted at or below FL 250.	
<b>70-04</b>	Baggage Compartment Door Indication System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) 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 operative, f) Cabin RATE Indicator, Cabin ALT indicator, and Cabin DIFF Pressure Indicator are verified operative, and g) Flights are conducted at or below FL 250.	
<b>70-05</b>	Refuel/Defuel Door Indication System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided prior to each flight, affected door is verified CLOSED, LATCHED, and LOCKED.	
<b>70-06</b>	Aft Hydraulic Door Indication System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided prior to each flight, affected door is verified CLOSED, LATCHED, and LOCKED.	

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**TABLE KEY**

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

**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Engine FADEC Fault	A	-	-	May be dispatched with FADEC fault 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	One or 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 Readout	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 used.	
31-02	EICAS Fuel Used Readout	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 Indication (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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**TABLE KEY**

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

**74. Ignition**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-01</b>	Ignition System	<b>B</b>	<b>4</b>	<b>3</b>	(O) One may be inoperative provided cowl anti-ice system is operative on the associated engine.	
<b>30-01</b>	Ignition "ON" Switch light (light function only)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided no fault messages are displayed for both FADEC systems and the stall protection computer.	

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**TABLE KEY**

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

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-01</b>	Engine Vibration Indication	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided: <ol style="list-style-type: none"> <li>a) Both ice detection systems are operative,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Operations are not conducted more than 60 minutes from a suitable airport, and</li> <li>d) No deteriorating engine vibration trend had been observed on the affected channel(s) immediately prior to failure.</li> </ol>	

AIRCRAFT: BD-700-1A10/1A11	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**78. Engine Exhaust**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-01</b>	Thrust Reverser System	<b>C</b>	<b>2</b>	<b>1</b>	(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.	
		<b>C</b>	<b>2</b>	<b>0</b>	(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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**TABLE KEY**

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

**79. Engine Oil**

Sequence No.	Item	1	2	3	4	Change Bar
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, if service is needed.	
					NOTE: Any function that is operative may be used.	
30-01	Engine Oil Quantity Indication System	B	2	0	(M) One or both may be inoperative provided: <ol style="list-style-type: none"> <li>a) Engine oil quantity is verified on the engine oil quantity gauge prior to each engine start, and</li> <li>b) Operations are not conducted more than 120 minutes from a suitable airport.</li> </ol>	
					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: <ol style="list-style-type: none"> <li>a) A daily check of the oil filter pop-up indicator is made, and</li> <li>b) Repairs are made within 3 flight-days.</li> </ol>	

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AIRCRAFT: BD-700-1A10/1A11	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**80. Starting**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-01</b>	Starter Air Valve (SAV)	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative CLOSED provided: a) Alternate starting procedures are established and used, and b) APU Is operative.	

## SECTION TWO

# CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

REVISION NO. 15

PAGE NO. 2-2

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**STATEMENT PAGE**

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

**CAS MESSAGE RELIEF TABLE OF CONTENTS**

SECTION 2.....2-1  
 INTRODUCTION.....2-2  
 TABLE of CONTENTS.....2-3  
 MESSAGES.....2-6

<b>CAS MESSAGE</b>	<b>CAS MESSAGE</b>
A/T 1 FAIL	CHECK DU 4
A/T 2 FAIL	CHECKLIST MISMATCH (A)
AT 1 FAIL	CHECKLIST MISMATCH (C)
AT 2 FAIL	CPLT BRAKE FAULT
AT 1- 2 FAIL	CTR FUELXFER FAIL
ADC 2 DEGRADED	CTR XFER FAULT
ADC 3 DEGRADED	CVR FAULT
ADC 2 FAIL	DATALINK CPDLC FAIL
ADC 3 FAIL	DATALINK FAIL
AFCS 1 FAIL	ELEC SYS FAULT
AFCS 2 FAIL	EVS DEFOG FAULT
AP 1 FAIL	EVS FAIL
AP 2 FAIL	EVS HEAT FAIL
AP PITCH TRIM FAIL	EVS HEAT OVHT
APU BLEED SYS FAIL	(deleted)
APU DOOR FAIL	(deleted)
APU FADEC FAIL	FD 1 FAIL
APU FAULT	FD 2 FAIL
APU FIRE FAIL	FDR ACCEL FAIL
APU FIRE FAULT	FDR FAIL
APU FUEL SOV	FLAP HALFS PD
APU GEN FAIL	FMS 1 FAIL
APU NOT AVAILABLE	FMS 2 FAIL
APU OIL HI TEMP	FMS 3 FAIL
APU OIL LO PRESS	FUEL TEMP SENSOR
APU OIL LO QTY	GEAR SYS FAIL
APU SHUTDOWN	GEAR SYS FAULT
APU SQUIB 1 FAIL	GND PROX FAIL
APU SQUIB 2 FAIL	GPWS SYSTEMS FAIL
ASCB CTR 1 FAIL	HUD FAIL
ASCB CTR 2 FAIL	HUD FAN FAIL
ASCB CTR 3 FAIL	HUD MISALIGN
AUTOBRAKE FAIL	HUMIDIFIER FAIL
AVIONIC FAN FAIL (GX ONLY)	HYD PUMP 3A FAIL

**CAS MESSAGE RELIEF TABLE OF CONTENTS (Cont'd)**

<b>CAS MESSAGE</b>	<b>CAS MESSAGE</b>
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	OXYGEN LO QTY
IFIS 1 (2) (3) FAIL	PAX OXY AUTO FAIL
IMS 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
L BLEED FAULT	SAFETY VALVE OPEN
L ENG FIRE FAULT	SG 3 FAIL
L FADEC FAULT	SLAT HALFSPD
L PACK AUTO FAIL	SLAT-FLAP BIT
L PACK FAIL	SMALL SERV DOORS
L PACK FAULT	SMOKE AFT LAV FAIL
L PRI FUEL PUMP	SMOKE AV RACK FAIL
L PROBE MON FAIL	SMOKE BAGGAGE FAIL
L WING A/ICE FAIL	SMOKE CLOSET AFT FAIL
L WSHLD HEAT FAIL	SMOKE CLOSET FWD FAIL
LARGE SERV DOORS	SMOKE FWD LAV FAIL
LTRK FAIL	SMS NOT AVAILABLE

**CAS MESSAGE RELIEF TABLE OF CONTENTS (Cont'd)**

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

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AIRCRAFT:  
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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>A/T 1 FAIL</b> (Advisory) (except Global Vision)	<b>C</b>	Aircraft may be dispatched provided affected A/T is confirmed disengaged.	
<b>A/T 2 FAIL</b> (Advisory) (except Global Vision)	<b>C</b>	Aircraft may be dispatched provided affected A/T is confirmed disengaged.	
<b>AT 1 FAIL</b> (Advisory) (Global Vision only)	<b>C</b>	Aircraft may be dispatched provided both autothrottles are manually disengaged and remain disconnected.  NOTE: AFM Limitation prohibits use of the autothrottle system when only one autothrottle is available, including automatic activations of VATE and EDM modes.	       
<b>AT 2 FAIL</b> (Advisory) (Global Vision only)	<b>C</b>	Aircraft may be dispatched provided both autothrottles are manually disengaged and remain disconnected.  NOTE: AFM Limitation prohibits use of the autothrottle system when only one autothrottle is available, including automatic activations of VATE and EDM modes.	       
<b>AT 1- 2 FAIL</b> (Advisory) (Global Vision only)	<b>C</b>	Aircraft may be dispatched provided both AT systems are confirmed disengaged.  NOTE: Depending upon relative placement of glideslope transmitter, following completion of an ILS Glideslope approach, a momentary "LOW SPEED" aural alert may annunciate briefly during landing/deceleration, until aircraft is past the transmitter.	       

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AIRCRAFT:  
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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>ADC 2 DEGRADED</b>                      (Advisory)</p>	<p><b>B</b></p>	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> <li>a) ADC 2 remains de-selected,</li> <li>b) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- ADC 1 FAIL Advisory;</li> <li>- ADC 3 FAIL Advisory;</li> <li>- ADC 1 DEGRADED Advisory;</li> <li>- ADC 3 DEGRADED Advisory;</li> </ul> </li> <li>c) Reversion Switching System is operative,</li> <li>d) Four pitot-static probes are functional, including the probe heaters, and</li> <li>e) TAT probes of the unaffected ADCs are operative.</li> </ul> <p>NOTE: Transponder and Flight Director /Autopilot must use same ADC data for RVSM.</p>	
<p><b>ADC 3 DEGRADED</b>                      (Advisory)</p>	<p><b>B</b></p>	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> <li>a) ADC 3 is de-activated,</li> <li>b) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- ADC 1 FAIL Advisory;</li> <li>- ADC 2 FAIL Advisory;</li> <li>- ADC 1 DEGRADED Advisory;</li> <li>- ADC 2 DEGRADED Advisory;</li> </ul> </li> <li>c) Reversion Switching System is operative,</li> <li>d) Four pitot-static probes are functional, including the probe heaters, and</li> <li>e) TAT probes of the unaffected ADCs are operative.</li> </ul> <p>NOTE: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>ADC 2 FAIL</b>                      (Advisory)</p>	<p><b>B</b></p>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) ADC 2 remains de-selected,</li> <li>b) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- ADC 1 FAIL Advisory;</li> <li>- ADC 3 FAIL Advisory;</li> <li>- ADC 1 DEGRADED Advisory;</li> <li>- ADC 3 DEGRADED Advisory;</li> </ul> </li> <li>c) Reversion Switching System is operative,</li> <li>d) Four pitot-static probes are functional, including the probe heaters, and</li> <li>e) TAT probes of the unaffected ADCs are operative.</li> </ol> <p>NOTE: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p>	
<p><b>ADC 3 FAIL</b>                      (Advisory)</p>	<p><b>B</b></p>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) ADC 3 is de-activated,</li> <li>b) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- ADC 1 FAIL Advisory;</li> <li>- ADC 2 FAIL Advisory;</li> <li>- ADC 1 DEGRADED Advisory;</li> <li>- ADC 2 DEGRADED Advisory;</li> </ul> </li> <li>c) Reversion Switching System is operative,</li> <li>d) Four pitot-static probes are functional, including the probe heaters, and</li> <li>e) TAT probes of the unaffected ADCs are operative.</li> </ol> <p>NOTE: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.</p>	
<p><b>AFCS 1 FAIL</b>                      (Advisory)                      (except Global Vision)</p>	<p><b>C</b></p>	<p>Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) AFCS 2 FAIL Advisory message is not also annunciated, and</li> <li>b) Approach procedures are not dependent on its use.</li> </ol>	
<p><b>AFCS 2 FAIL</b>                      (Advisory)                      (except Global Vision)</p>	<p><b>C</b></p>	<p>Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) AFCS 1 FAIL Advisory message is not also annunciated, and</li> <li>b) Approach procedures are not dependent on its use.</li> </ol>	



