



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

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# Master Minimum Equipment List (MMEL)

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Revision: 1  
Date: 02/26/2020

## **Bombardier BD-700-2A12 (Global 7500)**

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

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**LOG OF REVISIONS**

REV NO.	DATE	PAGE NO.
Original	10/12/2018	All pages.
Rev 1	02/26/2020	Cover Page, pages I thru XXXII, 21-1 thru 14, 22-1 thru 5, 23-1 thru 13, 24-1 thru 6, 25-1 thru 12, 25-14 thru 16, 26-1 thru 3, 27-1 thru 5, 28-1 thru 10, 29-1 thru 7, 30-1 thru 5, 31-1 thru 3, 31-5 thru 12, 32-1 thru 5, 33-2 thru 5, 34-1 thru 15, 35-1, 35-3 thru 5, 36-1 thru 3, 38-1 thru 2, 46-1 thru 3, 47-1, 49-1 thru 3, 50-1, 52-1 thru 5, 71-1, 73-1, 74-1, 75-1, 76-1, 77-1, 79-1, 80-1.  SECTION 2: 2-1 thru 22, 2-24, 2-26, 2-29, 2-31 thru 47, 2-51 thru 73, 2-77, 2-82 thru 85, 2-87, 2-89, 2-90, 2-92, 2-94 thru 111.

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**HIGHLIGHTS OF CHANGE**

The following changes are the Highlights of Changes for **Revision 1**.

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.
All	All Section 1 MMEL Item titles that were plural revised to singular.  Deleted all instances of "if installed".  Symbol "(Caution)" added to each Caution message.  "Crew Alert System" replaced by "Crew Alerting System".  "caution", "advisory", and "status" Capitalized.  Adaptive Flight Display (AFD) is replaced by Display Unit (DU).
THROUGHOUT	Changed multiple plurals in Item names to singular form. (Pages 21-1, 21-7, 21-12, 21-14, 22-5, 23-1, 23-6, 23-7, 23-9, 25-1, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 25-10, 25-12, 25-13, 25-14, 25-15, 25-16, 26-3, 26-4, 27-4, 27-7, 28-1, 28-5, 28-6, 28-8, 28-9, 28-10, 29-2, 29-3, 29-5, 29-6, 30-1, 30-2, 30-5, 31-1, 31-6, 31-7, 31-8, 31-9, 31-10, 31-11, 31-12, 32-3, 32-4, 32-5, 33-1, 33-2, 33-3, 33-4, 33-5, 34-1, 34-5, 34-6, 34-7, 34-8, 34-12, 34-13, 34-14, 34-15, 35-2, 35-4, 35-5, 35-6, 46-2, 46-3, 49-2, 49-3, 50-1, 52-5, 73-1, 74-1, 76-1)
XXXIV	NOTE added.
21-1	21-21-01 Baggage Bay Shutoff Valve (BBSOV) sub-item 1) Inlet BBSOV: "closed" revised to "CLOSED" in proviso a); NOTE added.
21-2	21-30-00 Cabin Pressure Control System (CPCS): (M) added. Proviso d) in Rev 0 removed, and remaining provisos re-lettered. "Except for extended range operations," removed from both item and sub-item (AUTO Mode). Edit change of the first proviso c).
21-3	21-31-02 Auxiliary Pressurization System (AUX PRESS): "Except for extended range operations" revised to "Except for diversion greater than 60 minutes".  21-31-03 Outflow Valve 1) OFV 1 (FWD): "Except for extended range operations," removed. "open" revised to "OPEN" in proviso a).

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
21-4	21-31-03 Outflow Valve 2) OFV 2 (AFT): "Except for extended range operations," removed. "open" revised to "OPEN" in proviso a). Proviso d) in Rev 0 removed, and remaining provisos re-lettered with edit change.  21-31-03 Outflow Valve 3) Stepper Motor: Provisos revised, stepper motors to be deactivated.
21-5	21-31-07 Safety Valve: "Except for extended range operations," removed.  21-42-00 Pilot Heated Mat (PHM) (LH and RH): (M) added.
21-6	21-51-04, 4) AUX PRESS PBA: Title revised, added "System".  21-51-04, 5) PACK FLOW PBA: Proviso revised.
21-7	21-51-09 Pack Inlet Pressure Sensor (PIPS): Repair Category revised to A, and provisos revised.  21-51-13 Flow Control Valve (FCV): "Except for extended range operations" revised to "Except for diversion greater than 60 minutes".
21-8	21-52-00 Air Conditioning System 1) Left Pack (L PACK): "Except for extended range operations" revised to "Except for diversion greater than 60 minutes".
21-9	21-52-00 Air Conditioning System 2) Right Pack (R PACK): "Except for extended range operations," revised to "Except for diversion greater than 60 minutes".  21-52-15 Pack Discharge Temperature Sensor (PDTS): "Except for diversion greater than 60 minutes" added to proviso.
21-10	21-53-05 Emergency Ram Air Valve (ERAV): "Except for extended range operations" replaced by "Except for diversion greater than 60 minutes". Edit change of proviso c). Proviso g) revised. MFS should be operative.  21-54-01 Forward Avionics Rack Fan (FARF): "Except for extended range operations," removed. Proviso a) revised. Bleed Air Systems operative added. "AFD display" revised to "Display Unit (DU)".  21-54-05 Aft Avionics Rack Fan (AARF): "Except for extended range operations," removed.
21-11	21-54-23 Avionics Bay Fan (AVFAN): "Except for extended range operations," removed. Proviso a) revised. Bleed Air Systems operative added.  21-54-25 Aft Equipment Bay Fan (AEBF): "40° C" revised to "35 °C".

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
21-12	21-60-09 Hot Air Shut Off Valve (HASOV): "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Edit change of proviso.  21-60-13 Trim Air Valve (TAV): "Except for extended range operations," revised to "Except for diversion greater than 60 minutes". Edit change of proviso. Edit change of proviso d).
21-13	21-60-25 Aft Equipment Bay Temperature Sensor: "40° C" revised to "35° C".
21-14	21-60-27 sub-item 1) MAN TEMP PBA, sub-item 3) COCKPIT Knob and sub-item 4) CABIN Knob deleted.  21-61-02 Duct Temperature Sensor (DTS): "Except for diversion greater than 60 minutes" added to proviso. Edit change of proviso b).
22-1	22-10-00 Autopilot System: "all" revised to "up to three". "Except for extended range operations," removed.  22-11-01 Flight Control Panel (FCP) 1) Channel A: Sub-item deleted.  22-11-01 Flight Control Panel (FCP) 2) Channel B: Sub-item deleted.  22-11-01 Flight Control Panel (FCP) 5) ½ BANK Pushbutton: Proviso revised.
22-2	22-11-01 Flight Control Panel (FCP) 9) Vertical Navigation (VNAV) Mode Pushbutton: "VNAV Mode Pushbutton" revised to "Vertical Navigation (VNAV) Mode Pushbutton".  22-11-01 12) Speed IAS to Mach Pushbutton: "IAS" spelled out by "Indicated Air Speed (IAS)".
22-3	22-11-01 15) Heading (HDG) PUSH SYNC Pushbutton (Push Function): Title revised, "(Push Function)" added.  22-11-01 18) UP/DN Selector Wheel: Deleted.
22-4	22-12-00 Takeoff/Go Around (TOGA) Switch: Provisos revised with detailed dispatch requirement. NOTE added.
23-1	23-11-00 Very High Frequency (VHF) Communication System: Sub-title "Aircraft With Single Data Link System" and "Aircraft With Dual Data Link System" added. "ATN" revised to "Aeronautical Telecommunications Network (ATN)".  23-12-00 Updated dispatch requirements.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
23-2	23-16-00 Iridium Cockpit Satellite Communication (SATCOM) System: "data link" revised to "Data Link". "(SATCOM)" added to title. The number installed revised to 1 and required for dispatch revised to 0.  Proviso 1: "NOTE" revised to "NOTE 1", and NOTE 2 added.  23-21-00 Printer System***: "****" symbol added as an option.
23-3	23-25-00 Data Link System 1) Aircraft Communications Addressing and Reporting System (ACARS): "ARINC" revised to "Aircraft" in sub-title.  23-25-00 Data Link System 3): "ATN" revised to "Aeronautical Telecommunications Network (ATN)" in title.
23-4	23-25-00 Data Link System 5)*** CPDLC Pushbutton ACPT, RJCT, STBY, LOAD, REFRESH (Glareshield Panel): Repair Category revised to D.  23-31-02 Passenger Address System (PA): Title, Repair Category and provisos revised per Policy Letter 9.
23-5	23-31-02 Passenger Address System (PA): Title, Repair Category and provisos revised per Policy Letter 9.  23-40-00 Crewmember Interphone System 1) Flight Deck to Cabin and Cabin to Flight Deck Function: Sub-title revised from "Flight Deck to Cabin and Cabin to Cabin" to "Flight Deck to Cabin and Cabin to Flight Deck Function". Proviso revised.  23-40-00 Crewmember Interphone System 3) Flight Deck to Ground Function - All Other Aircraft/Operations: "C, 1, -" revised to "C, 1, 0".
23-6	23-40-00, 04) Relocated and used it in place of 01) on page 23-5.
23-7	23-51-03: Audio Control Panel (ACP): NOTE added.  23-51-05 Flight Deck Headset Earphone/Headphone and Boom Microphone (HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE): Revised per Policy Letter 58.
23-8	23-51-06 Flight Deck Headset /Headphone (OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE): Revised per Policy Letter 58.  23-51-07 Flight Deck Hand Microphone System (HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE): Revised per Policy Letter 58.
23-9	23-51-08 Flight Deck Hand Microphone System (OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE): Revised per Policy Letter 58.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
23-10	23-71-02 Cockpit Voice Recorder (CVR) (COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER (FDR) INSTALLED): Revised per Policy Letter 29.  23-71-03 Cockpit Voice Recorder (CVR) (COCKPIT VOICE RECORDER (CVR) INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE): Revised per Policy Letter 29.
23-11	23-71-04, 1) CVR "TEST" Switch Light (Light Function Only): Proviso revised.
23-12	23-81-01 Radio Interface Unit (RIU) 3) Channel 2A: Repair Category revised to B.
23-13	23-81-01 Radio Interface Unit (RIU) 4) Channel 1B: Repair Category revised to B.
24-1	24-00-05 Overhead Control Panel PBA (light function only) - L(R)(APU) GEN "FAIL": Item title revised to remove "switch lights".  24-00-06 Overhead Control Panel PBA (Light Function Only) - L(R)(APU) GEN "OFF": Item title revised to remove "switch lights".  24-00-07 Overhead Control Panel PBA (Light Function Only) EXT AC "AVAIL": Item title revised to remove "switch lights".  24-00-08 Overhead Control Panel PBA (Light Function Only) EXT AC "ON": Item title revised to remove "switch lights".  24-00-09 Overhead Control Panel PBA (Light Function Only) CABIN POWER "OFF": Item title revised to remove "switch lights".  24-00-10 Overhead Control Panel PBA Switch Light (Light Function Only) CABIN OUTLET "OFF": Item title revised to remove "switch lights".
24-2	24-21-01 Variable Frequency Generator (VFG): Edit change of title. Divided to 2 sub-items (Left VFG, Right VFG) with revised provisos. Repair Category of Right VFG revised to A.  24-21-02 VFG Oil High Temperature Indication (Sensor): Divided to 2 sub-items (Left VFG, Right VFG) with revised provisos. Repair Category of Right VFG revised to A.  24-21-03 VFG Oil Level Indication (Remote Oil Level Sensor - ROLS): "heavy" revised to "scheduled" in proviso b).

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PAGE NO.	EXPLANATION OF CHANGE
24-3	24-21-04 VFG Oil Differential Pressure Indicator: Divided to 2 sub-items (Left VFG, Right VFG) with revised provisos. Repair Category of Right VFG revised to A.  24-21-05 VFG Oil Low Oil Pressure Sensor (LOP): Divided to 2 sub-items (Left VFG, Right VFG) with revised provisos. Repair Category of Right VFG revised to A.  24-21-06 VFG Oil Filter: Divided to 2 sub-items (Left VFG, Right VFG) with revised provisos. Repair Category of Right VFG revised to A.
24-4	24-22-01 APU Generator System: Repair Category revised to C, and (O) added. "Except for extended range operations," removed.  24-23-06 RAT Handle/LG Manual Release Compartment Handle Cover: Proviso revised. "inoperative or" removed.  24-26-01 Dual Frequency Converter Unit (DFCU): (M) added.  24-31-01 Transformer Rectifier Unit (TRU) 1: Repair Category revised to A, and proviso d) added accordingly. "Except for extended range operations," removed.
24-5	24-31-02 TRU Line Contactor (TLC) 1: Repair Category revised to A, and proviso d) added accordingly. "Except for extended range operations," removed.
24-6	24-61-01 Contactor Auxiliary Contacts Status 1) DC Essential Contactor 2 (DEC2) DCLOG2 Monitoring: "(DCT 2)" removed from sub-title.  24-61-01 Contactor Auxiliary Contacts Status 6) TRU Line Contactor 1 (TLC 1) DCLOG1 Monitoring: "DCLOG1 Monitoring" added to sub-title.  24-61-01 Contactor Auxiliary Contacts Status 7) TRU Line Contactor 2 (TLC 2) DCLOG2 Monitoring: "DCLOG2 Monitoring" added to sub-title.
25-1	25-10-02 Pilot Seat Adjustment: b) Outboard of sub-item 3) in Rev 0 separated to b) outboard vertical Adjustment and c) Outboard Tilt Angle Adjustment, and provisos revised accordingly.
25-2	25-18-02 Primary Observer Seat (including associated equipment): "Primary" added to title per Policy Letter 56.
25-3	25-18-02 Observer Seat (including associated equipment): "safety belt" replaced by "seat belt". "pilot in command" revised to "pilot-in-command" in NOTE 2.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
25-4	25-20-06 Cabin, Galley, and Lavatory Storage Compartment/Closet: "closed" revised to "CLOSED" in proviso a).
25-5	25-20-06 Cabin, Galley, and Lavatory Storage Compartment/Closet (Cont'd): "fully open" revised to "fully OPEN" in proviso b).
25-6	25-22-02 Passenger Seat: NOTEs revised per Policy Letter 79. "safety belt" replaced by "seat belt". "the" removed (in front of "adjacent"). NOTE 3 removed.
25-7	25-22-02 Passenger Seat 5) Seat Belt Restraint System: "Air Bag" removed from title.
25-8	25-22-02, 7) Swivel/Travel Mechanism: "takeoff and landing" replaced by "taxi, takeoff, and landing".
25-9	25-22-02, 10) Legrest: "takeoff and landing" replaced by "taxi, takeoff, and landing".
25-10	25-22-02, 11) Seat Depth Adjustment: In proviso 2: "takeoff and landing" replaced by "taxi, takeoff, and landing".
25-11	25-26-02 Divan: "safety belt" replaced by "seat belt". "takeoff and landing" replaced by "taxi, takeoff, and landing".
25-12	25-26-02, 2) Recline Mechanism: "takeoff and landing" replaced by "taxi, takeoff, and landing".
25-14	25-60-05 Emergency Medical Kit (EMK) and/or Associated Equipment ***: NOTE added.
25-15	25-61-02 Emergency Locator Transmitter (ELT) 2) Fixed ELT: All the provisos revised per Policy Letter 120.  25-62-02*** Lifejacket: "by 14 CFR" added to proviso.
25-16	25-62-04 Life Raft: "regulation" replaced by "14 CFR".  25-64-00 Emergency Vision Assurance System (EVAS): "Flightcrew" removed from item title; number of installed revised to "-".