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**TABLE KEY**

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**CAS Messages**

Item	1	2	Change Bar
<p><b>AP PITCH TRIM FAIL</b>                      (Caution)                      (except Global Vision)</p>	<b>B</b>	<p>Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Autopilots are not used, and</li> <li>b) Provisos associated with AP 1 FAIL and AP 2 FAIL Advisory messages are followed.</li> </ol> <p>NOTE: Use of the yaw damper is not affected by this restriction.</p>	
<p><b>APU BLEED SYS FAIL</b>                      (Caution)</p>	<b>C</b>	<p>(O) Except for ER Operations and Polar Ops, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) APU BLEED remains selected OFF,</li> <li>b) Load control valve is confirmed closed,</li> <li>c) Following Caution messages are not also illuminated:                             <ul style="list-style-type: none"> <li>- BLEED SYS FAIL, and</li> <li>- R BLEED SYS FAIL</li> </ul> </li> </ol> <p>NOTE 1: All ground engine starts will require ground air source.</p> <p>NOTE 2: APU is still available as a source of electrical power if required.</p>	
<p><b>APU DOOR FAIL</b>                      (Caution)</p>	<b>C</b>	<p>Except for ER Operations and Polar Ops aircraft may be dispatched with APU inlet door fully - OPEN provided:</p> <ol style="list-style-type: none"> <li>a) APU is operated continuously during flight, and</li> <li>b) AFM performance corrections for APU ON are applied.</li> </ol>	
<p><b>APU FADEC FAIL</b>                      (Advisory)</p>	<b>A</b>	<p>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.</p>	
<p><b>APU FADEC FAIL</b>                      (Advisory)</p>	<b>C</b>	<p>(O) Except for ER Operations, aircraft may be dispatched with APU inlet door fully CLOSED provided APU is considered inoperative.</p>	
<p><b>APU FADEC FAIL</b>                      (Advisory)</p>	<b>C</b>	<p>(O) Except for ER Operations and Polar Ops, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED.</p>	

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**CAS Messages**

Item	1	2	Change Bar
<b>APU FAULT</b> (Advisory)	<b>C</b>	Except for ER Operations, aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) APU allows normal start and shutdown,</li> <li>b) APU is only used for in-flight emergency,</li> <li>c) A minimum of three engine electrical generators are operative, and</li> <li>d) Engines are started by an external power source.</li> </ol> NOTE: Where APU fault does not allow normal start and shutdown, APU is considered inoperative.	
	<b>C</b>	Aircraft may be dispatched provided APU is considered inoperative.	
<b>APU FIRE FAULT</b> (Advisory)	<b>C</b>	(O) Aircraft may be dispatched provided the APU fire test is conducted prior to each use of the APU.	
	<b>C</b>	Aircraft may be dispatched provided the APU is considered inoperative.	
<b>APU FUEL SOV</b> (Caution)	<b>C</b>	(O) Except for ER Operations and Polar Ops, aircraft may be dispatched provided APU fuel valve is deactivated and visually confirmed CLOSED.	
<b>APU GEN FAIL</b> (Advisory)	<b>C</b>	Except for ER Operations, aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) GEN #1, #2, #3 and #4 are operative, and</li> <li>b) APU GEN SW is selected OFF.</li> </ol>	
<b>APU NOT AVAILABLE</b> (Advisory)	<b>C</b>	(O) Except for ER Operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED.	
<b>APU OIL HI TEMP</b> (Caution)	<b>C</b>	(O) Except for ER Operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED.	
<b>APU OIL LO PRESS</b> (Caution)	<b>C</b>	(O) Except for ER Operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED.	
<b>APU OIL LO QTY</b> (Advisory)	<b>C</b>	(O) Except for ER Operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED.	

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**CAS Messages**

Item	1	2	Change Bar
<b>APU SHUTDOWN</b> (Advisory)	<b>C</b>	(O) Except for ER Operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED.	
<b>APU SQUIB 1 FAIL</b> (Advisory)	<b>C</b>	Aircraft may be dispatched provided the APU is considered inoperative.	
<b>APU SQUIB 2 FAIL</b> (Advisory)	<b>C</b>	Aircraft may be dispatched provided the APU is considered inoperative.	
<b>ASCB CTLR 1 FAIL</b> (Advisory) (except Global Vision)	<b>B</b>	Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) None of the following CAS messages are also displayed:                             <ul style="list-style-type: none"> <li>- ASCB CTLR 2 FAIL Advisory,</li> <li>- ASCB CTLR 3 FAIL Advisory, and</li> </ul> </li> <li>b) IAC 3 is operative.</li> </ol>	
<b>ASCB CTLR 2 FAIL</b> (Advisory) (except Global Vision)	<b>B</b>	Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) None of the following CAS messages are also displayed:                             <ul style="list-style-type: none"> <li>- ASCB CTLR 1 FAIL Advisory,</li> <li>- ASCB CTLR 3 FAIL Advisory, and</li> </ul> </li> <li>b) IAC 3 is operative.</li> </ol>	
<b>ASCB CTLR 3 FAIL</b> (Advisory) (except Global Vision)	<b>B</b>	Aircraft may be dispatched provided none of the following CAS messages are also displayed: <ul style="list-style-type: none"> <li>- ASCB CTLR 1 FAIL Advisory, and</li> <li>- ASCB CTLR 2 FAIL Advisory.</li> </ul>	
<b>AUTOBRAKE FAIL</b> (Caution)	<b>C</b>	Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Autobrake selector switch remains in the OFF position, and</li> <li>b) BRAKE FAULT Advisory is not also annunciated.</li> </ol>	
<b>AVIONIC FAN FAIL</b> (Advisory) (GX only)	<b>C</b>	(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.	

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Item	1	2	Change Bar
<b>CHECK DU 4</b> (Caution) (except Global Vision)	<b>B</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.	
<b>CHECKLIST MISMATCH</b> (Advisory) (except Global Vision)	<b>D</b>	(O) Aircraft may be dispatched provided a) Electronic checklist is considered inoperative, and b) Alternate procedures are established and used.	
<b>CHECKLIST MISMATCH</b> (Caution) (Global Vision only)	<b>C</b>	(O) Aircraft may be dispatched provided a) Electronic checklist is considered inoperative, and b) At least two IFIS systems are operative.	
<b>CPLT BRAKE FAULT</b> (Caution)	<b>A</b>	Aircraft may be dispatched for 1 flight-day provided: a) None of the following CAS messages are also displayed: - 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 kn, e) Maximum crosswinds limited to 10 kn for both T/O and landing, and f) Multiply landing field length by 2.2.	
<b>CTR FUEL XFER FAIL</b> (Caution)	<b>C</b>	Aircraft may be dispatched provided the center tank remains empty.	
	<b>C</b>	Aircraft may be dispatched provided remaining fuel in center tank is considered as unusable fuel.	

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**CAS Messages**

Item	1	2	Change Bar
<p><b>CTR XFER FAULT</b>                      (Advisory)</p>	<p><b>C</b></p>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Opposite DC AUX pump is operative,</li> <li>b) Opposite wing transfer SOV is operative,</li> <li>c) Cross-feed valve is verified operative prior to each dispatch,</li> <li>d) Any failure causing continuous center transfer pump operation is de-activated via EMS CDU power to the affected transfer pump, and</li> <li>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.</li> </ol>	
<p><b>CVR FAULT</b>                      (Advisory)                      (Global Vision only)</p>	<p><b>C</b></p>	<p>Aircraft may be dispatched provided the center wing tank remains empty.</p> <p>(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)</p> <p>NOTE: CVR FAULT does not necessarily indicate loss of normal voice recording.</p>	
<p><b>DATALINK CPDLC FAIL</b>                      (Advisory)                      (Global Vision only)</p>	<p><b>C</b></p>	<p>(O) Aircraft may be dispatched provided alternate procedures are established and used.</p>	
<p><b>DATALINK FAIL</b>                      (Advisory)                      (Global Vision only)</p>	<p><b>D</b></p>	<p>Aircraft may be dispatched provided regulations or enroute procedures do not require its use.</p>	
<p><b>DATALINK FAIL</b>                      (Advisory)                      (Global Vision only)</p>	<p><b>C</b></p>	<p>(O) Aircraft may be dispatched provided alternate procedures are established and used.</p>	
<p><b>ELEC SYS FAULT</b>                      (Advisory)</p>	<p><b>C</b></p>	<p>Aircraft may be dispatched provided the <b>ELEC SYS FAIL</b> Caution message is not annunciated.</p>	

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**CAS Messages**

Item	1	2	Change Bar
<p><b>EVS DEFOG FAULT</b> (Advisory)</p>	<p><b>C</b></p>	<p>Aircraft may be dispatched providing the EVS image is acceptable to the pilot.</p> <p>NOTE: The EVS image may degrade in high humidity condition, to the point of disappearance, as the IR Window misting increases.</p>	
<p><b>EVS FAIL</b> (Caution)</p>	<p><b>C</b></p>	<p>Aircraft may be dispatched provided provisos associated with EVS HEAT FAIL are observed.</p>	
<p><b>EVS HEAT FAIL</b> (Caution)</p>	<p><b>D</b></p>	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> <li>a) EVS is not used, and</li> <li>b) EVS HEAT FAIL and EVS HEAT OVHT Caution messages are not annunciated.</li> </ul>	
<p><b>EVS HEAT FAIL</b> (Caution)</p>	<p><b>C</b></p>	<p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> <li>a) EVS system is not used if the image is affected, and</li> <li>b) If dispatching into, or encountering icing conditions, the EVS imaging control must be selected and remain OFF.</li> </ul> <p>NOTE: With IR Window heat inoperative, the EVS image may degrade in high humidity or icing conditions, to the point of disappearance, as IR Window misting/icing increases.</p>	
<p><b>EVS HEAT OVHT</b> (Caution)</p>	<p><b>C</b></p>	<p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> <li>a) EVS system is not used if the image is affected, and</li> <li>b) If dispatching into, or encountering icing conditions, the EVS imaging control must be selected and remain OFF.</li> </ul> <p>NOTE: With IR Window heat inoperative, the EVS image may degrade in high humidity or icing conditions, to the point of disappearance, as IR Window misting/icing increases.</p>	