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
26-1	26-10-01 Fire-Detection and Extinguishing Control Unit 1) Channel 1: Item deleted.  26-11-00 Engine Fire Detection Loop: Item deleted.  26-12-00 APU Fire-Detection System: Proviso revised.  26-13-00 Main Landing Gear Overheat Detection System: In first proviso (B, 1, 0), AFM supplement title revised in proviso c), and proviso d) removed as it is included in proviso c). The second proviso deleted.
26-2	26-14-01 Lavatory Smoke Detection System: Item divided to 2 sub-items, and the provisos revised per Policy Letter 24.  26-14-03*** Closet Smoke Detection System: (M)(O) removed and proviso revised.  26-14-04*** Crew Rest Area Smoke Detector: Title revised, (M)(O) removed and proviso revised.
26-3	26-14-05 Baggage Compartment Smoke Detector 1) Channel: The second proviso deleted.  26-14-13 Aft Avionics Rack Smoke Detector 1) Channel: Item deleted.  26-21-03 Engine Fire Extinguishing System 1) Squib: Item deleted.
27-1	27-00-02 Primary Flight Controls Control Panel PFCC 1/2/3 "OFF" PBA Guard: "Switch Guards" revised to "PBA Guard" in title. "Cutout Switch Light" revised to "PFCC 1/2/3 "OFF" PBA light" in proviso b).  27-00-03 Primary Flight Controls Control Panel 1) PFCC 1 "OFF" PBA: "Switch" revised to "PBA". "Cutout Switches" revised to ""OFF" PBAs" in proviso b).
27-2	27-00-03 Primary Flight Controls Control Panel 2) PFCC 2 "OFF" PBA: "Switch" revised to "PBA". "Cutout Switches" revised to ""OFF" PBAs" in proviso b).  27-00-03 Primary Flight Controls Control Panel 3) PFCC 3 "OFF" PBA: "Switch" revised to "PBA". "Cutout Switches" revised to ""OFF" PBAs" in proviso b).  27-21-13 Rudder Pedal 1) Damper: Item deleted.  27-21-13 Rudder Pedal 2) Electrical Adjustment: Proviso c) and d) added.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
27-3	27-21-13 Rudder Pedal 3) Backup Mechanical Adjustment: Item deleted.  27-42-01 Horizontal Stabilizer Trim Actuator (HSTA) - Motor Control Electronics (MCE) Channel 2: "Remaining channel" revised to "MCE Channel 1" in proviso b); proviso c) removed. "Except for extended range operations," removed.  27-51-01 Slat/Flap Control Lever 1) Rotary Variable Displacement Transducer (RVDT): Item deleted.  27-51-04 Slat Flap Electronic Control Unit (SFECU) Flap Channel: Item deleted.  27-52-41 Flap Power Drive Unit (PDU) Motor/Brake: Item deleted.  27-52-45 Flap Skew Sensor Channel: Item deleted.
27-4	27-52-49 Flap Position Sensor Unit (PSU) Resolver Channel: Item deleted.  27-52-53 Flap Asymmetry Brake Coil: Item deleted.  27-61-01 Ground Spoiler (GS) System - Includes PCUs and Ground Spoiler Control Module (GSCM): AFM supplement revised in proviso e).
27-5	27-62-01 Multifunction Spoiler (MFS) 3 System: Item deleted.  27-81-01 Slat Flap Electronic Control Unit (SFECU) Slat Channel: Item deleted.  27-81-07 Slat Skew Sensor Channel: Item deleted.  27-81-11 Slat Disconnect Sensor Channel: Item deleted.  27-81-15 Slat Position Sensor Unit (PSU) Resolver Channel: Item deleted.  27-81-37 Slat Power Drive Unit (PDU) Motor/Brake: Item deleted.  27-81-45 Slat Asymmetry Brake Coil: Item deleted.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
28-1	<p>28-00-01 Fuel System Synoptic Page (Indications Other Than Firewall Shutoff Valves, CG Shutoff Valves, Fuel Quantity and Fuel Temperature): "CG Shutoff Valves" added to title for exclusion.</p> <p>28-11-01 Water Drain Valve: 1) Center Tank: "closed" revised to "CLOSED". Proviso c) and d) added.</p> <p>28-11-01 Water Drain Valve: 2) Aft Tank: "closed" revised to "CLOSED". Proviso c) added.</p> <p>28-11-13 Gravity Filler Cap: "closed" revised "CLOSED".</p>
28-2	<p>28-20-01 Fuel Control Panel: Sub-item titles revised.</p>
28-3	<p>28-21-05 Primary Fuel Pump: (M) added. "Except for extended range operations," removed. In proviso h), "(if fueled)" added. First letters of "Primary Fuel Pump", "Auxiliary Fuel Pump", "Primary", "Auxiliary" and "Center" in provisos revised to uppercase.</p>
28-4	<p>28-21-11 Auxiliary Fuel Pump (Including Canister and Check Valve): "Except for extended range operations," removed. In proviso h), "(if fueled)" added. First letters of "Primary Fuel Pump", "Auxiliary Fuel Pump", "Primary", "Auxiliary" and "Center" in provisos revised to uppercase.</p>
28-5	<p>28-21-23 APU Feed Shutoff Valve: "Except for extended range operations," removed. Proviso a): "Valve" revised to "Associated valve".</p> <p>28-21-27 Crossfeed Shutoff Valve: "Except for extended range operations" replaced by "Except for diversion greater than 60 minutes". "closed" revised to "CLOSED".</p> <p>28-22-00 Wing to Wing Transfer System: "Except for extended range operations" replaced by "Except for diversion greater than 60 minutes". In provisos d) and e), "(provided fueled)" added. "auxiliary" revised to "Auxiliary".</p>
28-6	<p>28-22-08 Center Tank Transfer System: "Except for extended range operations," removed. Proviso revised (CTR TO L XFER and CTR TO R XFER selected to OFF).</p> <p>28-22-15 AFT Tank Transfer System: Proviso revised (AFT XFER switch selected to OFF). "Except for extended range operations," removed.</p> <p>28-22-33 Center of Gravity (CG) Pump: (M) added. Title revised. "Except for extended range operations" replaced by "Except for diversion greater than 60 minutes". Proviso d) and NOTE revised.</p>

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
28-7	28-23-01, 3) MANUAL/AUTO Rotary Switch (DEFUEL Position): "closed" revised to "CLOSED" in proviso a).
28-8	28-23-02 Refuel/Defuel Cap: "closed" revised to "CLOSED" in proviso c). Proviso d) removed.  28-23-19: "closed" revised to "CLOSED". Proviso b) of 1) Wing Tank revised and "(Gravity)" added.  28-23-23 Pressure Defuel Shutoff Valve (SOV): "closed" revised to "CLOSED".
28-9	28-26-01 Fuel Recirculation System: "Except for extended range operations" replaced by "Except for diversion greater than 60 minutes".  28-41-12 Wing Tank Low Level Sensor: "Except for extended range operations," removed.
28-10	28-41-19 Wing Tank Temperature Sensor: "Except for extended range operations" replaced by "Except for diversion greater than 60 minutes".
29-1	29-01-01 AC Motor Pump (ACMP) No. 1B Cockpit Switch: Item divided into 2 sub-items, and provisos revised accordingly.  29-01-02 Power Transfer Unit (PTU) Cockpit Switch: Item divided into 2 sub-items, and provisos revised accordingly.
29-2	29-01-03 AC Motor Pump (ACMP) No. 3B Cockpit Switch: Item divided to 2 sub-items, and provisos revised accordingly.
29-3	29-11-01 Engine Driven Pump (EDP) 1) Depressurization Function: Proviso revised.  29-11-03 System 1 AC Motor Pump (ACMP 1B): (M) added. Proviso revised, c) and d) added.  29-11-06 Differential Pressure Indicator (DPI): "One or all" revised to "One or more" in sub-item 1) and 2). In sub-item 3), proviso c) removed.

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PAGE NO.	EXPLANATION OF CHANGE
29-4	29-11-24 HYD SOV CLOSED Switch Light (Light Function Only): Proviso revised to ensure SOV indication is operative.  29-11-41 Ecology Bottle: "One or more" added to proviso.  29-12-25 Power Transfer Unit (PTU): (M) added. Proviso c) and d) added.  29-13-01 System 3 AC Motor Pump (3A and 3B): (M) added. "One" added to proviso. Proviso d) added.
29-5	29-13-02 Hydraulic System 3 Accumulator: Item title revised, "System 3" added. "All" revised to "One or more". (M) replaced by (O) in sub-item 2.  29-13-02 Hydraulic System 3 Accumulator 3) 1 or 2 Pressure Indication: Item added.  29-30-01: Exclusion of system temperature and system quantity readouts added to title. NOTE 2 and NOTE 3 added.
29-6	29-31-01 Pressure Transducer: Sub-items deleted and proviso for the item of Pressure Transducer defined.  29-31-03 System Pressure Switch: Number of required for dispatch and provisos revised to accommodate "One per each system" condition. Edit change of proviso a) and b). Proviso d) added.  29-32-01 "All" revised to "One or more", and "Indicator" revised to "Sensor".  29-32-02: Sub-items deleted.
29-7	29-33-01, 1) AC Motor Pump 1B: The first proviso in original revision removed. Proviso (C, 1, 0) revised, ACMP 1B selected OFF.  29-33-01, 2) AC Motor Pumps 3A and 3B: The first proviso in original revision removed. Proviso (C, 2, 1) revised, affected system 3 ACMP selected OFF.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
30-1	30-11-00 Wing Ice Protection System (WIPS): "Except for extended range operations," removed.  30-11-02 Inboard Temperature Sensor: "Except for extended range operations," removed. Edit change of proviso b).
30-2	30-11-03 Outboard Temperature Sensor: "Except for extended range operations," removed.  30-11-04 Wing Anti-Ice Valve (WAIV): "Except for extended range operations," removed. Edit change of proviso.
30-3	30-11-05 Pressure Sensor: "Except for extended range operations," removed.  30-11-09 Wing Cross-Bleed Valve (CBW): "Except for extended range operations," removed. Original proviso a) removed, remaining provisos re-lettered.
30-4	30-11-10 WING XBLEED Switch: "Except for extended range operations," removed.  30-21-02 Cowl Anti-Ice Pressure Transducer: "Except for extended range operations," removed. NOTE added.
30-5	30-41-01 Windshield Temperature Controller Channel: "Except for extended range operations," removed.  30-45-00 EVS Heating System: (M) added. "and not required by 14 CFR" added to proviso; "or fogging" added to NOTE.
31-1	31-21-01: Item title revised. "Adaptive Flight Display (AFD)" replaced by "Display Unit (DU)"; "AFD" replaced by "DU".
31-2	31-31-01: Item revised per Policy Letter 87. "heavy" revised to "scheduled".
31-3	31-31-02: Item added per Policy Letter 87.
31-5	31-41-11 Integrated Processing Cabinet (IPC) Digital Switching Module (DSM): NOTE removed.  31-42-01, 1) Channel 1B: Sub-title revised and proviso h) added.
31-6	31-42-03, 1) Channel 2A: Sub-title revised and proviso h) added.
31-7	31-42-15, 1) APM 1: Deleted.

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PAGE NO.	EXPLANATION OF CHANGE
31-8	31-61-01: "Adaptive Flight Display" replaced with "Display Unit (DU)". Sub-item tile changed to "Display Fan".  31-61-03 sub-item 1): Number of required for dispatch revised to 7.  31-61-03 sub-item 2): Proviso c) removed.
31-9	31-61-03 sub item 7): "Stacked" replaced by "Stack" in proviso a).
31-10	31-61-04: NOTE 2: "Stacked" revised to "Stack".
31-11	31-61-04 2) Display Quick Access Key (QAK): SYS, CNS, CHART, CHKL: Proviso b): "all" added in front of "DUs".  31-61-04 sub-item 3): "Arrow Key" revised to "ARROW Key".
31-12	31-61-05 Cursor Control Panel (CCP) (Includes Trackball): (M) added.  31-74-00: "(ECL)" added to item title.
32-1	32-30-01 Nose and Main Landing Gear Retraction System: Provisos revised.
32-2	32-30-03 Landing Gear Door Maintenance Switch: "closed" revised to "CLOSED". NOTE added.  32-40-00 Tire Pressure Indication System (TPIS)***: "for tire pressure check on the affected tire(s)." added to first proviso. "for tire pressure check" added to proviso b).
32-3	32-43-10 EICAS Brake Pressure Readout: "Both" revised to "One or both".  32-43-33, 1) Wheel Speed Transducer: AFM supplement title revised.  32-43-61 Brake Temperature Monitoring System (BTMS): AFM title revised.
32-4	32-44-03 Brake Accumulator: (M) removed.  32-51-13 Steering Pressure Transducer: Provisos revised and NOTE added.  32-51-15 Steering Compensator: (O) added; proviso a) and b) revised. NOTE added.
32-5	ALL: (O) added to all the items in this page.

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PAGE NO.	EXPLANATION OF CHANGE
33-1	33-10-00 Flight Compartment Lighting System: Second NOTE added.
33-2	33-41-01 Wing Landing/Taxi Light: Edit change of the first and second proviso.  33-41-07 Nose Gear Landing Light: Edit change of the third proviso.
33-3	33-42-09 Tail Navigation/Strobe Light 1) Tail Navigation Light: Edit change of proviso.  33-42-09 Tail Navigation/Strobe Light 2) Tail Anticollision Strobe Light: "Anticollision" added to sub-title. (O) added.  33-42-13 Integrated Wingtip Light 2) Navigation Light: Edit change of proviso.  33-42-13 Integrated Wingtip Light 3) Anticollision Strobe Light: "Anticollision" added to sub-title.
33-4	33-43-01 Beacon Light 1) Red and White Beacon: "Anti-collision" revised to "Anticollision" in proviso.  33-43-01 Beacon Light 2) Red Beacon: "Anti-collision" revised to "Anticollision". Edit change of the third proviso.  33-43-01 Beacon Light 3) white Beacon: "Anti-collision" revised to "Anticollision". Edit change of the second proviso.
33-5	33-51-02 Exit Sign: Edit change of the second proviso.  33-53-00 Exterior Emergency Light: Edit change of the first proviso.
34-1	34-11-01, 1) Air Data System (ADS) Heater: Proviso revised. Number required for dispatch revised from "2" to "3".  34-11-03, 34-11-04, and 34-11-07: Items deleted.  34-11-05 Angle of Attack (AOA) Vane Sensor: (M) added.
34-2	34-32-00: Item title "Head-Up Guidance System (HGS)" revised to "Head Up Display (HUD) System".  34-33-00 Enhanced Vision System (EVS): (M) added, (O) removed.
34-3	34-35-00, 2) Airport Moving Map (AMM): Proviso a) revised in 2nd proviso.  34-41-00 Weather Radar System: Proviso revised.

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PAGE NO.	EXPLANATION OF CHANGE
34-4	34-41-00, 4)***: "****" added as an option.
34-5	34-42-00, 1), c) Glideslope Deviation (Mode 5): Revised per Policy Letter 54.
34-6	34-42-00, 1), e) Windshear Mode (Reactive): Proviso b) revised in second proviso.  34-42-03: Sub-item titles revised to add "PBA".
34-7	34-43-01, 1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System: Proviso revised per Policy Letter 32.  34-43-01, 2) Resolution Advisory (RA) Display System: Provisos revised per Policy Letter 32.
34-8	34-43-01, 5) Airspace Selection Function: New sub-item added per Policy Letter 32.
34-9	34-44-00 Radio Altimeter System: Provisos revised.
34-10	34-45-00 Inertial Reference (IRS): Divided to 3 separate IRS items and provisos revised accordingly.
34-11	34-45-00 Inertial Reference (IRS): Divided to 3 separate IRS items and provisos revised accordingly.
34-12	34-54-01 ATC Transponder and Automatic Altitude Reporting System: 1): "heavy" revised to "scheduled".
34-13	34-54-02, 1) ADS-B Out Extended Squitter Transmission: New proviso added per Policy Letter 105.
34-14	34-54-02, 2) ADS-B Out UAT Transmission: Proviso a) revised.
34-15	34-55-00 Global Positioning System (GPS): NOTE added.  34-61-00 Flight Management System (FMS): New proviso added and provisos revised accordingly.

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PAGE NO.	EXPLANATION OF CHANGE
35-1	35-12-01 Oxygen Pressure 3) EICAS Readout: Proviso revised and (M) added.
35-3	35-20-01 Portable Protective Breathing Equipment (PBE): Title revised to add "Portable", (O) added.  35-21-01 Passenger Oxygen System: Proviso revised.  35-21-02 Passenger Oxygen System – Automatic Presentation System: Title and proviso revised.  35-21-03 Passenger Mask Deployment System: Item deleted.
35-4	35-21-05 Lavatory Oxygen Dispensing Unit (PSU): "Except for extended range operations," removed.
35-5	35-21-06 Crew Rest Facility - Bunk Drop-Down Oxygen Mask (PSU): The second proviso revised to add "fully serviced".  35-24-02 Passenger Oxygen Control Panel PBA Switch Light 1) THERAPEUTIC OXYGEN PBA ("ON" (Light Function Only): Item title and sub-item title revised for "Light Function Only".
36-1	36-11-00 - Bleed Air System: L/R Engine Bleed: "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Proviso g) revised. Proviso i) in Rev 0 removed. Proviso i) and j) added. NOTE revised.
36-2	36-11-01 Bypass Valve (BPV): "Except for extended range operations," revised to "Except for diversion greater than 60 minutes". Editorial change: "open" replaced with "OPEN". Edit change of proviso b).  36-11-07 Ram Air Door Actuator (RADA): "Except for extended range operations," revised to "Except for diversion greater than 60 minutes". Editorial change: "closed" replaced with "CLOSED". Edit change of proviso a).  36-11-11 Fan Air Valve: (M)(O) added in proviso. "Except for extended range operations," revised to "Except for diversion greater than 60 minutes". Provisos a), c) and d) added.

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PAGE NO.	EXPLANATION OF CHANGE
36-3	36-11-13 Pressure Regulating and Shut-Off Valve (PRSOV): (O) added in proviso. "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Provisos c) and d) added.  36-11-15 High Pressure Ground Connection Valve (HPGC): Editorial change of title. "closed" replaced with "CLOSED".  36-20-32 Air Preparation System (APS): "FTIS" replaced by "Fuel Tank Inerting System (FTIS)".  36-20-33 Ram Air Regulation Valve: "FTIS" replaced by "Fuel Tank Inerting System (FTIS)".
38-1	38-11-00 Potable Water System: No. Installed revised from "1" to "-", and No. Required for Dispatch revised from "1" to "-".
38-2	38-30-00 Lavatory Waste System: "closed" revised to "CLOSED" in proviso b).
46-1	46-10-01, 1) Class 3 EFB: Item deleted.  46-10-01, 2) Data Connectivity (Installed): Item title revised.  46-10-01, 3) Power Connection (Portable): Item title revised.  46-10-01, 4) Mounting Device (Portable): Item title revised.
46-2	46-20-01 Integrated Flight Information System (IFIS): NOTE 2 added.  46-20-01, 1) Document Reader Function: NOTE added.  46-20-01, 2) Database Application (Charts, Enhanced Maps, Graphical Weather, Enroute Charts, etc.): NOTE 2 added.
46-3	46-30-01 Information Management System (IMS): "heavy" revised to "scheduled".
47-1	47-00-01 Fuel Tank Inerting System (FTIS): "closed" revised to "CLOSED".  47-00-01 Fuel Tank Inerting System (FTIS) 1) Backflow Shutoff Valve (BSOV): "closed" revised to "CLOSED".

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PAGE NO.	EXPLANATION OF CHANGE
49-1	<p>49-10-01 Auxiliary Power Unit (APU): "Except for extended range operations," removed. In proviso c), "Both engine generators" replaced by "Both Variable Frequency Generator (VFG) Systems".</p> <p>49-14-01 Auxiliary Power Unit (APU) Inlet Door System: "Except for extended range operations," removed from the first proviso. In 3rd proviso, Repair Category revised to C. Proviso c) revised and proviso d) removed.</p> <p>49-30-02 Fuel Start Manifold Pressure Sensor: "Except for extended range operations," removed.</p> <p>49-30-09 Fuel Filter: Item deleted.</p>
49-2	<p>49-30-11 Fuel Filter Delta P Sensor: "Except for extended range operations," removed.</p> <p>49-30-29 Fuel Temperature Sensor: "Except for extended range operations," removed.</p> <p>49-41-01 Ignition Exciter Channel: "Except for extended range operations," removed.</p> <p>49-41-05 Igniter: "Except for extended range operations," removed.</p> <p>49-52-09 Bleed Control Valve: "Except for extended range operations," removed.</p>
49-3	<p>49-61-03 Exhaust Gas Temperature (EGT) Thermocouple: "Except for extended range operations," removed.</p> <p>49-61-09 Dual Coil Speed Sensor Channel: "Except for extended range operations," removed.</p> <p>49-90-03 Oil Temperature Sensor: "Except for extended range operations," removed.</p> <p>49-90-05 APU Oil Quantity Indication System: "APU start" revised to "flight-day".</p> <p>49-90-06 Dual Oil Pressure Sensor: "Except for extended range operations," removed.</p> <p>49-90-19 Oil Pump Deprieme Valve: "Except for extended range operations," removed. NOTE revised to add "below -20 °C".</p> <p>49-90-23 Oil Filter Impending Bypass: Title "Oil Filter" revised to "Oil Filter Impending Bypass" and proviso revised. "Except for extended range operations," removed.</p> <p>49-90-31 Air Oil Cooler/Fuel Oil Heat Exchanger: "Except for extended range operations," removed.</p>

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PAGE NO.	EXPLANATION OF CHANGE
50-1	50-20-01 Cargo Net 1) Baggage Net: "i.e." proviso b) revised. Proviso c) "heavy" revised to "scheduled".
52-1	52-11-19 Passenger Access Door Power Assist System: Proviso b) revised. 52-21-03 Overwing Emergency Exit Door Indication System: "closed" revised to "CLOSED" and "latched" revised to "LATCHED". 52-30-02 Cargo Access Door Indication System: item title and provisos revised.
52-2	52-30-02 Cargo Access Door Indication System: item title and provisos revised.
52-3	52-41-01 Large Service Door Indication System: Provisos revised and NOTE added.
52-4	52-41-02 Small Service Door Indication System: Provisos revised and NOTE added.
52-5	52-50-03, 52-50-04: items deleted. 52-51-07: "in the open position" revised to "OPEN". 52-72-01: Sub-item 2) deleted.
71-1	71-10-01 Fan Cowl Hold-Open Rod: Proviso c) added.
73-1	73-21-01 Electronic Engine Control (EEC) Channel: Item deleted. 73-31-01 Fuel Flow Meter: "Except for extended range operations," removed. 73-31-05 Engine Fuel Temperature Sensor: Title revised.
74-1	74-30-01: Item title and sub-item title revised and proviso revised accordingly.
75-1	75-21-01 High Pressure Turbine Active Clearance Control Valve (HPTACC Valve): (M) removed and provisos revised. 75-21-03 Low Pressure Turbine Active Clearance Control Valve (LPTACC Valve): (M) removed and provisos revised. 75-22-03 Jet Pump Shutoff Valve (JPSOV): "Except for extended range operations," removed. 75-31-13 High Pressure Valve (HPV): "Except for extended range operations," removed.

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PAGE NO.	EXPLANATION OF CHANGE
76-1	76-11-01: Sub-items deleted.
77-1	77-31-01 Engine Vibration Monitoring System: "Except for extended range operations," removed. No operation in icing conditions added to provisos.
79-1	79-12-00 Oil Replenishment System: Proviso revised.  79-30-01 Engine Oil Quantity Indication System: "Except for extended range operations," removed. "full" added to proviso a).
80-1	80-10-01 Starter Air Valve (SAV): Item deleted.
<b>SECTION 2</b>	
2-1 and 2	Edit change: "Alert" revised to "Alerting".
2-3	21-0005, 21-0010, and 21-0015: "40 °C" revised to "35 °C".
2-4	21-0105: "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Edit change of proviso d).
2-5	21-0110: "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Edit change of proviso d).
2-6	21-0180: "Except for extended range operations," removed. "ALT LIM FAIL" revised to "ALT LIM INOP" in proviso a).
2-7	21-0195: "ALT LIM FAIL" revised to "ALT LIM INOP" in title.
2-8	21-0220: "Except for extended range operations," removed. "ALT LIM FAIL" revised to "ALT LIM INOP" in proviso a).
2-9	21-0235: "ALT LIM FAIL" revised to "ALT LIM INOP" in title.
2-10	21-0285: "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". "inoperative" revised to "displayed". Proviso h) revised.  21-0295: Repair Category changed to A and proviso revised.
2-11	21-0325: "Except for extended range operations," removed. "ALT LIM FAIL" revised to "ALT LIM INOP" in proviso.
2-12	21-0335: "Except for extended range operations," removed. "ALT LIM FAIL" revised to "ALT LIM INOP" in proviso.

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PAGE NO.	EXPLANATION OF CHANGE
2-13	21-0385: "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". "inoperative" revised to "displayed". Proviso h) revised.  21-0395: "inoperative" revised to "displayed".
2-14	21-0440: Deleted. 21-0445: Proviso revised.
2-15	21-0455 and 21-0460: "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Proviso h) revised.
2-16	21-0462 and 21-0477: "Except for extended range operations," revised to "Except for diversion greater than 60 minutes". Proviso h) revised.
2-17	21-0480 and 21-0482: "Except for extended range operations," revised to "Except for diversion greater than 60 minutes". Proviso h) revised.
2-18	21-0490: Deleted.  21-0495, 21-0501: "Except for diversion greater than 60 minutes" added. Edit change of proviso d).  21-0515: "Except for diversion greater than 60 minutes" added. Edit change of proviso d).
2-19	21-0520: "Except for diversion greater than 60 minutes" added. Edit change of proviso d).  21-0525: 21 TRIM AIR FAIL - TWO LOOP ELEMENT INOP" revised to "21 TRIM AIR FAIL - DUAL LOOP ELEMENT INOP". "Except for diversion greater than 60 minutes" added. Edit change of proviso d).  21-1020: "Except for extended range operations," removed.
2-20	21-1075: Deleted.  21-1170: "Except for extended range operations," removed. NOTE revised.
2-21	21-1180: "Except for extended range operations," removed. Proviso e) in Rev 0 removed, and remaining provisos re-lettered with edit change. Added "per 14 CFR, part 1" following "operations" in condition e). NOTE revised.  21-1250: "Except for extended range operations," removed.
2-22	21-1265: "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Edit change of proviso d).

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PAGE NO.	EXPLANATION OF CHANGE
2-24	22-0017: Proviso revised. 22-0030: Deleted. 22-0035: Deleted.
2-26	23-0030: Repair Category revised to B from C.
2-29	24-0015: "Except for extended range operations," removed. NOTE removed.
2-31	24-0105: "Except for extended range operations," removed. 24-0125: "Except for extended range operations," removed.
2-32	24-0145: "Except for extended range operations," removed. 24-0165: "Except for extended range operations," removed.
2-33	24-0190, 24-0195: The second proviso deleted. 24-0205: "Except for extended range operations," removed.
2-34	24-0210, 24-0215: The second proviso deleted.
2-35	24-0315: "Except for extended range operations," removed. 24-0320: Deleted.
2-36	24-0335, 24-0345, 24-0395, and 24-0400: Items deleted.
2-37	24-0485: Item added.
2-38	24-0560: Item added. 24-0575: Item added.
2-39	24-0610: "page" added. 24-0615: Item deleted.
2-40	24-1045: "Except for extended range operations," removed. 24-1125: "Except for extended range operations," removed. Proviso b) added. NOTE deleted. 24-1165: "Except for extended range operations," removed. Repair Category revised from "B" to "A"; proviso b) and d) added. NOTE deleted. 24-1180, 26-0005, 26-0010, 26-0035, and 26-0040: Items deleted.

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PAGE NO.	EXPLANATION OF CHANGE
2-41	26-1076, 26-1095, 26-1100, 26-1110, 26-1125, and 26-1130: Items deleted.
2-42	27-0055: Item deleted.
2-43	27-0090 and 27-0100: Items deleted.
2-44	27-0275: Proviso b) and c) revised and proviso d) added.
2-45	27-0645 and 27-0650: Items deleted.
2-46	27-0655: 3 Advisory messages (IRS 1 FAIL, IRS 2 FAIL, and IRS 3 FAIL) added to proviso b).  27-0660 and 27-0665: Items deleted.  27-0770: The last 2 messages corrected ("L TAB" revised to "STAB").
2-47	27-0775: Proviso b) and c) revised and proviso d) added.  27-0831: Item deleted.
2-51	28-0070: "Except for extended range operations" replaced by "Except for diversion greater than 60 minutes".
2-52	28-0075: "Except for extended range operations" replaced by "Except for diversion greater than 60 minutes".  28-1005: Editorial change in title. "Except for extended range operations" replaced by "Except for diversion greater than 60 minutes". "FUEL CG CTRL FAIL (Caution)" added to proviso a).
2-53	28-1025: Editorial change in title; "Except for extended range operations" replaced by "Except for diversion greater than 60 minutes". "FUEL CG CTRL FAIL (Caution)" added to proviso a).  28-1050 and 28-1055: "Except for extended range operations," removed; provisos revised to a) and b).
2-54	28-1100: "Except for extended range operations," removed; provisos revised to a), b), and c).  28-1105: "Except for extended range operations," removed; provisos revised to a), b), and c).  28-1205: "Except for extended range operations," removed; editorial change in proviso b).

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PAGE NO.	EXPLANATION OF CHANGE
2-55	28-1260: "Except for extended range operations," removed; editorial change in proviso b).  28-1300: Item deleted.  28-1305: "Except for extended range operations," removed; proviso b) and c) revised.
2-56	29-0005, 29-0025, and 29-0070: All the provisos revised.
2-57	29-0085, 29-0090, 29-0095, and 29-0100: items added.  29-0110, 29-0130, 29-0150, and 29-0170: All the provisos revised.
2-58	29-0185: All the provisos revised.  29-0195: Proviso revised.  29-0210: All the provisos revised.  29-0220: Proviso revised.  29-0235: All the provisos revised.  29-1075: All the provisos revised.
2-59	29-1095: Proviso a) revised, and proviso c) and d) added.  29-1115: Editorial changes to proviso a) and c); proviso d) added.  29-1135: Editorial changes to proviso a) and c); proviso d) added.
2-60	30-0005: 30 ICE AND RAIN PROTECTION - L ICE DETECTOR INOP" revised to "30 ICE DETECTOR FAULT - L ICE DETECTOR INOP".  30-0010: 30 ICE AND RAIN PROTECTION - R ICE DETECTOR INOP" revised to "30 ICE DETECTOR FAULT - R ICE DETECTOR INOP".  30-0030: "Except for extended range operations," removed. Editorial change of proviso b).
2-61	30-0050: "Except for extended range operations," removed. Editorial change of proviso d).
2-62	30-0065: "Except for extended range operations," removed. Editorial change of proviso b).
2-63	30-0085: "Except for extended range operations," removed. Editorial change of proviso d).