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**TABLE KEY**

- 1. REPAIR CATEGORY
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**CAS Messages**

Item	1	2	Change Bar
<b>FD 1 FAIL</b> (Caution)		(DELETED, Rev 15)	
<b>FD 2 FAIL</b> (Caution)		(DELETED, Rev 15)	
<b>FD 1 FAIL</b> (Advisory) (Global Vision only)	<b>C</b>	Aircraft may be dispatched with FD 1 failed in AFCS 1 and/or in AFCS 2, provided enroute and/or approach requirements are met.	
	<b>C</b>	In combination with FD 2 FAIL Advisory, except for ER operations, aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) At least one flight director remains available, and</li> <li>b) Enroute and/or approach requirements are met.</li> </ul>	
<b>FD 2 FAIL</b> (Advisory) (Global Vision only)	<b>C</b>	Aircraft may be dispatched with FD 2 failed in AFCS 1 and/or in AFCS 2, provided enroute and/or approach requirements are met.	
	<b>C</b>	In combination with FD 1 FAIL Advisory, except for ER operations, aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) At least one flight director remains available, and</li> <li>b) Enroute and/or approach requirements are met.</li> </ul>	
<b>FDR ACCEL FAIL</b> (Advisory)	<b>A</b>	Aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Cockpit Voice Recorder (CVR) is operative, and</li> <li>b) Repairs are made within 20 flight-days.</li> </ul>	
<b>FDR FAIL</b> (Advisory) Part 91 Operators	<b>A</b>	(O) Aircraft may be dispatched provided repairs are made in accordance with 14 CFR.	
<b>FDR FAIL</b> (Advisory) Part 135 Operators	<b>A</b>	(O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Cockpit Voice Recorder (CVR) is verified operative, and</li> <li>b) Repairs are made within 3 flight-days.</li> </ul>	

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**TABLE KEY**

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Item	1	2	Change Bar
<p><b>FLAP HALFSPD</b>                      (Advisory)</p> <p>(relief limited to SFCU p/n                      GT415-5900-13 &amp; sub)</p>	<b>B</b>	<p>(O) Aircraft may be dispatched provided SLAT HALFSPD Advisory or SLAT FAIL Caution messages are not also posted.</p> <p>NOTE 1: 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 2: Flap system will operate at half speed.</p>	
<p><b>FMS 1 FAIL</b>                      (Advisory)</p>	<b>C</b>	<p>(O) Except where operations require its use, all but one may be inoperative provided alternate procedures are established and used.</p> <p>NOTE (for Global Vision): Where dual system capability allows for TOLD and W&amp;B automatic cross-comparison, in a single FMS dispatch case, these data are considered advisory level only and must be manually confirmed via reference to the AFM, before its use.</p>	
<p><b>FMS 2 FAIL</b>                      Advisory)</p>	<b>C</b>	<p>(O) Except where operations require its use, all but one may be inoperative provided alternate procedures are established and used.</p> <p>NOTE (for Global Vision): Where dual system capability allows for TOLD and W&amp;B automatic cross-comparison, in a single FMS dispatch case, these data are considered advisory level only and must be manually confirmed via reference to the AFM, before its use.</p>	
<p><b>FMS 3 FAIL</b>                      (Advisory)</p>	<b>C</b>	<p>(O) Except where operations require its use, all but one may be inoperative provided alternate procedures are established and used.</p> <p>NOTE (for Global Vision): Where dual system capability allows for TOLD and W&amp;B automatic cross-comparison, in a single FMS dispatch case, these data are considered advisory level only and must be manually confirmed via reference to the AFM, before its use.</p>	

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Item	1	2	Change Bar
<p><b>FUEL TEMP SENSOR</b> (Caution)</p>	<b>C</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Only one bulk fuel temperature indication on the FUEL Synoptic page is affected, and</li> <li>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.</li> </ol> <p>NOTE: WING FUEL LO TEMP and WING FUEL HI TEMP caution messages will not operate for the affected system.</p>	
<p><b>GEAR SYS FAIL</b> (Caution)</p>	<b>A</b>	<p>(O) Aircraft may be dispatched for 1 flight-day, provided:</p> <ol style="list-style-type: none"> <li>a) All gear doors (not attached to gear leg) close normally,</li> <li>b) Approved ground lock-pins are installed (flags removed) for flight,</li> <li>c) None of the following CAS messages are also displayed:                             <ul style="list-style-type: none"> <li>- WOW FAULT Advisory;</li> <li>- ICE DETECTOR FAULT Advisory;</li> <li>- ICE DETECTOR FAIL Caution;</li> <li>- L PACK FAIL Caution;</li> <li>- R PACK FAIL Caution;</li> </ul> </li> <li>d) EGPWS (Terrain Modes) is considered inoperative,</li> <li>e) If GEAR DISAGREE Caution is annunciated during flight, nose-wheel steering is to be selected OFF for landing, and</li> <li>f) Aircraft is operated in accordance with AFM Supplement for Dispatch with Landing Gear Retraction System Inoperative.</li> </ol>	
<p><b>GEAR SYS FAULT</b> (Advisory)</p>	<b>A</b>	<p>Aircraft may be dispatched for 1 flight-day, provided flights are conducted with gear locked down and in accordance with all provisos of GEAR SYS FAIL Caution relief.</p>	
<p><b>GND PROX FAIL</b> (Advisory) (except Global Vision)</p>	<b>A</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Alternate procedures are established and used, and</li> <li>b) Repairs are made within 2 flight-days.</li> </ol>	
<p><b>GPWS SYSTEMS FAIL</b> (Advisory) (except Global Vision)</p>	<b>A</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Alternate procedures are established and used,</li> <li>b) Repairs are made within 2 flight-days, and</li> <li>c) Takeoffs and landings are not conducted in known or forecast windshear conditions.</li> </ol>	

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Item	1	2	Change Bar
<b>HUD FAIL</b> (Caution) (except Global Vision)  (Global Vision only)	<b>D</b>	Aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Approach procedures are not dependent on its use, and</li> <li>b) HUD is selected OFF and the combiner is stowed.</li> </ul>	
	<b>D</b>	Aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Approach procedures are not dependent on its use, and</li> <li>b) HUD combiner is stowed.</li> </ul>	
<b>HUD FAN FAIL</b> (Advisory) (except Global Vision)  (Global Vision only)	<b>D</b>	Aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Approach procedures are not dependent on its use, and</li> <li>b) HUD is selected OFF and the combiner is stowed.</li> </ul>	
	<b>D</b>	Aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Approach procedures are not dependent on its use, and</li> <li>b) HUD combiner is stowed.</li> </ul>	
<b>HUD MISALIGN</b> (Advisory) (except for Global Vision)	<b>D</b>	Aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Approach procedures are not dependent on use of HUD,</li> <li>b) HUD is considered un-useable and not used, and</li> <li>c) HUD is selected OFF and the combiner is stowed.</li> </ul>	
	<b>C</b>	(O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) System is deactivated,</li> <li>b) Neither L PACK FAIL nor R PACK FAIL Caution messages are also annunciated,</li> <li>c) TRIM AIR switch is selected and remains OFF,</li> <li>d) HASOVs are indicated closed on Synoptic Page, and</li> <li>e) Overnight parking in hangar should be considered where freezing temperatures are forecast.</li> </ul>	
<b>HUMIDIFER FAIL</b> (Advisory)		NOTE: Potential freezing is not of concern provided ECS is operating.	

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<p><b>HYD PUMP 3A FAIL</b> (Advisory)</p>	<b>B</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Affected pump is switched OFF,</li> <li>b) Remaining system 3B AC motor pump is operated continuously during flight, and</li> <li>c) All other hydraulic pumps are operative.</li> </ol>	
<p><b>HYD PUMP 3B FAIL</b> (Advisory)</p>	<b>B</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Affected pump is switched OFF,</li> <li>b) Remaining system 3A AC motor pump is operated continuously during flight, and</li> <li>c) All other hydraulic pumps are operative.</li> </ol>	
<p><b>IAC 3 INVALID</b> (Advisory) (except Global Vision)</p>	<b>B</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) IAC #3 is deactivated,</li> <li>b) SG 3 switch on reversion control panel remains selected to ALTN,</li> <li>c) Reversion switching system is verified operative,</li> <li>d) All EICAS displays are operative, and</li> <li>e) Both AP Quick DISC buttons, and both A/T Disengage switches are operative.</li> </ol> <p>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.</p>	
<p><b>IAC 3 OVHT</b> (Caution) (except Global Vision)</p>	<b>B</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) IAC #3 remains deactivated,</li> <li>b) Operations are conducted with SG 3 switch in the ALTN position,</li> <li>c) Reversion switching system is verified operative,</li> <li>d) All EICAS displays are operative, and</li> <li>e) Both AP Quick DISC buttons, and both A/T Disengage switches are operative.</li> </ol> <p>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.</p>	