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
2-64	30-0110 and 30-0115: "Except for extended range operations," removed. Editorial change of proviso d).
2-65	30-0125 and 30-0126: Edit change of MMEL title. "Except for extended range operations," removed. Editorial change of proviso d).
2-66	30-0127 and 30-0128: Edit change of MMEL title. "Except for extended range operations," removed. Editorial change of proviso d).
2-67	30-0130 and 30-0135: "Except for extended range operations," removed. Editorial change of proviso d).
2-68	30-0140: "Except for extended range operations," removed. Editorial change of proviso d). 30-1020: "Except for extended range operations," removed. 30-1035: "or fogging" added to NOTE.
2-69	30-1040: "or fogging" added to NOTE.
2-70	30-1201: "Except for extended range operations," removed. Proviso d) revised.
2-71	30-1205: "Except for extended range operations," removed. "Closed" replaced with "CLOSED" in proviso a). Editorial change of proviso d).
2-72	30-1210: "Except for extended range operations," removed. "closed" replaced with "CLOSED" in proviso a). Editorial change of proviso d). 30-1215: "Except for extended range operations," removed. Editorial change of proviso d).
2-73	30-1230 and 30-1240: "Except for extended range operations," removed. Editorial change of proviso b). 31-0005: Deleted.
2-77	31-0120 and 31-0125: "Display" revised to "Display Unit (DU)".

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
2-82	32-0020: Repair Category revised to "B" from "C" and AFM supplement replaced with AFM limitations.  32-0040: "Except for pushback towing," added to proviso b).  32-0045: "closed" revised to "CLOSED" in proviso a) and b). NOTE added.  32-0047: (O) added, "provided both Landing Gear and Steering Control Unit (LGSCU) channels are operative" added in proviso.  32-0048: (O) added, "provided both Landing Gear and Steering Control Unit (LGSCU) channels are operative" added in proviso.
2-83	32-0110: (O) added. In proviso a), "Nose Wheel Steering (NWS) Control System" replaced with "Both Nose Wheel Steering (NWS) Control System channels". "Except for pushback towing," added to proviso b). Note added.  32-0165: AFM Supplement title revised.  32-1005: "One" removed from proviso. AFM Supplement title revised.
2-84	34-0005: Deleted.  34-0020: (O) added.
2-85	34-0090: (O) added.  34-0095: (O) added.
2-87	34-0165: "34 NAVIGATION - WXR L CTRL FAULT" revised to "34 NAVIGATION - WXR R DSPL INOP".  34-0180: "regulations" revised to "14 CFR".  34-0185: Repair Category revised from "D" to "B".
2-89	34-1200: New proviso b) added for no steep approach operation. New messages added to proviso c).  34-1210: Proviso revised.  34-1211: Item deleted.  34-1215: Proviso revised.  34-1216: Item deleted.  34-1220: Proviso revised.  34-1221: Item deleted.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
2-90	34-1239, 34-1240, 34-1244, and 34-1245: NOTES revised.
2-92	35-1005: "twice as much the" added to proviso a).
2-94	36-0070: "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Proviso k) and m) revised; proviso n) added.
2-95	36-0095: Proviso revised.
2-96	36-0115: "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Proviso k) and m) revised; proviso n) added.  36-0135: Proviso revised.
2-97	36-0145: "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Proviso k) and m) revised; proviso n) added.
2-98	36-0150: "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Proviso k) and m) revised; proviso n) added.
2-99	36-0152: MMEL title revised. "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Proviso k) and m) revised; proviso n) added.
2-100	36-0155: "Except for extended range operations," removed. Proviso d) revised.  36-0160: "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Proviso k) and m) revised; proviso n) added.
2-101	36-0165: "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Proviso k) and m) revised; proviso n) added.
2-102	36-0167: MMEL title revised. "Except for extended range operations" revised to "Except for diversion greater than 60 minutes". Proviso k) and m) revised; proviso n) added.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
2-103	36-0170: "Except for extended range operations," removed. Proviso d) revised.  46-0005: Proviso revised and NOTES 1 to 3 added.  46-0010, 46-0015, 46-0020, 46-0025, 46-0030, and 46-0035: Items deleted.
2-104	49-0010, 49-0015, and 49-0020: "Except for extended range operations," removed.  49-0040: Proviso revised. NOTE added.  52-1020: "closed" revised to "CLOSED"; "latched" revised to "LATCHED".
2-105	52-1030: "Associated door" revised to "Cargo Access Door" in the first proviso.  52-1031: Sequence number and item title added for the second proviso of 52-1030 Rev 0, "Associated door" revised to "Cargo Access Door"; proviso c) and d) revised. NOTE added.  52-1070: The second proviso deleted.
2-106	73-0055: "Except for extended range operations," removed.
2-107	73-0060: "Except for extended range operations," removed.
2-108	75-0020, 75-0030, and 75-0065: "Except for extended range operations," removed.
2-109	75-0075: "Except for extended range operations," removed.
2-110	77-0020: "77 ENGINE - R ENG FUEL FILTER SENSOR INOP" added to proviso.
2-111	77-0050: "77 ENGINE - L ENG FUEL FILTER SENSOR INOP" added to proviso.

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**DEFINITIONS**

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

NOTE: "Engine Indicating Crew Alerting System (EICAS)" provide four classes of primary messages (WARNING, CAUTION, ADVISORY and STATUS). INFO messages are a category of non-alerting CAS messages that indicate a failure condition pertaining only to a dispatch decision. Any message that affects aircraft dispatch will be at the WARNING, CAUTION, ADVISORY or INFO level.

The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances. Maintenance level messages not associated with higher level EICAS message, and displayed on the Onboard Maintenance System (OMS) do not affect dispatch and shall be addressed in accordance with the operator's standard maintenance program.

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**PREAMBLE**

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

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

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Dispatch Deviation Guide (BD-700-2A12) (M) and (O) Procedures, published by the aircraft manufacturer.

## SECTION ONE

# LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Baggage Bay Shutoff Valve (BBSOV)					
1)	Inlet BBSOV	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, and b) Live animals or temperature sensitive luggage is not carried in the baggage compartment.  NOTE: "Temperature sensitive luggage" is any equipment whose proper operation or integrity is affected by temperature extremes like those that might be established when baggage heating and /or ventilation is not properly functional.	
2)	Inlet and Exhaust BBSOV	C	2	0	(O) Both may be inoperative provided procedures are established and used to ensure baggage compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
21-09	Recirculation Fan (RFAN)	C	1	0	(O) May be inoperative provided Recirculation Fan is selected OFF.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
31-00	Cabin Pressure Control System (CPCS)	C	1	0	(M)(O) May be inoperative provided: a) Both Outflow Valves (OFV) are verified OPEN, b) Flight is conducted in an unpressurized configuration at or below 9,000 ft. MSL, c) Extended overwater operations per 14 CFR, part 1 are not conducted, d) Takeoff/landing is conducted at airfield elevation below 8,200 ft. MSL, and e) Flightcrew are the only occupants of the aircraft.	
1)	AUTO Mode	C	1	0	(M)(O) May be inoperative provided: a) Both OFV Stepper motors are deactivated, b) Pressurization Manual mode is verified operative, c) Cabin Rate Indicator, Cabin ALT Indicator, and Cabin Differential Pressure Indicator are verified operative, d) At least one IASC Channel A is operative, e) ALT LIM function is operative, f) Autopilot is operative, g) Flight is conducted at or below FL 250, and h) Takeoff/landing is conducted at airfield elevation below 7,230 ft. MSL.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Auxiliary Pressurization System (AUX PRESS)	C	1	0	(O) Except for diversion greater than 60 minutes, may be inoperative provided: a) Both Air Conditioning Packs are operative, b) Emergency Ram Air Valve (ERAV) is verified operative, and c) Recirculation System is operative.	
31-03	Outflow Valve					
1)	OFV 1 (FWD)	C	1	0	(M)(O) May be inoperative OPEN provided: a) FWD outflow valve is verified OPEN, b) AFT outflow valve is operative, c) Flight is conducted in an unpressurized flight configuration at or below 9,000 ft. MSL, d) Takeoff/landing is conducted at airfield elevation below 8,200 ft. MSL, and e) Flightcrew are the only occupants of the aircraft.	
(Continued)						

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
31-03	Outflow Valve (Cont'd)					
2)	OFV 2 (AFT)	C	1	0	(M)(O) May be inoperative OPEN provided: a) AFT outflow valve is verified OPEN, b) FWD outflow valve is operative, c) Flight is conducted in an unpressurized flight configuration at or below 9,000 ft. MSL, d) Extended overwater operations per 14 CFR, part 1 are prohibited, e) Takeoff/landing is conducted at airfield elevation below 8,200 ft. MSL, and f) Flightcrew are the only occupants of the aircraft.	
3)	Stepper Motor	C	2	0	(M)(O) Both may be inoperative provided: a) Both OFV Stepper motors are deactivated, and b) Cabin Pressure Control AUTO mode is considered inoperative.	
4)	Travel Limiter	C	2	0	(M)(O) One or both may be inoperative in retracted position provided flights are conducted at or below FL 250.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
31-07	Safety Valve	C	2	0	(O) One or both may be inoperative OPEN provided: a) Both Air Conditioning Packs are operative, b) Flight is conducted in an unpressurized configuration at or below 9,000 ft. MSL, c) Takeoff/landing is conducted at airfield elevation below 8,200 ft. MSL, and d) Flightcrew are the only occupants of the aircraft.	
31-11	Pressurization Control Panel					
1)	AUTO/MAN "MAN" Switch Light (Light Function Only)	C	1	0	May be inoperative.	
2)	EMER DEPRESS "ON" Switch Light (Light Function Only)	C	1	0	May be inoperative.	
3)	DITCHING "ON" Switch Light (Light Function Only)	C	1	0	May be inoperative.	
4)	OUTFLOW VALVE 1 "CLOSED" Switch Light (Light Function Only)	C	1	0	May be inoperative.	
5)	OUTFLOW VALVE 2 "CLOSED" Switch Light (Light Function Only)	C	1	0	May be inoperative.	
42-00	Pilot Heated Mat (PHM) (LH and RH)	D	2	0	(M)(O) One or both side Mats may be inoperative provided affected Mats are deactivated.	
43-00	Footwell Vent Shutoff Valve	C	2	0	(O) Both may be inoperative.	
43-01	Footwell Vent Switch	C	2	0	(O) Both may be inoperative.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
51-04	BLEED/AIR Control Panel					
1)	RECIRC PBA ("OFF" Light Function Only)	C	1	0	May be inoperative.	
2)	TRIM AIR PBA ("OFF" Light Function Only)	C	1	0	May be inoperative.	
3)	RAM AIR PBA ("ON" Light Function Only)	C	1	0	May be inoperative.	
4)	AUX PRESS System PBA ("ON" Light Function Only)	C	1	0	May be inoperative.	
5)	PACK FLOW PBA	C	1	0	(O) May be inoperative provided: a) PBA is in HI position, b) HI light is on, and c) PACK HI FLOW status is indicated.	     
6)	PACK FLOW PBA ("HI" Light Function Only)	C	1	0	May be inoperative.	
7)	L (R) PACK PBA ("FAIL" Light Function Only)	C	2	0	May be inoperative.	
8)	L (R) PACK PBA ("OFF" Light Function Only)	C	2	0	May be inoperative.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
51-05	Ozone Converter	C	2	0	(O) May be inoperative provided flights are conducted at FL 250 or below.	
51-09	Pack Inlet Pressure Sensor (PIPS)	A	2	0	(O) One or both may be inoperative provided: a) Both Bleed Pressure Sensors (BPS) are operative, b) Air Preparation System (APS) and Fuel Tank Inerting System (FTIS) are considered inoperative, and c) Repairs are made within 10 calendar-days.	
51-13	Flow Control Valve (FCV)	A	2	1	(M) Except for diversion greater than 60 minutes, one may be inoperative provided: a) Affected FCV is secured CLOSED, b) Associated Air Conditioning Pack is considered inoperative, and c) Repairs are made within 10 calendar-days.	
(Continued)						



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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
52-00	Air Conditioning System (Cont'd)					
2)	Right Pack (R PACK)	A	1	0	(O) Except for diversion greater than 60 minutes, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Right Air Conditioning Pack (R PACK) is selected OFF,</li> <li>b) Recirculation System is operative,</li> <li>c) Wing Ice Protection System (WIPS) is operative,</li> <li>d) AUX PRESS System is verified operative,</li> <li>e) Emergency Ram Air Valve (ERAV) is verified operative,</li> <li>f) APS and FTIS are considered inoperative,</li> <li>g) Flight is conducted with L PACK operation at or below FL 410,</li> <li>h) MFS1, MFS2 and MFS3 are operative, and</li> <li>i) Repairs are made within 10 calendar-days.</li> </ul>	
52-15	Pack Discharge Temperature Sensor (PDTs)	A	2	1	Except for diversion greater than 60 minutes, one may be inoperative provided: <ul style="list-style-type: none"> <li>a) The associated Air Conditioning Pack is considered inoperative, and</li> <li>b) Repairs are made within 10 calendar-days.</li> </ul>	
52-17	Pack Discharge Pressure Sensor (PDPS)	C	2	0	(O) One or both may be inoperative provided the associated Pack Discharge Temperature Sensor (PDTs) is operative.	
52-25	Pack Temperature Sensor (PTS)	C	2	0	(O) One or both may be inoperative provided the associated Pack Discharge Temperature Sensor (PDTs) is operative.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
53-05	Emergency Ram Air Valve (ERAV)	A	1	0	(M)(O) Except for diversion greater than 60 minutes, may be inoperative open provided: a) ERAV is secured OPEN, b) Flight is conducted in L PACK operation at or below FL 410, c) AUX PRESS System is verified operative, d) Recirculation System is operative, e) Wing Ice Protection System (WIPS) is operative, f) APS and FTIS are considered inoperative, g) MFS1, MFS2 and MFS3 are operative, and h) Repairs are made within 10 calendar-days.	
54-01	Forward Avionics Rack Fan (FARF)	C	1	0	(M)(O) May be inoperative provided: a) Both Bleed Air Systems and Air Conditioning Packs are operative, b) All Cockpit Display Unit (DU) fans are operative, c) Both Avionics Bay Fans are verified operative, d) Forward Rack temperature sensor is operative, and e) Forward Outflow Valve is operative.	
54-05	Aft Avionics Rack Fan (AARF)	C	2	1	(M)(O) One may be inoperative provided: a) Both Air Conditioning Packs are operative, and b) Aft Outflow Valve is operative.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
54-23	Avionics Bay Fan (AVFAN)	C	2	1	(M)(O) One may be inoperative provided: a) Both Bleed Air Systems and Air Conditioning Packs are operative, b) Forward Avionics Rack Fan is verified operative, c) All Avionics Bay Temperature Sensors are operative, and d) Forward Outflow Valve is operative.	
54-25	Aft Equipment Bay Fan (AEBF)	C	2	1	(M)(O) One may be inoperative provided: a) The remaining Aft Equipment Bay Fan is verified operative, and b) Aft Equipment Bay Temperature Sensor is operative.	
		C	2	0	One or both may be inoperative provided Outside Ambient Temperatures (OAT) on the ground (departure, destination, and alternative airports) are not greater than 35 °C.	
		C	2	0	One or both may be inoperative provided ground operation is less than 45 minutes when Outside Ambient Temperature (OAT) on the ground (departure, destination, or alternative airports) is greater than 35 °C.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
60-09	Hot Air Shut Off Valve (HASOV)	C	2	1	(M)(O) Except for diversion greater than 60 minutes, one may be inoperative provided: a) The affected valve is secured CLOSED, b) Both Air Conditioning Packs are operative, c) AUX PRESS System is considered inoperative, and d) Emergency Ram Air Valve (ERAV) is verified operative.  NOTE: Trim air is available.	 
		C	2	0	(M)(O) Except for diversion greater than 60 minutes, both may be inoperative provided: a) Both valves are secured CLOSED, b) Both Air Conditioning Packs are operative, c) Trim Air System (TRIM AIR) is selected to OFF, d) AUX PRESS System is considered inoperative, and e) Emergency Ram Air Valve (ERAV) is verified operative.	 
60-13	Trim Air Valve (TAV)	C	4	0	(O) Except for diversion greater than 60 minutes, any number of valves may be inoperative provided: a) TRIM AIR is selected OFF, b) Both Air Conditioning Packs are operative, c) Emergency Ram Air Valve (ERAV) is verified operative, and d) AUX PRESS System is considered inoperative.	 

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
60-21	Forward Avionics Rack Temperature Sensor	C	1	0	(M)(O) May be inoperative provided: a) Both Air Conditioning Packs are operative, b) Forward Avionics Rack Fan is verified operative, c) Both Forward Avionics Bay Fans are verified operative, and d) Forward Outflow Valve is operative.	
60-23	Forward Avionics Bay Temperature Sensor	C	3	2	(M)(O) One may be inoperative provided: a) Both Air Conditioning Packs are operative, b) Both Forward Avionics Bay Fans are verified operative, and c) Forward Outflow Valve is operative.	
60-25	Aft Equipment Bay Temperature Sensor	C	1	0	(M)(O) May be inoperative provided both Aft Equipment Bay Fans are verified operative.	
		C	1	0	May be inoperative provided Outside Ambient Temperatures (OAT) on the ground (departure, destination, and alternative airports) are not greater than 35 °C.	
60-26	Temperature Control System					
1)	Auto Mode	C	1	0	(O) May be inoperative provided Temperature Control Manual Mode (MAN TEMP) is verified operative.	

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AIRCRAFT: BD-700-2A12	<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
60-27	Temperature Control Panel					
1)	MAN TEMP PBA				Deleted, Revision 1.	
2)	MAN TEMP PBA ("ON" Light Function Only)	C	1	0	May be inoperative.	
3)	COCKPIT Knob				Deleted, Revision 1.	
4)	CABIN Knob				Deleted, Revision 1	
61-02	Duct Temperature Sensor (DTS)	C	4	0	(O) Except for diversion greater than 60 minutes, one or more may be inoperative provided: a) Trim Air System is selected OFF and Status message TRIM AIR OFF is displayed, b) AUX PRESS System is considered inoperative, c) Both Air Conditioning Packs are operative, and d) Emergency RAM Air Valve (ERAV) is verified operative.	
61-03	Ventilated Temperature Sensor (VENTS)	C	4	0	(O) One or more may be inoperative provided: a) All Duct Temperature Sensors (DTS) are operative, and b) Temperature Control Manual Mode (MAN TEMP) is verified operative.	
61-05	Mix Manifold Temperature Sensor (MMTS) - Sensor Element	C	4	0	(O) One or more may be inoperative provided: a) Both Air Conditioning Packs are operative, b) Both Pack Discharge Temperature Sensors (PDTS) are operative, and c) RECIRC fan is selected OFF.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Autopilot System	C	3	1	One or two may be inoperative provided operations do not require their use.	
		B	3	0	Up to three may be inoperative provided operations do not require their use.	
11-00	Flight Director (FD) Channel	C	4	1	(O) Up to three may be inoperative provided operations do not require two or more FD channels.	
11-01	Flight Control Panel (FCP)					
1)	Channel A				Deleted, Revision 1.	
2)	Channel B				Deleted, Revision 1.	
3)	Control Panel Readout Window	C	4	0	(O) May be inoperative provided crew selection of IAS/MACH, HDG, ALT, V/S/FPA are verified to be indicated on Primary Flight Displays (PFD).	
4)	Mode Indicator Light	C	13	0	(O) May be inoperative (not illuminated) provided associated mode is annunciated on the Flight Mode Annunciator (FMA) of both Primary Flight Displays (PFD).  NOTE: If mode is inoperative, refer to applicable MMEL item.	
5)	1/2 BANK Pushbutton	C	1	0	May be inoperative provided 1/2 bank automatic mode is operative.	
6)	Autopilot (AP) Pushbutton	B	1	0	May be inoperative provided Autopilot is considered inoperative.	
(Continued)						

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Flight Control Panel (FCP) (Cont'd)					
7)	Flight Level Change (FLC) Mode Pushbutton	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
8)	Altitude (ALT) Mode Pushbutton	C	1	0	May be inoperative provided: a) Altitude Rotary Knob is operative, and b) Altitude Alerting System is operative.	
9)	Vertical Navigation (VNAV) Mode Pushbutton	C	1	0	May be inoperative provided procedures do not require its use.	
10)	Vertical Speed (V/S) Mode Pushbutton	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
11)	Flight Director (FD) Pushbutton	C	2	1	One may be inoperative.	
12)	Speed IAS to Mach Pushbutton	C	1	0	May be inoperative provided automatic transition from Indicated Air Speed (IAS) to Mach and Mach to IAS is operative.	
13)	Speed FMS or MAN Selector Knob	C	1	0	(O) May be inoperative provided MAN is operative and selected.	
14)	Heading Rotary Knob (Rotary Function)	B	1	0	(O) May be inoperative provided: a) Heading PUSH SYNC Pushbutton is operative, and b) Alternate procedures are established and used.	
(Continued)						

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Flight Control Panel (FCP) (Cont'd)					
15)	Heading (HDG) PUSH SYNC Pushbutton (Push Function)	C	1	0	May be inoperative provided Heading Rotary Knob is operative.	
16)	Altitude (ALT) PUSH FINE Pushbutton	B	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Altitude Preselect is only available in 1,000 ft. or 100 meter increments.	
17)	Altitude (ALT) Ft. to Meter Selector Knob	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
18)	UP/DN Selector Wheel				Deleted, Revision 1.	
19)	Emergency Descent Mode (EDM) Guarded Pushbutton	C	1	0	May be inoperative provided operations are conducted at or below FL 250.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
12-00	Takeoff/Go-Around (TOGA) Switch	C	2	1	One may be inoperative provided pilot-flying has the operative buttons when flying Instrument Meteorological Conditions (IMC) approaches.	
		C	2	0	Both may be inoperative provided: a) Both thrust levers are operated manually for takeoff and go-around, b) Steep approach is inhibited, and c) Autopilot and Flight Director are not used below Minimum Descent Altitude or 500 ft. AGL, whichever is higher.  NOTE: The FD Takeoff and Go Around modes will not be available.	
30-00	Autothrottle System	C	2	1	One may be inoperative.	
		C	2	0	(O) Both may be inoperative provided: a) Autothrottle systems are verified disengaged and not used, b) Emergency Descent Mode (EDM) Guarded Pushbutton is considered inoperative, and c) Operations do not require their use.	
30-02	Autothrottle Quick Disconnect Button (On Thrust Lever Handle)	C	2	1	One may be inoperative.	
		C	2	0	(O) Both may be inoperative provided: a) AT Engage/Disengage Switches are operative, and b) Alternate procedures are established and used.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Very High Frequency (VHF) Communication System					
	Aircraft With Single Data Link System	D	3	-	Any in excess of those required by 14 CFR may be inoperative provided: a) VHF 1 or VHF 2 is operative, and b) Data Link System Aeronautical Telecommunications Network (ATN) Controller-Pilot Data Link Communication (CPDLC) is considered inoperative, if VHF 3 is used in VOICE or inoperative.	
	Aircraft With Dual Data Link System	D	3	-	Any in excess of those required by 14 CFR may be inoperative provided  NOTE: Data link functions will be available if any of VHF 3 or VHF 2 is operative and used in DATA mode.	
12-00	High Frequency (HF) Communication System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	2	1	(O) May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
16-00	Iridium Cockpit Satellite Communication (SATCOM) System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE 1: SATCOM-based Data Link systems will not be available.	
					NOTE 2: Communication system(s) suitable for operations in the North Polar Area are required.	
		D	1	0	May be inoperative provided procedures do not require its use.	
					NOTE: SATCOM-based Data Link systems will not be available.	
21-00 ***	Printer System	D	1	0	May be inoperative.	
22-00	Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Partial loss of SELCAL function will affect either left or right radios. To use the SELCAL function, flightcrew must use operative side radios only.	
		D	-	0	May be inoperative provided procedures do not require its use.	
25-00	Data Link System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
25-00	Data Link System (Cont'd)					
1)	Aircraft Communications Addressing and Reporting System (ACARS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of the system that operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.  NOTE: Any portion of the system that operates normally may be used.	
2) ***	Controller-Pilot Data Link Communications (CPDLC) Function (FANS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of the function that is operative may be used.	
		D	-	0	May be inoperative provided operating regulations and procedures do not require its use.  NOTE: Any portion of the function that is operative may be used.	
3) ***	Controller-Pilot Data Link Communications (CPDLC) Function (Aeronautical Telecommunications Network (ATN))	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of the function that is operative may be used.	
					(Continued)	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
25-00	Data Link System (Cont'd)					
3) ***	Controller-Pilot Data Link Communications (CPDLC) Function (Aeronautical Telecommunications Network (ATN)) (Cont'd)	D	-	0	May be inoperative provided operating regulations and procedures do not require its use.  NOTE: Any portion of the function that is operative may be used.	
4) ***	Automatic Dependent Surveillance-Contract (ADS-C)	C	-	0	(O) May be inoperative where procedures require its use provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided operating regulations do not require its use.	
5) ***	CPDLC Pushbutton ACPT, RJCT, STBY, LOAD, REFRESH (Glareshield Panel)	D	10	0	(O) Any or all may be inoperative provided alternate procedures are established and used.	
31-02	Passenger Address System (PA)	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio or visual) operates normally.	       
					NOTE: Any station function(s) that operates normally may be used.	
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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Passenger Address (PA) System (Cont'd)	C	1	0	(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.  NOTE: Any station function(s) that operates normally may be used.	
40-00	Crewmember Interphone System					
1)	Flight Deck to Cabin and Cabin to Flight Deck Function	C	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.  NOTE: Any station function(s) that is operative may be used.	
2)	Cabin to Cabin Function	B	-	-	(O) May be inoperative provided alternate communications procedures for the affected flight attendants stations are established and used.  NOTE: Any station function(s) that is operative may be used.	
3)	Flight Deck to Ground Function - All Other Aircraft/Operations	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Flight Compartment Speaker	C	2	1	One may be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each flightcrew member, and c) All aural alerts, messages, and other communications which are normally routed through the flight deck speakers must be audible through the headsets.	
51-02	Lavatory Speaker	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
51-03	Audio Control Panel (ACP)					
1)	Transmission Key	C	-	-	One may be inoperative on left or right ACP.	
					NOTE: For the observer Audio Control Panel, see ATA 25.	
51-05	Flight Deck Headset Earphone/Headphone and Boom Microphone (HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)					
1)	Headset Boom Microphone	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2)	Headset Earphone/Headphone	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
3)	Active Noise Cancelling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
51-06	Flight Deck Headset/Headphone (OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
1)	Headset Boom Microphone	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable 14 CFR.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2)	Headset Earphones/Headphone	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
51-07	Flight Deck Hand Microphone System (HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
51-08	Flight Deck Hand Microphone System (OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	0	May be inoperative provided associated boom microphone operates normally.	
51-11	Push-to-Talk (PTT) Switch					
1)	Sidestick	C	2	0	(O) One or both may be inoperative provided PTT switches on associated Cursor Control Panel (CCP) are verified operative.	
2)	Cursor Control Panel (CCP)	C	4	2	(O) One may be inoperative on each Cursor Control Panel (CCP) provided associated Sidestick PTT switch is verified operative.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
71-02	Cockpit Voice Recorder (CVR) (COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER (FDR) INSTALLED)	A	1	0	May be inoperative provided:	
1)	Independent Power Source	C	1	0		
71-03	Cockpit Voice Recorder (CVR) (COCKPIT VOICE RECORDER (CVR) INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
1)	Independent Power Source	C	1	0		

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
71-04	Cockpit Voice Recorder (CVR) Control Panel					
1)	CVR "TEST" Switch Light (Light Function Only)	C	1	0	May be inoperative provided headset is used to verify audio tone.	
81-01	Radio Interface Unit (RIU)					
1)	Channel 1A (Aircraft with Single Data Link System)	C	1	0	(O) May be inoperative provided: a) All other RIU channels are operative, b) Radio tuning function of the left Control Tuning Panel (CTP) is verified operative, c) Data Concentrator Unit (DCU) Module Cabinet (DMC) channels are verified operative before each flight, d) Digital Switching Modules (DSM) of all Integrated Processing Cabinets (IPC) are verified operative before each flight, and e) Data link function is considered inoperative.	
2)	Channel 1A (Aircraft with Second Data Link System)	C	1	0	(O) May be inoperative provided: a) All other RIU channels are operative, b) Radio tuning function of the left Control Tuning Panel (CTP) is verified operative, c) Data Concentrator Unit (DCU) Module Cabinet (DMC) channels are verified operative before each flight, and d) Digital Switching Modules (DSM) of all Integrated Processing Cabinets (IPC) are verified operative before each flight.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
81-01	Radio Interface Unit (RIU) (Cont'd)					
3)	Channel 2A	B	1	0	(O) May be inoperative provided: a) All other RIU channels are operative, b) Radio tuning function of the right Control Tuning Panel (CTP) is verified operative, c) Data Concentrator Unit (DCU) Module Cabinet (DMC) channels are verified operative before each flight, and d) Digital Switching Modules (DSM) of all Integrated Processing Cabinets (IPC) are verified operative before each flight.	
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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
81-01	Radio Interface Unit (RIU) (Cont'd)					
4)	Channel 1B	B	1	0	(O) May be inoperative provided: a) Left Control Tuning Panel (CTP) is selected OFF, b) All other RIU channels are operative, c) Right CTP is operative, d) Reversionary tuning is confirmed operative on right CTP, e) Radio Tuning System Application (RTSA) is verified operative, f) Data Concentrator Unit (DCU) Module Cabinet (DMC) channels are verified operative before each flight, g) Digital Switching Modules (DSM) of all Integrated Processing Cabinets (IPC) are verified operative before each flight, and h) Very High Frequency Navigation (VHF NAV) System 2 is verified operative.	
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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
81-01	Radio Interface Unit (RIU) (Cont'd)					
5)	Channel 2B	C	1	0	(O) May be inoperative provided: a) Right Control Tuning Panel (CTP) is selected OFF, b) All other RIU channels are operative, c) Left CTP is operative, d) Reversionary tuning is confirmed operative on left CTP, e) Radio Tuning System Application (RTSA) is verified operative, f) Data Concentrator Unit (DCU) Module Cabinet (DMC) channels are verified operative before each flight, g) Digital Switching Modules (DSM) of all Integrated Processing Cabinets (IPC) are verified operative before each flight, and h) Very High Frequency Navigation (VHF NAV) System 1 is verified operative.	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
00-05	Overhead Control Panel PBA (Light Function Only) - L(R)(APU) GEN "FAIL"	C	3	0	May be inoperative.  NOTE: The associated Caution message is available on EICAS.	
00-06	Overhead Control Panel PBA (Light Function Only) - L(R)(APU) GEN "OFF"	C	3	0	May be inoperative.  NOTE: The associated Status message is available on EICAS.	
00-07	Overhead Control Panel PBA (Light Function Only) EXT AC "AVAIL"	D	1	0	May be inoperative.  NOTE: The EXT AC PWR AVAIL Advisory message is available on EICAS.	
00-08	Overhead Control Panel PBA (Light Function Only) EXT AC "ON"	D	1	0	May be inoperative.  NOTE: The EXT AC PWR ON Status message is available on EICAS.	
00-09	Overhead Control Panel PBA (Light Function Only) CABIN POWER "OFF"	C	1	0		
00-10	Overhead Control Panel PBA (Light Function Only) CABIN OUTLET "OFF"	C	1	0		