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 BD-700-1A10/1A11

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>INT CABIN DOOR</b> (Caution)	<b>C</b>	(O) Aircraft may be dispatched provided, prior to take off and landing, the associated door is physically verified fully open.	
<b>IRS 1 AUX FAIL</b> (Advisory)	<b>C</b>	Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.	
<b>IRS 1 AUX PWR</b> (Advisory)	<b>C</b>	Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.	
<b>IRS 1 FAIL</b> (Advisory)	<b>C</b>	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Independent attitude indication is available at each pilot's station,</li> <li>b) Independent directional compass indication is available at each pilot's station,</li> <li>c) Standby Attitude Indicator is operative, and</li> <li>d) IRS 2 FAIL and IRS 3 FAIL are not annunciated.</li> </ol>	
<b>IRS 1 MISCMP</b> (Caution)	<b>C</b>	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- IRS 2 MISCMP Caution,</li> <li>- IRS 3 MISCMP Caution;</li> <li>- IRS 2 FAIL Caution;</li> <li>- IRS 3 FAIL Caution;</li> </ul> </li> <li>b) Independent attitude indication is available at each pilot's station,</li> <li>c) Independent directional compass indication is available at each pilot's station, and</li> <li>d) Standby Attitude Indicator is operative.</li> </ol> <p>NOTE: If miscompare cannot be cleared through re-alignment, the IRS should be de-activated.</p>	
<b>IRS 1 OVHT</b> (Caution) (except Global Vision)	<b>C</b>	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) IRS 1 remains deactivated,</li> <li>b) Independent attitude indication is available at each pilot's station,</li> <li>c) Independent directional compass indication is available at each pilot's station,</li> <li>d) Standby Attitude Indicator is operative, and</li> <li>e) IRS 2 and IRS 3 are operative.</li> </ol>	

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AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

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

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>IRS 3 AUX PWR</b> (Advisory)	<b>C</b>	Aircraft may be dispatched provided no other IRS AUX PWR, IRS AUX FAIL or IRS FAIL messages are posted.	
<b>IRS 3 FAIL</b> (Advisory)	<b>C</b>	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Independent attitude indication is available at each pilot's station,</li> <li>b) Independent directional compass indication is available at each pilot's station,</li> <li>c) Standby Attitude Indicator is operative, and</li> <li>d) IRS 1 FAIL and IRS 2 FAIL are not annunciated.</li> </ol>	
<b>IRS 3 MISCMP</b> (Caution)	<b>C</b>	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- IRS 1 MISCMP Caution;</li> <li>- IRS 2 MISCMP Caution;</li> <li>- IRS 1 FAIL Caution;</li> <li>- IRS 2 FAIL Caution;</li> </ul> </li> <li>b) Independent attitude indication is available at each pilot's station,</li> <li>c) Independent directional compass indication is available at each pilot's station, and</li> <li>d) Standby Attitude Indicator is operative.</li> </ol> <p>NOTE: If miscompare cannot be cleared through re-alignment, the IRS should be de-activated.</p>	
<b>IRS 3 OVHT</b> (Caution) (except Global Vision)	<b>C</b>	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) IRS 3 remains deactivated,</li> <li>b) Independent attitude indication is available at each pilot's station,</li> <li>c) Independent directional compass indication is available at each pilot's station,</li> <li>d) Standby Attitude Indicator is operative, and</li> <li>e) IRS 1 and IRS 2 are operative.</li> </ol> <p>NOTE: Refer to Item 21-54-05, where cooling fan filter obstruction is causal to message.</p>	 

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>ISI FAULT</b> (Advisory) (Global Vision only)	<b>C</b>	Aircraft may be dispatched.	
	<b>C</b>	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.	
<b>L AUX FUEL PUMP</b> (Advisory) (GX)	<b>C</b>	(O) Except for ER Operations, aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Left AUX pump is de-activated,</li> <li>b) Right center transfer pump is operative,</li> <li>c) Right Aft tank transfer pump is operative,</li> <li>d) Right Aft tank transfer SOV is operative,</li> <li>e) Right wing transfer SOV is operative,</li> <li>f) XFEED FAIL Caution is not posted,</li> <li>g) L PRI FUEL PUMP Advisory is not posted, and</li> <li>h) An extra 1,000 lbs of fuel is carried for the planned flight.</li> </ul>	
	<b>C</b>	(O) Except for ER Operations, aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Left AUX pump is de-activated,</li> <li>b) Right center transfer pump is operative,</li> <li>c) Right wing transfer SOV is operative,</li> <li>d) XFEED FAIL Caution is not posted,</li> <li>e) L PRI FUEL PUMP Advisory is not posted, and</li> <li>f) An extra 1,000 lbs of fuel is carried for the planned flight.</li> </ul>	
<b>L AUX FUEL PUMP</b> (Advisory) (G5000 only)	<b>C</b>	(O) Except for ER Operations, aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Left AUX pump is de-activated,</li> <li>b) Right center transfer pump is operative,</li> <li>c) Right wing transfer SOV is operative,</li> <li>d) XFEED FAIL Caution is not posted,</li> <li>e) L PRI FUEL PUMP Advisory is not posted, and</li> <li>f) An extra 1,000 lbs of fuel is carried for the planned flight.</li> </ul>	
	<b>C</b>	(O) Except for ER Operations, aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Left AUX pump is de-activated,</li> <li>b) Right center transfer pump is operative,</li> <li>c) Right wing transfer SOV is operative,</li> <li>d) XFEED FAIL Caution is not posted,</li> <li>e) L PRI FUEL PUMP Advisory is not posted, and</li> <li>f) An extra 1,000 lbs of fuel is carried for the planned flight.</li> </ul>	

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 BD-700-1A10/1A11

**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>L BLEED FAULT</b> (Advisory)</p>	<p><b>C</b></p>	<p>(O) Aircraft may be dispatched provided, prior to each flight:</p> <ul style="list-style-type: none"> <li>a) None of the following messages are also posted:                             <ul style="list-style-type: none"> <li>- R BLEED SYS FAIL Caution,</li> <li>- R WING ANTI-ICE FAIL Caution,</li> <li>- XBLEED FAIL Caution,</li> <li>- R BLEED FAULT Advisory,</li> <li>- WING ANTI-ICE FAULT Advisory,</li> </ul> </li> <li>b) Left PRV and HP SOV open and close correctly in response to L BLEED OFF switch selection, as indicated on Synoptic Page,</li> <li>c) Left HP valve is open at engine idle and closed at high thrust settings, as indicated on Synoptic Page,</li> <li>d) WING XBLEED FROM R is selected and remains open, and</li> <li>e) Operations are not conducted in known or forecast icing conditions.</li> </ul>	<p> </p> <p> </p> <p> </p>
<p><b>L ENG FIRE FAULT</b> (Advisory)</p>	<p><b>A</b></p> <p><b>C</b></p>	<p>Aircraft may be dispatched for 1 flight-day provided the Fire Test is conducted before each flight.</p> <p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> <li>a) Fire test is conducted before each flight, and</li> <li>b) Operations are conducted not more than 60 minutes from a suitable airport.</li> </ul>	
<p><b>L FADEC FAULT</b> (Advisory)</p>	<p><b>A</b></p>	<p>May be dispatched with FADEC faults provided repairs are made in accordance with times established by engine manufacturer. No extensions are allowed.</p>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>L PACK AUTO FAIL</b>                      (Caution)                      (GX)</p>	<p><b>C</b></p>	<p>(O) Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Left pack is selected OFF and the FCV is verified closed on Synoptic Page,</li> <li>b) Right pack discharge temperature indications on Synoptic Page are operative,</li> <li>c) Right pack is verified operative in MAN mode,</li> <li>d) Right pack is operated in AUTO mode,</li> <li>e) Avionics Bay fan is selected OFF,</li> <li>f) Recirculation system is verified operative,</li> <li>g) AUX PRESS system is verified operative,</li> <li>h) TRIM AIR is selected OFF,</li> <li>i) RAM Air valve is verified operative,</li> <li>j) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- L BLEED SYS FAIL Caution;</li> <li>- R BLEED SYS FAIL Caution;</li> <li>- L BLEED LEAK Caution;</li> <li>- R BLEED LEAK Caution;</li> <li>- R PACK TEMP Caution;</li> <li>- X BLEED FAIL Caution;</li> <li>- R BLEED FAULT Advisory;</li> <li>- R PACK FAULT Advisory; and</li> </ul> </li> <li>k) Operations are conducted at or below FL 410.</li> </ol>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>L PACK AUTO FAIL</b>                      (Caution)                      (Global 5000)</p>	<p><b>C</b></p>	<p>(O) Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Left pack is selected OFF and the FCV is verified closed on Synoptic Page,</li> <li>b) Right pack discharge temperature indications on Synoptic Page are operative,</li> <li>c) Right pack is verified operative in MAN mode,</li> <li>d) Right pack is operated in AUTO mode,</li> <li>e) Avionics Bay fan is selected OFF,</li> <li>f) Recirculation system is verified operative,</li> <li>g) AUX PRESS system is verified operative,</li> <li>h) TRIM AIR is selected OFF,</li> <li>i) RAM Air valve is verified operative,</li> <li>j) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- L BLEED SYS FAIL Caution;</li> <li>- R BLEED SYS FAIL Caution;</li> <li>- L BLEED LEAK Caution;</li> <li>- R BLEED LEAK Caution;</li> <li>- R PACK TEMP Caution;</li> <li>- X BLEED FAIL Caution;</li> <li>- R BLEED FAULT Advisory;</li> <li>- R PACK FAULT Advisory;</li> <li>- AV RACK FAN FAIL Advisory; and</li> </ul> </li> <li>k) Operations are conducted at or below FL 410.</li> </ol>	