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Variable Frequency Generator (VFG)					
1)	Left VFG	B	1	0	(O) May be inoperative provided: a) Left VFG is selected OFF, b) Right VFG is operative, and c) APU Generator is operated continuously throughout flight.	
2)	Right VFG	A	1	0	(O) May be inoperative provided: a) Right VFG is selected OFF, b) Left VFG is operative, c) APU Generator is operated continuously throughout flight, and d) Repairs are made within 1 flight-day.	
21-02	VFG Oil High Temperature Indication (Sensor)					
1)	Left VFG	B	1	0	May be inoperative provided Left VFG System is considered inoperative.	
2)	Right VFG	A	1	0	May be inoperative provided: a) Right VFG System is considered inoperative, and b) Repairs are made within 1 flight-day.	
21-03	VFG Oil Level Indication (Remote Oil Level Sensor - ROLS)	A	2	0	(M) One or both may be inoperative provided: a) Adequate oil levels are verified as required by maintenance program, and b) Repairs are made prior to completion of the next scheduled maintenance visit.	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
21-04	VFG Oil Differential Pressure Indicator					
1)	Left VFG	B	1	0	May be inoperative provided Left VFG is considered inoperative.	
2)	Right VFG	A	1	0	May be inoperative provided: a) Right VFG System is considered inoperative, and b) Repairs are made within 1 flight-day.	
21-05	VFG Oil Low Oil Pressure Sensor (LOP)					
1)	Left VFG	B	1	0	May be inoperative provided Left VFG is considered inoperative.	
2)	Right VFG	A	1	0	May be inoperative provided: a) Right VFG System is considered inoperative, and b) Repairs are made within 1 flight-day.	
21-06	VFG Oil Filter					
1)	Left VFG	B	1	0	May be inoperative provided Left VFG is considered inoperative.	
2)	Right VFG	A	1	0	May be inoperative provided: a) Right VFG System is considered inoperative, and b) Repairs are made within 1 flight-day.	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
22-01	APU Generator System	C	1	0	(O) May be inoperative provided: a) APU GEN is selected to OFF, b) L VFG and R VFG Systems operate normally, and c) Procedures do not require its use.	
23-04	Ram Air Turbine (RAT) System Heater	A	1	0	May be inoperative for one flight.	
23-06	RAT Handle/LG Manual Release Compartment Handle Cover	C	1	0	May be missing.	
25-01	Circuit Breaker Status Indication	C	-	0	May be inoperative for indication "--".	
26-01	Dual Frequency Converter Unit (DFCU)	C	-	0	(M)(O) One or both may be inoperative provided affected DFCUs are deactivated.	
31-01	Transformer Rectifier Unit (TRU) 1	A	1	0	(M)(O) May be inoperative provided: a) Affected TRU 1 is deactivated, b) TRU 2 Fan and ESS TRU Fan are verified operative, c) Contactors DTC 1, DTC 2, and DEC 1 are verified operative, and d) Repairs are made within 3 flight-days.	

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
31-02	TRU Line Contactor (TLC) 1	A	1	0	(M)(O) May be inoperative provided: a) Associated TRU 1 is considered inoperative, b) TRU 2 Fan and ESS TRU Fan are verified operative, c) Contactors DTC 1, DTC 2, and DEC 1 are verified operative, and d) Repairs are made within 3 flight-days.	
33-03	Fly-by-Wire (FBW) Permanent Magnet Generator (PMG)	C	2	1	(O) One may be inoperative provided both FBW Power Converters are operative.	
40-01	Ground Power Control Panel Annunciator Light - EXT AC "AVAIL"	D	1	0		
40-02	Ground Power Control Panel Annunciator Light - EXT AC "IN USE"	D	1	0		
40-03	Ground Power Control Panel PBA Switch Light (Light Function Only) - GROUND SERVICE "ON"	D	1	0		
40-04	Ground Power Control Panel Annunciator Light - BATTERY MASTER "BATT ON"	C	1	0	(M) May be inoperative provided alternate procedure is established and used.  NOTE: Batteries may deplete if not selected OFF.	
41-01	External AC Power	D	1	0		
53-00	Ground Service Mode	D	1	0		

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Contactor Auxiliary Contacts Status					
1)	DC Essential Contactor 2 (DEC 2) DCLOG 2 Monitoring	C	1	0	(M) May be inoperative provided DC Essential Contactor 2 (DEC 2) is verified operative.	
2)	DC Tie Contactor 1 (DTC 1) DCLOG 1 Monitoring	C	1	0	(M) May be inoperative provided DC Tie Contactor 1 (DTC 1) is verified operative.	
3)	DC Tie Contactor 1 (DTC 1) DCLOG 2 Monitoring	C	1	0	(M) May be inoperative provided DC Tie Contactor 1 (DTC 1) is verified operative.	
4)	DC Tie Contactor 2 (DTC 2) DCLOG 1 Monitoring	C	1	0	(M) May be inoperative provided DC Tie Contactor 2 (DTC 2) is verified operative.	
5)	DC Tie Contactor 2 (DTC 2) DCLOG 2 Monitoring	C	1	0	(M) May be inoperative provided DC Tie Contactor 2 (DTC 2) is verified operative.	
6)	TRU Line Contactor 1 (TLC 1) DCLOG1 Monitoring	C	1	0	(M) May be inoperative provided TRU Line Contactor 1 (TLC 1) is verified operative.	
7)	TRU Line Contactor 2 (TLC 2) DCLOG2 Monitoring	C	1	0	(M) May be inoperative provided TRU Line Contactor 2 (TLC 2) is verified operative.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Pilot Seat Adjustment					
1)	Height Adjustment	C	2	0	(M) One or both may be inoperative provided: a) Seat is secured in vertical position acceptable to affected crewmember, b) Egress is not impaired, and c) Use of Head-Up Display (HUD) is not impaired.	
2)	Recline Adjustment	B	2	0	(M) One or both may be inoperative provided affected seat is secured or locked in a position acceptable to affected crewmember.	
3)	Armrest Adjustment					
a)	Inboard	C	2	0	(M) One or more may be inoperative provided: a) Affected armrest is stowed in retracted position or removed, and b) Seat is acceptable to flightcrew member.	
b)	Outboard Vertical Adjustment	C	2	0	May be inoperative provided settings are acceptable to affected crewmember.	
c)	Outboard Tilt Angle Adjustment	C	2	0	May be inoperative provided settings are acceptable to affected crewmember.	
d)	Position Indicator	C	4	0	One or more may be inoperative.	
4)	Lumbar Support Adjustment	C	2	0	One or both may be inoperative in the lowest position provided seat is acceptable to affected crewmember.	
5)	Thigh Support Adjustment	C	2	0	One or both may be inoperative provided seat is acceptable to affected crewmember.	
(Continued)						

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Pilot Seat Adjustment (Cont'd)					
6)	Headrest Adjustment	C	2	0	One or both may be inoperative provided seat is acceptable to affected crewmember.	
7)	Seat Pan Angle Adjustment	C	2	0	One or both may be inoperative provided seat is acceptable to affected crewmember.	
10-04	Sun Visor	C	2	0	One or both may be inoperative.	
18-02	Primary Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
(Continued)						

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
18-02	Observer Seat (including associated equipment) (Cont'd)	A	1	0	May be inoperative provided: a) Required minimum safety equipment (oxygen and seat belt) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within 2 flight-days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and seat belt) is functional and the inspector determines the conditions to be acceptable.    NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
1)	Observer Seat Not Required by 14 CFR (Including Associated Equipment)	D	1	0	May be inoperative.  NOTE: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Nonessential Equipment and Furnishing (NEF)	-	-	0	One or more may be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the aircraft operator's appropriate document.  NOTE: Exterior lavatory door ashtrays are not considered NEF items.	
20-06	Cabin, Galley, and Lavatory Storage Compartment/Closet	C	-	-	(M) One or more may be inoperative provided: <ol style="list-style-type: none"> <li>a) Procedures are established to secure the affected compartment or closet in the CLOSED position,</li> <li>b) Affected 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 compartment or closet is not used for storage of any items except for those permanently affixed.</li> </ol>	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
20-06	Cabin, Galley, and Lavatory Storage Compartment/Closet (Cont'd)	C	-	-	(M)(O) One or more may be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully OPEN) position, c) Affected compartment or closet is not used for storage of any items except those permanently affixed, d) Affected compartment or closet is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crewmembers and passengers of inoperative compartments or closets, and f) Passengers are briefed that affected compartment or closet is not used.  NOTE: Any emergency equipment located in the affected compartment or closet (permanently affixed) is available for use.	
1) ***	Storage Compartment Key Lock	D	-	0	(M) One or more may be inoperative in the unlocked position provided doors can be secured by other means.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
22-02	Passenger Seat					
1)	Passenger Seat (Includes all Configurations and Locations)	D	-	0	One or more may be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".  NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative.  NOTE 2: Affected seat(s) may include the seat behind and/or adjacent outboard seats.	
2)	Positioning Control for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.  May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
(Continued)						

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
22-02	Passenger Seat (Cont'd)					
3)	Under Seat Baggage Restraining System	C	-	-	May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining system.	
4)	Armrest					
a)	With Seat Positioning Control for Taxi, Takeoff, and Landing (TTL) and/or Other Control	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
b)	Without Seat Positioning Control for Taxi, Takeoff, and Landing (TTL) and/or Other Control	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
5)	Seat Belt Restraint System					
a)	Seat Belt Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
b) ***	Seat Belt Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
22-02	Passenger Seat (Cont'd)					
6)	Recline Mechanism	D	-	-	(M) One or more may be inoperative and seat occupied provided seat is secured in the full upright position.	
		D	-	-	One or more may be inoperative and seat occupied provided seat back is immovable in full upright position.	
7)	Swivel/Travel Mechanism	D	-	-	(M) One or more may be inoperative and the affected seat occupied provided: a) Affected seat is secured in taxi, takeoff, and landing position, b) Affected seat does not block an emergency exit, and c) Affected seat does not restrict any passenger from access to the main aircraft aisle.	
		D	-	-	One or more may be inoperative and the affected seat occupied provided the affected seat is immovable in taxi, takeoff, and landing position.	
8)	Berth Mode	D	-	0	(M) One or more may be inoperative provided: a) Affected seat is not occupied, b) Affected seat does not block an emergency exit, and c) Affected seat is blocked and placarded "DO NOT OCCUPY".	
		D	-	0	(M) One or more may be inoperative and seat occupied provided affected seat is secured in taxi, takeoff, and landing position.	
NOTE: Any of the seat functions that are operative may be used.						
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
22-02	Passenger Seat (Cont'd)					
9)	Headrest Adjustment					
a)	Forward Facing Seat	D	-	0	One or more may be inoperative.	
b)	Aft Facing Seat	D	-	0	(M) One or more may be inoperative provided: a) Affected seat is not occupied, and b) Affected seat is blocked and placarded "DO NOT OCCUPY".	
		D	-	0	One or more may be inoperative provided headrest adjustments are immovable in the taxi, takeoff, and landing position.	
10)	Legrest	D	-	0	(M) One or more may be inoperative provided: a) Affected seat is not occupied, b) Affected seat does not block an emergency exit, and c) Affected seat is blocked and placarded "DO NOT OCCUPY".	
		D	-	0	(M) One or more may be inoperative and seat occupied provided affected legrest is secured in taxi, takeoff, and landing position.	
					NOTE: Any of the seat functions that are operative may be used.	
					(Continued)	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
22-02	Passenger Seat (Cont'd)					
11)	Seat Depth Adjustment	D	-	0	(M) One or more may be inoperative provided: a) Affected seat is not occupied, and b) Affected seat is blocked and placarded "DO NOT OCCUPY".	
		D	-	0	(M) One or more may be inoperative and seat occupied provided affected seat depth is secured in taxi, takeoff, and landing position.  NOTE: Any of the seat functions that are operative may be used.	
12)	Lumbar Support	D	-	0	One or more may be inoperative.	
13)	Electronic/Electrical System/Component	D	-	-	(M) One or more may be inoperative and seat occupied provided affected component(s) is deactivated.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
26-02	Divan	D	-	-	(M) One or more may be inoperative provided: a) Divan does not block an emergency exit, b) Divan does not restrict any passenger from access to the main aircraft aisle, c) Divan is secured in taxi, takeoff, and landing position, and d) The affected divan(s) is blocked and placarded "DO NOT OCCUPY".  NOTE 1: A divan seat position with an inoperative seat belt is considered inoperative.  NOTE 2: On a multi-place divan, unaffected positions may still be occupied.	
1)	Berth Mode	D	-	0	(M) One or more may be inoperative provided: a) Affected divan seat position is not occupied, b) Affected divan seat position is secured in taxi, takeoff, and landing position, and c) Affected divan seat position is blocked and placarded "DO NOT OCCUPY".	
		D	-	0	(M) One or more may be inoperative and divan seat position occupied provided affected divan seat position is secured in taxi, takeoff, and landing position.  NOTE: Any of the seat functions that are operative may be used.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
26-02	Divan (Cont'd)					
2)	Recline Mechanism	D	-	-	(M) One or more may be inoperative and divan seat position occupied provided divan seat position is secured in the taxi, takeoff, and landing position.	
		D	-	-	One or more may be inoperative and divan seat position occupied provided divan seat position is immovable in taxi, takeoff, and landing position.	
3)	Leg-Flail Restraint	D	-	-	(M) One or more may be inoperative provided: a) Associated divan seat position is not occupied, and b) Associated divan seat position is blocked and placarded "DO NOT OCCUPY".  NOTE: On a multi-place divan, unaffected divan seat positions may still be occupied.	
4)	Inflatable Restraint	D	-	-	(M) One or more may be inoperative provided: a) Associated divan seat position is not occupied, and b) Associated divan seat position is blocked and placarded "DO NOT OCCUPY".  NOTE: On a multi-place divan, unaffected divan seat positions may still be occupied.	
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
26-02	Divan (Cont'd)					
5)	Aft Facing Headrest	D	-	-	One or more may be inoperative provided associated divan is considered inoperative.	
		D	-	-	One or more may be inoperative and divan position occupied provided affected headrest is immovable in taxi, takeoff, and landing position.	
6)	Electronic/Electrical System/Component	D	-	-	(M) One or more may be inoperative and divan seat position occupied provided affected component(s) is deactivated.	
40-03	Exterior Lavatory Door Ashtray					
1)	For Airplanes with More Than One Exterior Lavatory Door or Entry Area Ashtray	A	-	-	Up to and including 50% may be missing or inoperative for 10 days.	
		A	-	-	More than 50% may be missing or inoperative for 3 days.	
2)	For Airplanes with Only One Exterior Lavatory Door or Entry Area Ashtray	A	1	0	May be missing or inoperative for 10 days.	
50-03	Flightcrew Rest Facility and Equipment 14 CFR Part 117, § 117.3 Class 1 or 2	C	1	0	(O) May be inoperative provided appropriate adjustments to Flightcrew Flight Duty Period times are applied.	
		C	1	0	May be inoperative provided operations do not require their use.	
					NOTE: Crew Rest Seat may be occupied.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
60-02	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
60-04 ***	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
60-05 ***	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.	
					NOTE: An expanded medical kit is required for operations in the North Polar Area.	
		D	-	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
61-02	Emergency Locator Transmitter (ELT)					
1) ***	Survival ELT	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
61-02	Emergency Locator Transmitter (ELT) (Cont'd)					
2) ***	Fixed ELT	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	(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.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
62-02 ***	Lifejacket	D	-	-	(M)(O) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Required distribution is maintained, b) Inoperative lifejacket and its installed location are placarded "INOPERATIVE", c) Inoperative lifejacket is secured out of sight, and d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
62-04 ***	Life Raft	D	1	0	As required by 14 CFR.	
64-00 ***	Emergency Vision Assurance System (EVAS)	D	-	0	May be inoperative or missing.	
65-01	Flashlight/Flashlight Holder					
1)	Flashlight	C	-	0	(O) One or more may be inoperative or missing provided each installed flashlight is replaced with a flashlight of equivalent characteristics and is readily available.	
2)	Holder	C	-	0	(M)(O) One or more may be inoperative or missing provided alternate stowage provisions are provided.	
70-01	Galley/Cabin Waste Receptacle Access Door/Cover	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Fire-Detection and Extinguishing Control Unit					
1)	Channel 1				Deleted, Revision 1.	
11-00	Engine Fire Detection Loop				Deleted, Revision 1.	
12-00	APU Fire-Detection System					
1)	Detection Loop	C	2	0	May be inoperative provided Auxiliary Power Unit (APU) is considered inoperative.	
12-09	Auxiliary Power Unit Fire Warning Horn	C	1	0	(O) May be inoperative provided APU status is monitored during ground operations.	
13-00	Main Landing Gear Overheat Detection System	B	1	0	(M)(O) May be inoperative provided: a) Brakes are inspected prior to each flight and are cool to the touch, b) Landing gear is left extended for a minimum of 10 minutes after takeoff, and c) Takeoff performance is in accordance with the AFM Supplement (Dispatch with Landing Gear Retraction System Inoperative).	
					NOTE: In case of engine failure after V <sub>1</sub> , performance is the prime consideration and the landing gear should be retracted normally until performance penalty with gear down is not a problem.	
					Deleted, Revision 1.	

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
14-01	Lavatory Smoke Detection System					
	1) Passenger Configuration	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> NOTE: These provisos are not intended to prohibit lavatory inspections by crewmembers.	
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	
	2) Cargo Configuration	D	-	0		
14-02 ***	Cabin Smoke Detection System	C	-	0	(M)(O) May be inoperative provided the affected cabin area is monitored for visible smoke.	
14-03 ***	Closet Smoke Detection System	C	-	0	May be inoperative.	
14-04 ***	Crew Rest Area Smoke Detector	C	1	0	May be inoperative.	

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
14-05	Baggage Compartment Smoke Detector					
1)	Channel	C	2	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.  NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.  Deleted, Revision 1.	
14-06	Avionic Compartment Smoke Detector					
1)	Channel	C	6	3	(O) May be inoperative provided one channel on each detector is operative.	
14-13	Aft Avionics Rack Smoke Detector					
1)	Channel				Deleted, Revision 1.	
21-02	APU Fire Extinguishing System	C	1	0	May be inoperative provided the APU is considered inoperative.	
21-03	Engine Fire Extinguishing System					
1)	Squib				Deleted, Revision 1.	

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
21-04	Baggage Compartment Fire Extinguishing System	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the baggage bay remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
25-00	Portable Fire Extinguisher	D	-	-	(M)(O) Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> <li>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</li> <li>b) Required distribution is maintained.</li> </ul>	

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**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Primary Flight Controls Control Panel					
1)	PFCC 1 "OFF" Switch Light (Light Function Only)	C	1	0	(O) May be inoperative provided PFCC 1 OFF Status message is verified to be displayed when associated switch is selected.	
2)	PFCC 2 "OFF" Switch Light (Light Function Only)	C	1	0	(O) May be inoperative provided PFCC 2 OFF Status message is verified to be displayed when associated switch is selected.	
3)	PFCC 3 "OFF" Switch Light (Light Function Only)	C	1	0	(O) May be inoperative provided PFCC 3 OFF Status message is verified to be displayed when associated switch is selected.	
00-02	Primary Flight Controls Control Panel PFCC 1/2/3 "OFF" PBA Guard	C	3	1	May be inoperative or missing provided: a) At least one operative PFCC has a switch guard, and b) Associated PFCC 1/2/3 "OFF" PBA light is operative.	
00-03	Primary Flight Controls Control Panel					
1)	PFCC 1 "OFF" PBA	C	1	0	(M)(O) May be inoperative provided: a) Associated PFCC 1 is deactivated, b) Remaining two PFCC 2(3) "OFF" PBAs are verified operative, and c) Remaining two PFCC 2(3) are operative.	
(Continued)						

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**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
00-03	Primary Flight Controls Control Panel (Cont'd)					
2)	PFCC 2 "OFF" PBA	C	1	0	(M)(O) May be inoperative provided: a) Associated PFCC 2 is deactivated, b) Remaining two PFCC 1(3) "OFF" PBAs are verified operative, and c) Remaining two PFCC 1(3) are operative.	
3)	PFCC 3 "OFF" PBA	C	1	0	(M)(O) May be inoperative provided: a) Associated PFCC 3 is deactivated, b) Remaining two PFCC 1(2) "OFF" PBAs are verified operative, c) Remaining two PFCC 1(2) are operative, and d) APU and APU Generator are operative and selected ON before flight.	
21-13	Rudder Pedal					
1)	Damper				Deleted, Revision 1.	
2)	Electrical Adjustment	C	2	0	(M) One or both may be inoperative provided: a) Affected rudder pedal is secured in a position which meets individual pilot requirements, b) Full and unrestricted movement of the rudder and brake pedal deflection is possible at both pilot stations. c) Associated mechanical adjustment is verified operative, and d) Associated electrical motor is deactivated.	
(Continued)						

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**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
21-13	Rudder Pedal (Cont'd)					
3)	Backup Mechanical Adjustment				Deleted, Revision 1.	
42-01	Horizontal Stabilizer Trim Actuator (HSTA) - Motor Control Electronics (MCE) Channel 2	B	1	0	(M) MCE Channel 2 may be inoperative provided: a) Elevator PCUs are verified operative, and b) MCE Channel 1 is verified operative.	
51-01	Slat/Flap Control Lever					
1)	Rotary Variable Displacement Transducer (RVDT)				Deleted, Revision 1.	
51-04	Slat Flap Electronic Control Unit (SFECU) Flap Channel					
1)	Channel 1F				Deleted, Revision 1.	
2)	Channel 2F				Deleted, Revision 1.	
51-05	Slat Flap Electronic Control Unit (SFECU) Fan	C	4	3	(M) One may be inoperative.	
52-41	Flap Power Drive Unit (PDU) Motor/Brake					
1)	Motor/Brake 1				Deleted, Revision 1.	
2)	Motor/Brake 2				Deleted, Revision 1.	
52-45	Flap Skew Sensor Channel				Deleted, Revision 1.	

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**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
52-49	Flap Position Sensor Unit (PSU) Resolver Channel					
1)	Channel 1F				Deleted, Revision 1.	
2)	Channel 2F				Deleted, Revision 1.	
52-53	Flap Asymmetry Brake Coil					
1)	Coil 1F				Deleted, Revision 1.	
2)	Coil 2F				Deleted, Revision 1.	
61-01	Ground Spoiler (GS) System - Includes PCUs and Ground Spoiler Control Module (GSCM)	C	1	0	(M)(O) May be inoperative provided: a) Ground Spoiler Actuators are retracted and Ground Spoiler Control Module is disabled, b) GS lock-down mechanism is confirmed operative, c) Inoperative ground spoiler surfaces are verified retracted prior to each flight, d) All multifunction spoiler surfaces are operative, and e) Operations are conducted in accordance with AFM Supplement (Dispatch With Ground Spoilers Inoperative).	 
61-09	Ground Spoiler Proximity Switch Sensor	C	2	1	(M)(O) One may be inoperative provided: a) Affected Ground Spoiler Sensor is disconnected, and b) Ground Spoiler Proximity Switch Sensor on the opposite side is verified operative (showing GS retracted) before each flight.	
		C	2	0	Both may be inoperative provided Ground Spoiler (GS) System is considered inoperative.	

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**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Multifunction Spoiler (MFS) 3 System				Deleted, Revision 1.	
81-01	Slat Flap Electronic Control Unit (SFECU) Slat Channel					
1)	Channel 2S				Deleted, Revision 1.	
2)	Channel 1S				Deleted, Revision 1.	
81-07	Slat Skew Sensor Channel				Deleted, Revision 1.	
81-11	Slat Disconnect Sensor Channel				Deleted, Revision 1.	
81-15	Slat Position Sensor Unit (PSU) Resolver Channel					
1)	Channel 2S				Deleted, Revision 1.	
2)	Channel 1S				Deleted, Revision 1.	
81-37	Slat Power Drive Unit (PDU) Motor/Brake					
1)	Motor/Brake 2				Deleted, Revision 1.	
2)	Motor/Brake 1				Deleted, Revision 1.	
81-45	Slat Asymmetry Brake Coil					
1)	Coil 2S				Deleted, Revision 1.	
2)	Coil 1S				Deleted, Revision 1.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Fuel System Synoptic Page (Indications Other Than Firewall Shutoff Valves, CG Shutoff Valves, Fuel Quantity and Fuel Temperature)	C	-	-	May be inoperative.  NOTE 1: Any portion of FUEL synoptic page that is operative may be used.  NOTE 2: Fuel quantity and temperature indications must be operative unless authorized by specific items in MMEL.  NOTE 3: Engine Fuel Shutoff Valve position indications on synoptic page must be operative.	
11-01	Water Drain Valve					
1)	Center Tank	C	2	0	(M)(O) One or both may be inoperative CLOSED provided: a) There is no evidence of leakage, b) Center tank remains empty, c) CTR TO L XFER PBA is selected to OFF, and d) CTR TO R XFER PBA is selected to OFF.	
2)	Aft Tank	C	2	0	(M)(O) One or both may be inoperative CLOSED provided: a) There is no evidence of leakage, b) Aft tank remains empty, and c) AFT XFER Switch is selected to OFF.	
11-13	Gravity Filler Cap	C	2	0	One or both may be inoperative in CLOSED position.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Fuel Control Panel					
1)	L and R RECIRC PBA (Light Function Only)	C	2	0	One or both may be inoperative.	
2)	CTR TO L XFER PBA (Light Function Only)	C	1	0	May be inoperative.	
3)	CTR TO R XFER PBA (Light Function Only)	C	1	0	May be inoperative.	
4)	L /R AUX PUMP PBA (Light Function Only)	C	2	0	May be inoperative.	
5)	L and R PRI PUMP PBA (Light Function Only)	C	2	0	May be inoperative.	
6)	XFEED SOV PBA (Light Function Only)	C	1	0	May be inoperative.	



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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
21-11	Auxiliary Fuel Pump (Including Canister and Check Valve)	C	2	1	(M)(O) One may be inoperative provided: a) Affected Auxiliary Fuel Pump is deactivated, b) Primary Fuel Pump on affected side is verified operative, c) Variable Frequency Generator (VFG) of affected side is operative, d) Wing to Wing transfer system is verified operative, e) Crossfeed valve is verified operative, f) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative, g) Opposite side fuel pumps (Primary and Auxiliary) are verified operative, and h) Aft and Center tank transfer systems are operative (if fueled).	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
21-23	APU Feed Shutoff Valve	C	1	0	(M) May be inoperative provided: a) Associated valve is deactivated CLOSED, and b) Auxiliary Power Unit (APU) is considered inoperative.	 
21-27	Crossfeed Shutoff Valve	C	1	0	(M)(O) Except for diversion greater than 60 minutes, may be inoperative provided: a) Crossfeed shutoff valve is secured CLOSED, b) Both Wing to Wing transfer systems are verified operative, c) Both Primary Fuel Pumps are operative, d) Both Auxiliary Fuel Pumps are operative, and e) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative.	 
22-00	Wing to Wing Transfer System	C	2	0	(O) Except for diversion greater than 60 minutes, one or both may be inoperative provided: a) Crossfeed valve is verified operative, b) Primary and Auxiliary pumps on affected side are verified operative, c) Primary and Auxiliary pumps on opposite side are verified operative, d) Both Center Tank Transfer Systems are operative (provided fueled), e) Both Aft Transfer Systems are operative (provided fueled), and f) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative.	         

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
22-08	Center Tank Transfer System	C	2	0	(O) One or both may be inoperative provided: a) Center tank remains empty, b) CTR TO L XFER is selected to OFF, and, c) CTR TO R XFER is selected to OFF.	
22-15	AFT Tank Transfer System	C	2	0	(O) One or both may be inoperative provided: a) Aft tank remains empty, and b) AFT XFER switch is selected to OFF.	
22-33	Center of Gravity (CG) Pump	C	2	0	(M)(O) Except for diversion greater than 60 minutes, one or both may be inoperative provided: a) Affected CG Pumps are deactivated, b) CG control function is manually selected OFF, c) Affected Wing to Wing Transfer Systems are considered inoperative, and d) Pilot monitors Wing fuel quantity and CG limits.  NOTE: The Fuel in outboard wing tanks may be colder than normal.	
23-00	Virtual Refuel Panel	D	1	0	May be inoperative.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
23-01	External REFUEL/DEFUEL Control Panel					
1)	Fuel Quantity Indication (LEFT, CENTER, RIGHT, AFT, TOTAL)	C	5	0	(O) One or more may be inoperative provided: a) Pressure Refueling System Automatic Mode is operative and used, and b) Fuel quantity for each fuel tank is verified on EICAS during refueling.	
		C	5	0	(O) One or more may be inoperative provided Virtual Refuel Panel (VRP) is used.	
2)	PRESEL Function	C	1	0	(O) May be inoperative provided manual mode is used.	
		C	1	0	(O) May be inoperative provided Virtual Refuel Panel (VRP) is used.	
3)	MANUAL/AUTO Rotary Switch (DEFUEL Position)	C	1	0	(M) May be inoperative provided: a) Refuel/Defuel Valves are verified CLOSED before each flight, and b) Alternate defueling procedures are established and used.	
4)	START/STOP/SOV TEST Switch (STOP/SOV TEST Position)	C	1	0	(M)(O) May be inoperative provided Pressure Refueling System Manual Mode is operative and used.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
23-02	Refuel/Defuel Cap	C	1	0	(M)(O) May be inoperative or 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) Refuel/Defuel Valves are verified CLOSED after each refueling.	
23-15	Single Point Pressure Refueling System					
1)	Automatic Mode	C	1	0	May be inoperative provided manual mode is operative and used.	
2)	Manual Mode	C	1	0	May be inoperative provided automatic mode is operative and used.	
23-19	Refuel/Defuel Valve					
1)	Wing Tank	C	2	0	(M)(O) One or both may be inoperative CLOSED provided: a) Affected valve is verified CLOSED before each flight, and b) Alternate refueling procedures (Gravity) is used.	
2)	Aft and Center Tank	C	2	0	(M)(O) One or both may be inoperative CLOSED provided affected valve is verified CLOSED before each flight.	
23-23	Pressure Defuel Shutoff Valve (SOV)	C	1	0	(M) May be inoperative provided valve is deactivated CLOSED.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
26-01	Fuel Recirculation System	C	2	0	(O) Except for diversion greater than 60 minutes, one or both may be inoperative provided: a) Affected recirculation systems are selected OFF, and b) Left and right fuel tank temperature indications on EICAS are operative.	
41-12	Wing Tank Low Level Sensor	C	2	1	(O) One may be inoperative provided: a) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative, b) Left and right fuel quantity indication systems are not degraded, c) FUEL USED indication is operative, d) Left and right fuel flow indication systems are not degraded, e) One Flight Management System is operative, and f) Low fuel level for affected wing tank is monitored during flight.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
41-13	Aft Fuel Tank Quantity Indication	C	1	0	(M)(O) May be inoperative provided aft fuel tank remains empty.	
41-19	Wing Tank Temperature Sensor	C	6	2	(O) Except for diversion greater than 60 minutes, up to four may be inoperative provided: a) One fuel temperature indication on fuel synoptic page is operative, b) Left and right fuel recirculation systems are operative, c) Left and right fuel recirculation systems are verified to be in automatic mode before each flight, and d) Total Air Temperature (TAT) indications are operative.	 