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 BD-700-1A10/1A11

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>L PACK FAIL</b>                      (Caution)                      (GX)</p>	<p><b>C</b></p>	<p>(O) Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Left pack is selected OFF,</li> <li>b) Left FCV is visually verified closed in Aft equipment bay,</li> <li>c) Right pack discharge temperature indications on Synoptic Page are operative,</li> <li>d) Right pack is verified operative in MAN mode,</li> <li>e) Right pack FCV opens and closes correctly in response to PACK OFF switch,</li> <li>f) Right pack is operated in AUTO mode,</li> <li>g) Avionics Bay fan is selected OFF,</li> <li>h) Recirculation system is verified operative,</li> <li>i) AUX PRESS system is verified operative,</li> <li>j) TRIM AIR is selected OFF,</li> <li>k) RAM Air valve is verified operative,</li> <li>l) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- R BLEED FAULT Advisory;</li> <li>- R PACK FAULT Advisory;</li> <li>- L BLEED SYS FAIL Caution;</li> <li>- R BLEED SYS FAIL Caution;</li> <li>- L BLEED LEAK Caution;</li> <li>- R BLEED LEAK Caution;</li> <li>- R PACK TEMP Caution;</li> <li>- R PACK AUTO FAIL Caution;</li> <li>- XBLEED FAIL Caution; and</li> </ul> </li> <li>m) Operations are conducted at or below FL 410.</li> </ol> <p>NOTE: If pack closure cannot be confirmed on synoptic, then manual closure and lock-out is required prior to dispatch.</p>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>L PACK FAIL</b>                      (Caution)                      (Global 5000)</p>	<p><b>C</b></p>	<p>(O) Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Left pack is selected OFF,</li> <li>b) Left FCV is visually verified closed in Aft equipment bay,</li> <li>c) Right pack discharge temperature indications on Synoptic Page are operative,</li> <li>d) Right pack is verified operative in MAN mode,</li> <li>e) Right pack FCV opens and closes correctly in response to PACK OFF switch,</li> <li>f) Right pack is operated in AUTO mode,</li> <li>g) Avionics Bay fan is selected OFF,</li> <li>h) Recirculation system is verified operative,</li> <li>i) AUX PRESS system is verified operative,</li> <li>j) TRIM AIR is selected OFF,</li> <li>k) RAM Air valve is verified operative,</li> <li>l) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- L BLEED SYS FAIL Caution;</li> <li>- R BLEED SYS FAIL Caution;</li> <li>- L BLEED LEAK Caution;</li> <li>- R BLEED LEAK Caution;</li> <li>- R PACK TEMP Caution;</li> <li>- R PACK AUTO FAIL Caution;</li> <li>- XBLEED FAIL Caution;</li> <li>- R BLEED FAULT Advisory;</li> <li>- R PACK FAULT Advisory;</li> <li>- AV RACK FAN FAIL Advisory; and</li> </ul> </li> <li>m) Operations are conducted at or below FL 410.</li> </ol> <p>NOTE: If pack closure cannot be confirmed on synoptic, then manual closure and lock-out is required prior to dispatch.</p>	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>L PACK FAULT</b> (Advisory)	<b>C</b>	Except for ER Operations, aircraft may be dispatched provided, prior to each dispatch: <ul style="list-style-type: none"> <li>a) None of the following messages are also posted:                             <ul style="list-style-type: none"> <li>- R PACK FAULT Advisory,</li> <li>- L BLEED FAULT Advisory,</li> <li>- L BLEED FAIL Caution,</li> <li>- R PACK AUTO FAIL Caution,</li> <li>- R PACK FAIL Caution, and</li> </ul> </li> <li>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.</li> </ul>	
<b>L PRI FUEL PUMP</b> (Advisory)	<b>C</b>	(O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- L AUX FUEL PUMP Advisory;</li> <li>- R AUX FUEL PUMP Advisory;</li> <li>- R PRI FUEL PUMP Advisory;</li> </ul> </li> <li>b) Aft position L PRI pump is operative as indicated on FUEL Synoptic Page,</li> <li>c) All fuel quantity indications are operative, and</li> <li>d) XFEED SOV is verified operative prior to each dispatch.</li> </ul>	
<b>L PROBE MON FAIL</b> (Advisory)	<b>B</b>	(O) Except for ER Operations and Polar Ops, aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Neither ICE DETECTOR FAULT Advisory nor ICE DETECTOR FAIL Caution messages are displayed,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Operations are conducted under day VMC only,</li> <li>d) Dispatch provisos and procedures associated with YD HEAT1 FAIL, herein, are carried out,</li> <li>e) Enroute operations, do not require its use, and</li> <li>f) Flights are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.</li> </ul> <p>NOTE: Both inboard and outboard left brake temperature indications on the EICAS STATUS Page will be inoperative.</p>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>L WING A/ICE FAIL</b> (Caution)	<b>C</b>	Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Anti-Ice "WING" rotary switch is selected to the OFF position and the valves confirmed closed on the Synoptic Page,</li> <li>b) ICE DETECTOR FAULT Advisory and/or ICE DETECTOR FAIL Caution messages are not also posted, and</li> <li>c) Operations are not conducted in known or forecast icing conditions.</li> </ol>	
<b>L WSHLD HEAT FAIL</b> (Caution)	<b>C</b>	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>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"> <li>- R WSHLD HEAT FAIL Caution;</li> <li>- R WINDOW HEAT FAIL Caution;</li> <li>- L WINDOW HEAT FAIL Caution; and</li> </ul> </li> <li>b) Operations are not conducted in known or forecast icing.</li> </ol>	
	<b>C</b>	(O) In conjunction with other window heat channel failures, the aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Only one of the following messages are annunciated,                             <ul style="list-style-type: none"> <li>- R WSHLD HEAT FAIL Caution;</li> <li>- R WINDOW HEAT FAIL Caution;</li> </ul> </li> <li>b) Operations are not conducted in known or forecast icing, and</li> <li>c) Both ice detection systems are operative.</li> </ol>	
<b>LARGE SERV DOOR</b> (Caution)	<b>C</b>	(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.	
<b>LTRK FAIL</b> (Advisory) (except Global Vision)	<b>C</b>	Aircraft may be dispatched provided two FMSs are operative.	
<b>MAN PRESS FAULT</b> (Advisory)	<b>A</b>	(O) Except for ER Operations and Polar Ops, aircraft may be dispatched for 1 flight-day, provided flight is conducted in accordance with AFM for unpressurized flight configuration, at or below 9,000 ft. MSL.	

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 BD-700-1A10/1A11

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>MLG BAY OVHT FAIL</b> (Caution)	<b>B</b>	Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Landing gear is left extended for ten minutes following take-off unless there is an engine failure,</li> <li>b) Brake Temperature Monitoring System is fully functional,</li> <li>c) BTMS indications are monitored after take-off and gear is not retracted until indications show 09 or below and decreasing, and</li> <li>d) Operations are conducted in accordance with AFM Supplement for Dispatch with Landing Gear Inoperative while gear remains extended.</li> </ol>	
<b>MLG BAY OVHT FAULT</b> (Advisory)	<b>B</b>	Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Landing gear is left extended for ten minutes following take-off unless there is an engine failure,</li> <li>b) Brake Temperature Monitoring System is fully functional,</li> <li>c) BTMS indications are monitored after take-off and gear is not retracted until indications show 09 or below and decreasing, and</li> <li>d) Operations are conducted in accordance with AFM Supplement for Dispatch with Landing Gear Inoperative while gear remains extended.</li> </ol>	
<b>OUTFLOW VLV 1 FAIL</b> (Advisory)	<b>C</b>	(O) Except for ER Operations and Polar Ops, aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Forward outflow valve is verified fully open,</li> <li>b) Flight is conducted in accordance with AFM for an unpressurized flight configuration at or below 9,000 ft. MSL,</li> <li>c) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching, and</li> <li>d) Extended over water operations are prohibited.</li> </ol>	
<b>OUTFLOW VLV 2 FAIL</b> (Advisory)	<b>C</b>	(O) Except for ER Operations and Polar Ops, aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Aft outflow valve is verified open,</li> <li>b) Flight is conducted in accordance with AFM for an unpressurized flight configuration at or below 9,000 ft. MSL,</li> <li>c) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching, and</li> <li>d) Extended over water operations are prohibited.</li> </ol>	

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AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>OXYGEN LO QTY</b> (Caution)	<b>B</b>	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Minimum oxygen quantity prior to dispatch is greater than 50 percent,</li> <li>b) Minimum Enroute Altitude (MEA) shall not exceed 10,000 ft. MSL, and</li> <li>c) Quantity for dispatch is in accordance with applicable operating rules and the Bombardier Completions Center Oxygen System Supplement in the FCOM Supplementary Procedures.</li> </ol>	
<b>PAX OXY AUTO FAIL</b> (Advisory) (Global Vision only)	<b>B</b>	Except for ER operations, aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Manual deployment system (OVERRIDE) is operative,</li> <li>b) Flight remains at or below FL 300, and</li> <li>c) Minimum enroute altitude does not exceed 10,000 ft. MSL.</li> </ol>	
<b>PITOT 2 HT FAIL</b> (Caution)	<b>B</b>	(O) Except where operations require its use, including RVSM, aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) ADC # 2 is de-activated,</li> <li>b) None of the following CAS messages are also displayed:                             <ul style="list-style-type: none"> <li>- PITOT 1 HT FAIL Caution;</li> <li>- PITOT 3 HT FAIL Caution;</li> <li>- STBY PITOT HT FAIL Caution;</li> <li>- TAT HT 1 FAIL Caution;</li> <li>- TAT HT 3 FAIL Caution;</li> <li>- ICE DETECTOR FAIL Caution;</li> <li>- ADC 1 FAIL Advisory;</li> <li>- ADC 1 DEGRADED Advisory;</li> <li>- ADC 3 FAIL Advisory;</li> <li>- ADC 3 DEGRADED Advisory;</li> <li>- ICE DETECTOR FAULT Advisory;</li> </ul> </li> <li>c) Operations are not conducted in known or forecast icing conditions,</li> <li>d) Operations are not conducted in visible moisture in any form,</li> <li>e) Reversion Switching System is operative, and</li> <li>f) Operations are conducted in day VMC conditions only.</li> </ol>	

AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>PITOT 3 HT FAIL</b>                      (Caution)</p>	<p><b>B</b></p>	<p>(O) Except where operations require its use, including RVSM, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) ADC # 3 is de-activated,</li> <li>b) None of the following CAS messages are also displayed:                             <ul style="list-style-type: none"> <li>- PITOT 1 HT FAIL Caution;</li> <li>- PITOT 2 HT FAIL Caution;</li> <li>- STBY PITOT HT FAIL Caution;</li> <li>- TAT HT 1 FAIL Caution;</li> <li>- TAT HT 2 FAIL Caution;</li> <li>- ICE DETECTOR FAIL Caution;</li> <li>- ADC 1 FAIL Advisory;</li> <li>- ADC 1 DEGRADED Advisory;</li> <li>- ADC 2 FAIL Advisory;</li> <li>- ADC 2 DEGRADED Advisory;</li> <li>- ICE DETECTOR FAULT Advisory;</li> </ul> </li> <li>c) Operations are not conducted in known or forecast icing conditions,</li> <li>d) Operations are not conducted in visible moisture in any form,</li> <li>e) Reversion Switching System is operative, and</li> <li>f) Operations are conducted in day VMC conditions only.</li> </ol>	<p> </p>
<p><b>PLT BRAKE FAULT</b>                      (Caution)</p>	<p><b>A</b></p>	<p>Aircraft may be dispatched for 1 flight-day provided:</p> <ol style="list-style-type: none"> <li>a) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- CPLT BRAKE FAULT Caution;</li> <li>- L (R) REV LOCK FAIL Caution;</li> <li>- L (R) REVERSER FAIL;</li> <li>- NOSE STEER FAIL Caution;</li> <li>- BRAKE FAULT Advisory;</li> <li>- L (R) REV LOCK FAULT Advisory;</li> <li>- L (R) REVERSER FAULT advisory;</li> <li>- FLT SPOILERS FAULT Advisory;</li> <li>- GND LIFT DUMP Advisory;</li> </ul> </li> <li>b) Takeoff and landing limited to dry runway operations only,</li> <li>c) Multiply normal T/O field length by 2.1,</li> <li>d) Takeoff and landing tailwind component limited to no more than 3 kn,</li> <li>e) Maximum cross-winds limited to 10 kn for both T/O and landing, and</li> <li>f) Multiply landing field length by 2.2.</li> </ol>	<p> </p>

AIRCRAFT:  
 BD-700-1A10/1A11

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>R AUX FUEL PUMP</b>                      (Advisory)                      (GX)</p>	<p><b>C</b></p>	<p>(O) Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Right AUX pump is de-activated,</li> <li>b) Left center transfer pump is operative,</li> <li>c) Left Aft tank transfer pump is operative,</li> <li>d) Left Aft tank transfer SOV is operative,</li> <li>e) Left wing transfer SOV is operative,</li> <li>f) XFEED FAIL Caution is not posted,</li> <li>g) R PRI FUEL PUMP Advisory is not posted, and</li> <li>h) An extra 1,000 lbs of fuel is carried for the planned flight.</li> </ol>	
<p><b>R AUX FUEL PUMP</b>                      (Advisory)                      (G5000 only)</p>	<p><b>C</b></p>	<p>(O) Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Right AUX pump is de-activated,</li> <li>b) Left center transfer pump is operative,</li> <li>c) Left wing transfer SOV is operative,</li> <li>d) XFEED FAIL Caution is not posted,</li> <li>e) R PRI FUEL PUMP Advisory is not posted, and</li> <li>f) An extra 1,000 lbs of fuel is carried for the planned flight.</li> </ol>	
<p><b>R BLEED FAULT</b>                      (Advisory)</p>	<p><b>C</b></p>	<p>(O) Aircraft may be dispatched provided, prior to each flight:</p> <ol style="list-style-type: none"> <li>a) None of the following messages are also posted:                             <ul style="list-style-type: none"> <li>- L BLEED SYS FAIL Caution;</li> <li>- L WING ANTI-ICE FAIL Caution;</li> <li>- XBLEED FAIL Caution;</li> <li>- L BLEED FAULT Advisory;</li> <li>- WING ANTI-ICE FAULT Advisory;</li> </ul> </li> <li>b) Right PRV and HP SOV open and close correctly in response to L BLEED OFF switch selection, as indicated on Synoptic Page,</li> <li>c) Right HP valve is open at engine idle and closed at high thrust settings, as indicated on Synoptic Page,</li> <li>d) WING XBLEED FROM L is selected and remains open, and</li> <li>e) Operations are not conducted in known or forecast icing conditions.</li> </ol>	<p>   </p>
<p><b>R ENG FIRE FAULT</b>                      (Advisory)</p>	<p><b>A</b></p>	<p>Aircraft may be dispatched for 1 flight-day provided the Fire Test is conducted before each flight.</p>	
	<p><b>C</b></p>	<p>Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Fire test is conducted before each flight, and</li> <li>b) Operations are conducted not more than 60 minutes from a suitable airport.</li> </ol>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>R FADEC FAULT</b> (Advisory)</p> <p><b>R PACK AUTO FAIL</b> (Caution) (GX)</p>	<p><b>A</b></p> <p><b>C</b></p>	<p>May be dispatched with FADEC faults provided repairs are made in accordance with times established by engine manufacturer. No extensions are allowed.</p> <p>(O) Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Right pack is selected OFF and the FCV is verified closed on Synoptic Page,</li> <li>b) Left pack discharge temperature indications on Synoptic Page are operative,</li> <li>c) Left pack is verified operative in MAN mode,</li> <li>d) Left pack is operated in AUTO mode,</li> <li>e) Avionics Bay fan is selected OFF,</li> <li>f) Recirculation system is verified operative,</li> <li>g) AUX PRESS system is verified operative,</li> <li>h) TRIM AIR is selected OFF,</li> <li>i) RAM Air valve is verified operative,</li> <li>j) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- L BLEED SYS FAIL Caution;</li> <li>- R BLEED SYS FAIL Caution;</li> <li>- L BLEED LEAK Caution;</li> <li>- R BLEED LEAK Caution;</li> <li>- L PACK TEMP Caution;</li> <li>- X BLEED FAIL Caution;</li> <li>- L BLEED FAULT Advisory;</li> <li>- L PACK FAULT Advisory; and</li> </ul> </li> <li>k) Operations are conducted at or below FL 410.</li> </ol>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>R PACK AUTO FAIL</b>                      (Caution)                      (Global 5000)</p>	<p><b>C</b></p>	<p>(O) Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Right pack is selected OFF and the FCV is verified closed on Synoptic Page,</li> <li>b) Left pack discharge temperature indications on Synoptic Page are operative,</li> <li>c) Left pack is verified operative in MAN mode,</li> <li>d) Left pack is operated in AUTO mode,</li> <li>e) Avionics Bay fan is selected OFF,</li> <li>f) Recirculation system is verified operative,</li> <li>g) AUX PRESS system is verified operative,</li> <li>h) TRIM AIR is selected OFF,</li> <li>i) RAM Air valve is verified operative,</li> <li>j) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- L BLEED SYS FAIL Caution;</li> <li>- R BLEED SYS FAIL Caution;</li> <li>- L BLEED LEAK Caution;</li> <li>- R BLEED LEAK Caution;</li> <li>- L PACK TEMP Caution;</li> <li>- X BLEED FAIL Caution;</li> <li>- L BLEED FAULT Advisory;</li> <li>- L PACK FAULT Advisory;</li> <li>- AV RACK FAN FAIL Advisory; and</li> </ul> </li> <li>k) Operations are conducted at or below FL 410.</li> </ol>	

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 BD-700-1A10/1A11

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>R PACK FAIL</b>                      (Caution)                      (GX)</p>	<p><b>C</b></p>	<p>(O) Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Right pack is selected OFF,</li> <li>b) Right FCV is visually verified closed in Aft Equipment Bay,</li> <li>c) Left pack discharge temperature indications on Synoptic Page are operative,</li> <li>d) Left pack is verified operative in MAN mode,</li> <li>e) Left pack FCV opens and closes correctly in response to PACK OFF switch,</li> <li>f) Left pack is operated in AUTO mode,</li> <li>g) Avionics Bay fan is selected OFF,</li> <li>h) Recirculation system is verified operative,</li> <li>i) AUX PRESS system is verified operative,</li> <li>j) TRIM AIR is selected OFF,</li> <li>k) RAM Air valve is verified operative,</li> <li>l) None of the following messages are also posted:                             <ul style="list-style-type: none"> <li>- L BLEED SYS FAIL Caution;</li> <li>- R BLEED SYS FAIL Caution;</li> <li>- L BLEED LEAK Caution;</li> <li>- R BLEED LEAK Caution;</li> <li>- L PACK TEMP Caution;</li> <li>- L PACK AUTO FAIL Caution;</li> <li>- X BLEED FAIL Caution;</li> <li>- L BLEED FAULT Advisory;</li> <li>- L PACK FAULT Advisory; and</li> </ul> </li> <li>m) Operations are conducted at or below FL 410.</li> </ol> <p>NOTE: If pack closure cannot be confirmed on synoptic, then manual closure and lock-out is required prior to dispatch.</p>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>R PACK FAIL</b>                      (Caution)                      (Global 5000)</p>	<p><b>C</b></p>	<p>(O) Except for ER Operations, aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Right pack is selected OFF,</li> <li>b) Right FCV is visually verified closed in Aft equipment bay,</li> <li>c) Left pack discharge temperature indications on Synoptic Page are operative,</li> <li>d) Left pack is verified operative in MAN mode,</li> <li>e) Left pack FCV opens and closes correctly in response to PACK OFF switch,</li> <li>f) Left pack is operated in AUTO mode,</li> <li>g) Avionics Bay fan is selected OFF,</li> <li>h) Recirculation system is verified operative,</li> <li>i) AUX PRESS system is verified operative,</li> <li>j) TRIM AIR is selected OFF,</li> <li>k) RAM Air valve is verified operative,</li> <li>l) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- L BLEED SYS FAIL Caution;</li> <li>- R BLEED SYS FAIL Caution;</li> <li>- L BLEED LEAK Caution;</li> <li>- R BLEED LEAK Caution;</li> <li>- L PACK TEMP Caution;</li> <li>- L PACK AUTO FAIL Caution;</li> <li>- X BLEED FAIL Caution;</li> <li>- L BLEED FAULT Advisory;</li> <li>- L PACK FAULT Advisory;</li> <li>- AV RACK FAN FAIL Advisory; and</li> </ul> </li> <li>m) Operations are conducted at or below FL 410.</li> </ol> <p>NOTE: If pack closure cannot be confirmed on synoptic then manual closure and lock-out is required prior to dispatch.</p>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>R PACK FAULT</b> (Advisory)	<b>C</b>	Except for ER Operations, aircraft may be dispatched provided, prior to each dispatch: <ol style="list-style-type: none"> <li>a) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- L PACK FAULT Advisory;</li> <li>- R BLEED FAULT Advisory;</li> <li>- R BLEED FAIL Caution;</li> <li>- L PACK AUTO FAIL Caution;</li> <li>- L PACK FAIL Caution; and</li> </ul> </li> <li>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.</li> </ol>	
<b>R PRI FUEL PUMP</b> (Advisory)	<b>C</b>	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- R AUX FUEL PUMP Advisory;</li> <li>- L AUX FUEL PUMP Advisory;</li> <li>- L PRI FUEL PUMP Advisory;</li> </ul> </li> <li>b) Aft position R PRI pump is operative as indicated on FUEL Synoptic Page,</li> <li>c) All fuel quantity indications are operative, and</li> <li>d) XFEED SOV is verified operative prior to each dispatch.</li> </ol>	
<b>R PROBE MON FAIL</b> (Advisory)	<b>B</b>	(O) Except for ER Operations and Polar Ops, aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Neither ICE DETECTOR FAULT Advisory nor ICE DETECTOR FAIL Caution messages are displayed,</li> <li>b) Operations are not conducted in known or forecast icing conditions,</li> <li>c) Operations are conducted under day VMC only,</li> <li>d) Dispatch provisos and procedures associated with YD HEAT 2 FAIL, herein, are carried out,</li> <li>e) Enroute operations, do not require its use, and</li> <li>f) Flights are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.</li> </ol> <p>NOTE: Both inboard and outboard right brake temperature indications on the EICAS STATUS Page will be inoperative.</p>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>R WINDOW HEAT FAIL</b> (Caution)	<b>C</b>	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>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"> <li>- L WSHLD HEAT FAIL Caution;</li> <li>- L WINDOW HEAT FAIL Caution;</li> <li>- R WSHLD HEAT FAIL Caution, and</li> </ul> </li> <li>b) Operations are not conducted in known or forecast icing.</li> </ol>	
	<b>C</b>	(O) In conjunction with other windshield failures, the aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Only one of the following messages are annunciated,                             <ul style="list-style-type: none"> <li>- L WSHLD HEAT FAIL Caution;</li> <li>- R WSHLD HEAT FAIL Caution;</li> </ul> </li> <li>b) Operations are not conducted in known or forecast icing, and</li> <li>c) Both ice detection systems are operative.</li> </ol>	
<b>R WING A/ICE FAIL</b> (Caution)	<b>C</b>	Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Anti-Ice "WING" rotary switch is selected to the OFF position and the valves confirmed closed on the Synoptic Page,</li> <li>b) ICE DETECTOR FAULT Advisory and/or ICE DETECTOR FAIL Caution messages are not also posted, and</li> <li>c) Operations are not conducted in known or forecast icing conditions.</li> </ol>	
<b>R WSHLD HEAT FAIL</b> (Caution)	<b>C</b>	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>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"> <li>- L WSHLD HEAT FAIL Caution;</li> <li>- L WINDOW HEAT FAIL Caution;</li> <li>- R WINDOW HEAT FAIL Caution; and</li> </ul> </li> <li>b) Operations are not conducted in known or forecast icing.</li> </ol>	
		(Continued)	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>R WINDOW HEAT FAIL</b> (Caution) (Cont'd)	<b>C</b>	(O) In conjunction with other windshield failures, the aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Only one of the following messages are annunciated,                             <ul style="list-style-type: none"> <li>- L WSHLD HEAT FAIL Caution;</li> <li>- R WINDOW HEAT FAIL Caution;</li> </ul> </li> <li>b) Operations are not conducted in known or forecast icing, and</li> <li>c) Both ice detection systems are operative.</li> </ol>	
<b>RAD ALT 1 FAIL</b> (Advisory) (Global Vision only)	<b>C</b>	Aircraft may be dispatched provided autothrottles are confirmed disengaged before selecting gear down for landing.	
<b>RAD ALT 2 FAIL</b> (Advisory) (Global Vision only)	<b>C</b>	Aircraft may be dispatched provided autothrottles are confirmed disengaged before selecting gear down for landing.	
<b>RAD ALT 1-2 FAIL</b> (Caution) (Global Vision only)	<b>A</b>	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) TAWS is considered inoperative,</li> <li>b) TCAS is considered inoperative,</li> <li>c) Landings are conducted in accordance with the Non-Normal Procedures for RAD ALT 1-2 FAIL (Caution), and</li> <li>d) Repairs are made within 2 flight-days.</li> </ol>	
<b>RECIRC FAN FAIL</b> (Advisory)	<b>C</b>	(O) Except for ER Operations, aircraft may be dispatched provided neither, L PACK FAIL nor R PACK FAIL Caution messages are posted.	
<b>SAFETY VALVE OPEN</b> (Advisory)	<b>C</b>	(O) Except for ER Operations, aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Both air conditioning packs operate normally,</li> <li>b) Operations are conducted unpressurized at or below 9,000 ft. MSL,</li> <li>c) Take-offs and landings are not conducted on runways near bodies of water, and</li> <li>d) Extended over water operations are prohibited.</li> </ol>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>SG 3 FAIL</b> (Caution)</p>	<b>C</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) SG 3 switch on reversion control panel remains selected to ALTN,</li> <li>b) All cockpit displays are operative with the EFIS and EICAS in normal, and</li> <li>c) Reversion switching system is verified operative.</li> </ol>	
<p><b>SLAT HALFSPD</b> (Advisory)</p> <p>(relief limited to SFCU p/n GT415-5900-13 &amp; sub)</p>	<b>B</b>	<p>(O) Aircraft may be dispatched provided FLAP HALFSPD Advisory and/or FLAP FAIL Caution messages are not also posted.</p> <p>NOTE 1: 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 2: Slat system will operate at half speed.</p>	
<p><b>SLAT – FLAP BIT</b> (Advisory)</p>	<b>C</b>	<p>Aircraft may be dispatched.</p>	
<p><b>SMALL SERV DOOR</b> (Caution)</p>	<b>C</b>	<p>(O) Aircraft may be dispatched provided prior to each flight, all small service doors are verified CLOSED, LATCHED and LOCKED.</p>	
<p><b>SMOKE AFT LAV FAIL</b> (Caution)</p>	<b>C</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Lavatory is not used by passengers for any purpose,</li> <li>b) Lavatory waste receptacle is empty,</li> <li>c) Lavatory door is secured closed and placarded, "INOPERATIVE DO NOT ENTER",</li> <li>d) Access to waste receptacle from outside lavatory must be secured closed and placarded, "INOPERATIVE - DO NOT USE",</li> <li>e) Lavatory is used only by crew members, and</li> <li>f) Lavatory is inspected periodically.</li> </ol>	
	<b>B</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>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>SMOKE AV RACK FAIL</b>                      (Caution)                      (Global 5000)</p>	<b>B</b>	<p>Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Following messages are not also posted:                             <ul style="list-style-type: none"> <li>- AVFAN S FAIL Caution,</li> <li>- AVIONIC FAN FAIL Advisory,</li> <li>- AV RACK FAN FAIL Advisory,</li> <li>- RECIRC FAN FAIL Advisory, and</li> </ul> </li> <li>b) Aircraft is <b>not</b> dispatched in unpressurized configuration.</li> </ol>	
<p><b>SMOKE BAGGAGE FAIL</b>                      (Caution)</p>	<b>C</b>	<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>	
<p><b>SMOKE CLO AFT FAIL</b>                      (Caution)</p>	<b>C</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Closet is empty,</li> <li>b) Cabin closet door is secured CLOSED and placarded, "DO NOT USE", and</li> <li>c) Closet is inspected periodically.</li> </ol>	
<p><b>SMOKE CLO FWD FAIL</b>                      (Caution)</p>	<b>C</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Closet is empty,</li> <li>b) Cabin closet door is secured CLOSED and placarded, "DO NOT USE", and</li> <li>c) Closet is inspected periodically.</li> </ol>	
<p><b>SMOKE FWD LAV FAIL</b>                      (Caution)</p>	<b>C</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Lavatory is not used by passengers for any purpose,</li> <li>b) Lavatory waste receptacle is empty,</li> <li>c) Lavatory door is secured closed and placarded "INOPERATIVE DO NOT ENTER",</li> <li>d) Access to waste receptacle from outside lavatory must be secured closed and placarded, "INOPERATIVE - DO NOT USE",</li> <li>e) Lavatory is used only by crewmembers, and</li> <li>f) Lavatory is inspected periodically.</li> </ol>	
(Continued)			

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 BD-700-1A10/1A11

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>SMOKE FWD LAV FAIL</b>                      (Caution)                      (Cont'd)</p>	<b>B</b>	<p>(O) May be inoperative for non-passenger carrying operations provided crewmembers 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>	
<p><b>SMS NOT AVAILABLE</b>                      (Advisory)                      (GLOBAL VISION ONLY)</p>	<b>C</b>	<p>Aircraft may be dispatched provided SMS is selected OFF.</p>	
<p><b>SPLRS/STAB BIT</b>                      (Advisory)</p> <p>[NOTE: Relief limited to aircraft serial numbers 9193 &amp; subsequent, and previous serial numbers incorporating BA Service Bulletins as below.</p> <p>Model 700-1A10: Both S/Bs #700-27-053 and S/B #700-27-058.</p> <p>Model 700-1A11: Both S/Bs #700-1A11-27-009 and S/B #700-1A11-27-016]</p>	<b>C</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) All multi-function spoilers are operative in roll assist mode,</li> <li>b) Visual check is made to verify that the MFS surfaces operate normally prior to take-off,</li> <li>c) Ground Lift Dump is manually armed for take-off, and</li> <li>d) All flight control modules are operative.</li> </ol> <p>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.</p>	
<p><b>SUPP FAN 1 FAIL</b>                      (Advisory)                      (Global Vision only)</p>	<b>C</b>	<p>(O) Aircraft may be dispatched provided none of the following CAS messages are also posted:</p> <ul style="list-style-type: none"> <li>- L DSPL FAN FAULT Advisory,</li> <li>- CTR DSPL FAN FAULT Advisory, or</li> <li>- R DSPL FAN FAULT Advisory.</li> </ul>	
<p><b>SUPP FAN 2 FAIL</b>                      (Advisory)                      (Global Vision only)</p>	<b>C</b>	<p>(O) Aircraft may be dispatched provided none of the following CAS messages are also posted:</p> <ul style="list-style-type: none"> <li>- L DSPL FAN FAULT Advisory,</li> <li>- CTR DSPL FAN FAULT Advisory, or</li> <li>- R DSPL FAN FAULT Advisory.</li> </ul>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>***SVS FAIL</b> (Advisory) (Global Vision only)	<b>D</b>	Aircraft may be dispatched with SVS not selected on either PFD.	
<b>***SVS 1 (2) FAIL</b> (Advisory) (Global Vision only)	<b>D</b>	Aircraft may be dispatched with SVS not selected on either PFD.	
<b>***SVS OBSTACLE FAIL</b> (Advisory) (Global Vision only)	<b>D</b>	Aircraft may be dispatched.	
<b>***SVS 1 (2) OBSTACLE FAIL</b> (Advisory) (Global Vision only)	<b>D</b>	Aircraft may be dispatched.	
<b>***SVS RUNWAYS FAIL</b> (Advisory) (Global Vision only)	<b>D</b>	Aircraft may be dispatched.	
<b>***SVS 1 (2) RUNWAYS FAIL</b> (Advisory) (Global Vision only)	<b>D</b>	Aircraft may be dispatched.	
<b>***SVS TAWS ALERT FAIL</b> (Advisory) (Global Vision only)	<b>D</b>	Aircraft may be dispatched.  NOTE: TAWS alerts on MFD Map and aural are not affected.	
<b>***SVS 1 (2) TAWS ALERT FAIL</b> (Advisory) (Global Vision only)	<b>D</b>	Aircraft may be dispatched.  NOTE: TAWS alerts on MFD Map and aural are not affected.	
<b>***SVS FAULT</b> (Advisory) (Global Vision only)	<b>D</b>	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.	



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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>TAT HT 1 FAIL</b> (Advisory)	<b>B</b>	(O) Except where enroute operations require its use, aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- ICE DETECTOR FAIL Caution;</li> <li>- ICE DETECTOR FAULT Advisory,</li> <li>- TAT HT 2 FAIL Advisory;</li> <li>- TAT HT 3 FAIL Advisory;</li> </ul> </li> <li>b) Operations are not conducted in visible moisture where TAT is 10 °C or lower,</li> <li>c) Operations are not conducted in known or forecast icing conditions, and</li> <li>d) Operations are conducted in day VMC conditions only.</li> </ul>	
<b>TAT HT 2 FAIL</b> (Advisory)	<b>B</b>	(O) Except where enroute operations require its use, aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- ICE DETECTOR FAIL Caution;</li> <li>- ICE DETECTOR FAULT Advisory,</li> <li>- TAT HT 1 FAIL Advisory;</li> <li>- TAT HT 3 FAIL Advisory;</li> </ul> </li> <li>b) Operations are not conducted in visible moisture where TAT is 10 °C or lower,</li> <li>c) Operations are not conducted in known or forecast icing conditions, and</li> <li>d) Operations are conducted in day VMC conditions only.</li> </ul>	
<b>TAT HT 3 FAIL</b> (Advisory)	<b>B</b>	(O) Except where enroute operations require its use, aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- ICE DETECTOR FAIL Caution;</li> <li>- ICE DETECTOR FAULT Advisory,</li> <li>- TAT HT 1 FAIL Advisory;</li> <li>- TAT HT 2 FAIL Advisory;</li> </ul> </li> <li>b) Operations are not conducted in visible moisture where TAT is 10 °C or lower,</li> <li>c) Operations are not conducted in known or forecast icing conditions, and</li> <li>d) Operations are conducted in day VMC conditions only.</li> </ul>	

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 BD-700-1A10/1A11

**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<p><b>TAWS SYSTEM FAIL</b>                      (Advisory)                      (Global Vision only)</p>	<b>A</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Alternate procedures are established and used,</li> <li>b) Repairs are made within 2 flight-days, and</li> <li>c) Takeoffs and landings are not conducted into forecast windshear conditions.</li> </ol>	
<p><b>TAWS GPWS FAIL</b>                      (Advisory)                      (Global Vision only)</p>	<b>A</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Alternate procedures are established and used,</li> <li>b) Repairs are made within 2 flight-days.</li> </ol>	
<p><b>TAWS MAP FAIL</b>                      (Advisory)                      (Global Vision only)</p>	<b>B</b>	<p>Aircraft may be dispatched provided TERRAIN is selected OFF at MAP OVRLY menu.</p>	
<p><b>TAWS TERRAIN FAIL</b>                      (Advisory)                      (Global Vision only)</p>	<b>B</b>	<p>Aircraft may be dispatched provided</p> <ol style="list-style-type: none"> <li>a) TERRAIN is selected OFF at the TAWS panel, and</li> <li>b) TERRAIN is selected OFF at MAP OVRLY menu.</li> </ol>	
<p><b>TAWS WINDSHEAR FAIL</b>                      (Advisory)                      (Global Vision only)</p>	<b>B</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) Alternate procedures are established and used, and</li> <li>b) Takeoffs and landings are not conducted into forecast windshear conditions.</li> </ol>	
<p><b>TCAS FAIL</b>                      (Caution)                      (Global Vision only)</p>	<b>B</b>	<p>(O) Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> <li>a) System is deactivated and secured, and</li> <li>b) Enroute or approach procedures do not require its use.</li> </ol>	
<p><b>TERR FAIL</b>                      (Advisory)                      (except Global Vision)</p>	<b>B</b>	<p>May be inoperative provided TERR is selected OFF.</p>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>TRU 1 FAIL</b> (Advisory)	<b>C</b>	(O) Except for ER Operations, aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) TRU 2 FAIL advisory message is not displayed,</li> <li>b) All indications for the remaining TRUs operate normally, and</li> <li>c) Affected unit is de-activated.</li> </ol>	
<b>TRU 2 FAIL</b> (Advisory)	<b>C</b>	(O) Except for ER Operations, aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) TRU 1 FAIL advisory message is not displayed,</li> <li>b) All indications for the remaining TRUs operate normally, and</li> <li>c) Affected unit is de-activated.</li> </ol>	
<b>WINDSHEAR FAIL</b> (Advisory) (except Global Vision)	<b>C</b>	(O) Aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Alternate procedures are established and used, and</li> <li>b) Takeoffs and landings are not conducted in known or forecast windshear conditions.</li> </ol>	
<b>WING A/ICE FAULT</b> (ADVISORY)	<b>C</b>	(O) Except for Polar Ops, aircraft may be dispatched provided prior to each departure: <ol style="list-style-type: none"> <li>a) Flight is not conducted in known or forecast icing conditions,</li> <li>b) A power-up test is performed by cycling WING A/ICE switch form OFF to ON, and.</li> <li>c) None of the following CAS messages are also posted:                             <ul style="list-style-type: none"> <li>- ICE DETECT FAIL Caution;</li> <li>- L BLEED SYS FAIL Caution;</li> <li>- R BLEED SYS FAIL Caution;</li> <li>- ICE DETECT FAULT Advisory;</li> <li>- L BLEED FAULT Advisory; and</li> <li>- R BLEED FAULT Advisory.</li> </ul> </li> </ol>	
<b>WING A/ICE LEAK</b> (Caution)	<b>C</b>	Except for Polar Ops, aircraft may be dispatched provided: <ol style="list-style-type: none"> <li>a) Selecting wing anti-ice system OFF extinguishes the WING A/ICE LEAK Caution message,</li> <li>b) Wing Anti-Ice remains selected OFF,</li> <li>c) Neither ICE DETECTOR FAULT Advisory nor ICE DETECTOR FAIL Caution messages are also posted, and</li> <li>d) Operations are not conducted in known or forecast icing conditions.</li> </ol>	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>WING A/ICE LO HEAT</b> (CAUTION)	<b>C</b>	Aircraft may be dispatched in accordance with MMEL relief provisos for L WING A/ICE FAIL or R WING A/ICE FAIL Caution message.	
<b>WING A/ICE SENSOR</b> (Advisory)	<b>C</b>	Aircraft may be dispatched in accordance with MMEL relief provisos for L WING A/ICE FAIL or R WING A/ICE FAIL Caution message.	
<b>WOW FAULT</b> (ADVISORY)	<b>C</b>	(O) Except for ER operations, aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Prior to each departure, refuel/defuel panel(s) is/are verified selected OFF, and</li> <li>b) Flights are conducted in accordance with AFM for unpressurized flight configuration, at or below 9,000 ft. MSL.</li> </ul> <p>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.</p>	
<b>YD 1 FAIL</b> (Caution) (except Global Vision)	<b>C</b>	(O) Except for ER operations, aircraft may be dispatched provided airplane is operated at or below FL 390.	
<b>YD 2 FAIL</b> (Caution) (except Global Vision)	<b>C</b>	(O) Except for ER operations, aircraft may be dispatched provided airplane is operated at or below FL 390.	
<b>YD 1 FAIL</b> (Advisory) (Global Vision only)	<b>C</b>	Except for ER operations, aircraft may be dispatched provided airplane is operated at or below FL 390.	
<b>YD 2 FAIL</b> (Advisory) (Global Vision only)	<b>C</b>	Except for ER operations, aircraft may be dispatched provided airplane is operated at or below FL 390.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Item	1	2	Change Bar
<b>YD HEAT 1 FAIL</b> (Advisory) (except Global Vision)	<b>B</b>	(O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Yaw damper 1 is selected and used as primary throughout the flight, and</li> <li>b) Both yaw dampers are verified operative before dispatch.</li> </ul>	
	<b>B</b>	(O) Aircraft may be dispatched with both YD HEAT 1 FAIL and YD HEAT 2 FAIL messages provided: <ul style="list-style-type: none"> <li>a) Operations are conducted at or below FL 410, and</li> <li>b) Both yaw dampers are verified operative before dispatch.</li> </ul>	
<b>YD HEAT 2 FAIL</b> (Advisory) (except Global Vision)	<b>B</b>	(O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> <li>a) Yaw damper 2 is selected and used as primary throughout the flight, and</li> <li>b) Both yaw dampers are verified operative before dispatch.</li> </ul>	
	<b>B</b>	(O) Aircraft may be dispatched with both YD HEAT 1 FAIL and YD HEAT 2 FAIL messages provided: <ul style="list-style-type: none"> <li>a) Operations are conducted at or below FL 410, and</li> <li>b) Both yaw dampers are verified operative before dispatch.</li> </ul>	