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
01-01	AC Motor Pump (ACMP) No. 1B Cockpit Switch					
1)	AUTO Function	C	1	0	(O) May be inoperative provided: a) System 1 AC Motor Pump (1B) ON function is operative, b) System 1 AC Motor Pump (1B) is verified operative, and c) System 1 AC Motor Pump (1B) is operated continuously during flight.	
2)	ON Function	C	1	0	(O) May be inoperative provided: a) System 1 AC Motor Pump (1B) AUTO function is operative, and b) System 1 AC Motor Pump (1B) is verified operative.	
01-02	Power Transfer Unit (PTU) Cockpit Switch					
1)	AUTO Function	C	1	0	(O) May be inoperative provided: a) System 2 PTU ON function is operative, b) System 2 PTU is verified operative, and c) System 2 PTU is operated continuously during flight.	
2)	ON Function	C	1	0	(O) May be inoperative provided: a) System 2 PTU AUTO function is operative, and b) System 2 PTU is verified operative.	

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
01-03	AC Motor Pump (ACMP) No. 3B Cockpit Switch					
1)	AUTO Function	C	1	0	(O) May be inoperative provided: a) System 3 AC Motor Pump (3B) ON function is operative, b) System 3 AC Motor Pump (3B) is verified operative, c) System 3 AC Motor Pump (3B) is operated continuously during flight.	
2)	ON Function	C	1	0	(O) May be inoperative provided: a) System 3 AC Motor Pump (3B) AUTO function is operative, and b) System 3 AC Motor Pump (3B) is verified operative.	
02-01	Ground Servicing Panel					
1)	Fill Quick Disconnect	C	3	0	(M) One or more may be inoperative provided affected Fill Quick Disconnect has no evidence of leakage.	
2)	Pressure Quick Disconnect	C	3	0	(M) One or more may be inoperative provided affected Pressure Quick Disconnect has no evidence of leakage.	
3)	Return Quick Disconnect	C	3	0	(M) One or more may be inoperative provided affected Return Quick Disconnect has no evidence of leakage.	
4)	Dust Cap	D	9	0	(M) One or more may be damaged or missing.	

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Engine Driven Pump (EDP)					
1)	Depressurization Function	C	2	1	(O) One may be inoperative provided Auxiliary Power Unit (APU) is operative.	
11-03	System 1 AC Motor Pump (ACMP 1B)	C	1	0	(M)(O) May be inoperative provided: a) System 1 AC Motor Pump 1B is deactivated, b) All other hydraulic pumps are verified operative, c) Multifunction Spoiler 3 System is operative, and d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).	
11-06	Differential Pressure Indicator (DPI)					
1)	Pressure Filter Manifold	C	3	0	(M) One or more may be inoperative provided: a) Associated filter element is replaced, and b) Associated system case drain and return filter DPIs red indicators are not raised.	
2)	Return Filter Manifold	C	3	0	(M) One or more may be inoperative provided: a) Associated filter element is replaced, and b) Associated system pressure and case drain filter DPIs red indicators are not raised.	
3)	Case Drain Filter Manifold	C	6	0	(M) One or more may be inoperative provided: a) Associated filter element is replaced, and b) Associated system pressure and return filter DPIs red indicators are not raised.	

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
11-15	Reservoir					
1)	Bleed/Relief Valve	C	3	2	(M) One may be inoperative provided affected Reservoir Bleed/Relief Valve has no evidence of leakage.	
11-24	HYD SOV CLOSED Switch Light (Light Function Only)	C	2	0	One or both may be inoperative provided associated Shut Off Valve (SOV) indication on the hydraulic synoptic page is operative.	
11-41	Ecology Bottle	C	4	0	One or more may be damaged or missing.	
12-25	Power Transfer Unit (PTU)	C	1	0	(M)(O) May be inoperative provided: a) PTU is deactivated, b) All other hydraulic pumps are verified operative, c) Multifunction Spoiler 3 System is operative, and d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).	
13-01	System 3 AC Motor Pump (3A and 3B)	C	2	1	(M)(O) One may be inoperative provided: a) Affected System 3 AC Motor Pump (ACMP) is deactivated, b) All other hydraulic pumps are verified operative, c) Remaining System 3 ACMP is selected ON during entire flight, and d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).	

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
13-02	Hydraulic System 3 Accumulator					
1)	Pressure Gauge	C	3	0	(O) One or more may be inoperative provided: a) Associated accumulator is verified operative before each flight, and b) Associated Accumulator Pressure Transducer is operative.	
2)	Pressure Transducer	C	3	0	(O) One or more may be inoperative provided: a) Associated Accumulator Pressure Gauge is operative, and b) Associated accumulator pressure is verified before each flight.	
3)	1 or 2 Pressure Indication	C	2	0	(O) One or both may be inoperative provided: a) Associated Accumulator Pressure Gauge is operative, and b) Associated accumulator pressure is verified before each flight.	
30-01	Hydraulic Synoptic Page (excluding system temperature and system quantity readouts)	C	1	0	May be inoperative.  NOTE 1: Any portion of Hydraulic Synoptic Page that is operative may be used.  NOTE 2: For inoperative EICAS Brake Pressure Readout refer to item 32-43-10.  NOTE 3: For pressure indications, see applicable MMEL items in Section 1 or Section 2.	

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Pressure Transducer	C	3	0	(M)(O) One or more may be inoperative provided: a) Associated System Pressure Switches are operative, and b) Associated Pressure Transducer is deactivated.	
1)	System 1 and 2				Deleted, Revision 1.	
2)	System 3				Deleted, Revision 1.	
31-03	System Pressure Switch	C	6	3	(M)(O) One per each system may be inoperative provided: a) Affected Pressure Switch is deactivated, b) Associated Hydraulic pumps are verified operative, c) Associated System Pressure Transducer is verified operative, and d) Associated ACMP or PTU is operated continuously during flight.	
32-01	Hydraulic Reservoir					
1)	Quantity Gauge	C	3	0	(O) One or more may be inoperative provided associated bootstrap Reservoir Quantity Level Electrical Sensor is operative.	
32-02	Reservoir Quantity Level Electrical Indicator					
1)	System 1 and 3				Deleted, Revision 1.	
2)	System 2				Deleted, Revision 1.	

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
33-01	Resistance Temperature Device (RTD)					
1)	AC Motor Pump 1B	C	1	0	(O) May be inoperative provided: a) System 1 AC Motor Pump (ACMP) 1B is considered inoperative, and b) ACMP 1B is selected OFF.	
2)	AC Motor Pumps 3A and 3B	C	2	1	(O) One may be inoperative provided: a) Affected System 3 AC Motor Pump (ACMP) is considered inoperative, and b) Affected System 3 ACMP is selected OFF.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Wing Ice Protection System (WIPS)	C	1	0	(O) May be inoperative provided: a) WING ANTI-ICE is selected OFF, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, c) Operations are not conducted in known or forecast icing conditions, and d) Both Ice Detection Systems are operative.	
1)	AUTO Mode	C	1	0	(O) May be inoperative provided: a) ON selection is verified operative, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, and c) Both Ice Detection Systems are operative.	
11-02	Inboard Temperature Sensor	C	2	0	(M)(O) One or both may be inoperative provided: a) Wing Ice Protection System is considered inoperative and WING ANTI-ICE is selected OFF, b) The associated Wing Anti-Ice Valve at same side is secured CLOSED, c) Both Bleed Air Systems and Both Air Conditioning Packs are operative, d) Operations are not conducted in known or forecast icing conditions, and e) Both Ice Detection Systems are operative.	 

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
11-03	Outboard Temperature Sensor	C	2	0	(O) One or both may be inoperative provided: a) Wing Ice Protection System is considered inoperative and WING ANTI-ICE is selected OFF, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, c) Operations are not conducted in known or forecast icing conditions, and d) Both Ice Detection Systems are operative.	
11-04	Wing Anti-Ice Valve (WAIV)	C	2	0	(M)(O) One or both may be inoperative provided: a) Both Wing Anti-Ice Valves are secured CLOSED, b) Wing Ice Protection System is considered inoperative and WING ANTI-ICE is selected OFF, c) Both Bleed Air Systems and Both Air Conditioning Packs are operative, d) Operations are not conducted in known or forecast icing conditions, and e) Both Ice Detection Systems are operative.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
11-05	Pressure Sensor	C	2	0	(O) One or both may be inoperative provided: a) Wing Ice Protection System is considered inoperative and WING ANTI-ICE is selected OFF, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, c) Operations are not conducted in known or forecast icing conditions, and d) Both Ice Detection Systems are operative.	
11-09	Wing Cross-Bleed Valve (CBW)	C	1	0	(M)(O) May be inoperative provided: a) Wing Ice Protection System is considered inoperative and WING ANTI-ICE is selected OFF, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, c) Operations are not conducted in known forecast icing conditions, and d) Both Ice Detection Systems are operative.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
11-10	WING XBLEED Switch	C	1	0	(O) May be inoperative provided: a) Wing Ice Protection System is considered inoperative and WING ANTI-ICE is selected OFF, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, c) Operations are not conducted in known or forecast icing conditions, and d) Both Ice Detection Systems are operative.	
21-00	Cowl Anti-Icing System					
1)	AUTO Mode (LH and RH)	C	2	0	(O) One or both may be inoperative provided: a) Associated Cowl Anti-Ice System manual mode (ON) is operative, and b) Both Ice Detection Systems are operative.	
21-02	Cowl Anti-Ice Pressure Transducer	C	2	1	(O) One may be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Both Ice Detection Systems are operative.  NOTE: The MMEL is for Transducer only and so selecting the CAI OFF is sufficient that the CAI is closed.	     

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Windshield Temperature Controller Channel	C	4	3	(M)(O) One may be inoperative provided: a) Pilot's side window heating is operative, b) Temperature sensor redundancy of the remaining channels is not lost, c) Operations are not conducted in known or forecast icing conditions, and d) Both Ice Detection Systems are operative.	
45-00	EVS Heating System	C	1	0	(M)(O) May be inoperative provided EVS Heating System is deactivated and not required by 14 CFR.  NOTE: Do not rely on EVS image in icing or fogging conditions (EVS performance may be degraded or lost).	
81-00	Ice Detection System	C	2	1	(O) 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.  NOTE: Do not rely on Ice Detector for AUTO detection and activation of Anti-Ice System.	
		C	2	0	(O) Both may be inoperative provided: a) Wing Anti-Ice System and Cowl Anti-Ice System are operative, and b) Operations are not conducted in known or forecast icing conditions.  NOTE: Do not rely on Ice Detector for AUTO detection and activation of Anti-Ice System in the event of inadvertent encounter of icing conditions.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
14-07	Reversion Switch Panel (RSP)					
1)	Display Unit (DU) Dimming Knob	C	4	3	One may be inoperative provided display brightness is acceptable to the affected crewmember for the intended mission.  NOTE: Alternatively, affected DU may be considered inoperative if position allows.	
2)	DU Switch (OFF Function)	C	4	3	(O) Lower Display (LWR DSPL) may be inoperative.  NOTE: If subsequent manual disabling of the lower display is required, Solid State Power Controller (SSPC) must be used.	
3)	DSPL TUNE INHIBIT Knob	C	1	0	(O) May be inoperative provided: a) Display Tuning is verified operative, and b) Both Control Tuning Panels (CTP) are operative.	
21-01	Clock Indication on Display Unit (DU)					
1)	Universal Time Coordination Display (UTC), Flight Time (FT), Chronometer (CHR)	C	2	0	May be inoperative provided one Control Tuning Panel (CTP) clock feature is functional.	
2)	Automatic Updated Function	C	2	0	(O) May be inoperative provided: a) Manual mode is operative, and b) Alternate procedures are established and used.	
		C	2	0	May be inoperative provided clock indications on DU are considered inoperative.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Flight Data Recorder (FDR) System (FLIGHT DATA RECORDER (FDR) INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
1)	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	A	1	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Cockpit Voice Recorder (CVR) operates normally,</li> <li>b) Airplane is not dispatched from designated airport as listed in the operator's MEL unless:                             <ul style="list-style-type: none"> <li>1) The FDR failure occurs after pushback but before takeoff, or</li> <li>2) The FDR repair was attempted but was not successful.</li> </ul> </li> <li>c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished before dispatch, and</li> <li>d) Repairs are made within 3 flight-days.</li> </ul>	
2)	FDR Recording Parameter Required by 14 CFR	A	-	0	Up to three recording parameters may be inoperative provided: <ul style="list-style-type: none"> <li>a) Cockpit Voice Recorder (CVR) operates normally, and</li> <li>b) Repairs are made within 20 calendar-days.</li> </ul>	
3)	FDR Recording Parameter not required by 14 CFR	A	-	0	May be inoperative provided repairs are made before completion of the next scheduled maintenance visit.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Flight Data Recorder (FDR) System (FLIGHT DATA RECORDER (FLIGHT DATA RECORDER (FDR) INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
33-01 ***	Quick Access Recorder (QAR)	C	1	0	(M)(O) May be inoperative when used for Flight Data Monitoring (FDM) purposes provided approved alternate procedures, if appropriate to other programs using associated data, are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
41-03	Integrated Processing Cabinet (IPC) No. 3	A	1	0	May be inoperative provided: a) All remaining IPC and IPC Fans are operative, b) Flight Management System (FMS) 3 is considered inoperative, c) Terrain Awareness Warning System (TAWS) is considered inoperative, d) Head Up Display (HUD) 1 and 2 are considered inoperative, e) Synthetic Vision System (SVS) 1 is considered inoperative, and f) Repairs are made within 2 flight-days.	
41-04	Integrated Processing Cabinet (IPC) No. 4	B	1	0	May be inoperative provided: a) All remaining IPC and IPC Fans are operative, b) Integrated Flight Information System (IFIS) 3 is considered inoperative, c) Head-Up Display (HUD) 1 and 2 are considered inoperative, and d) Synthetic Vision System (SVS) 2 is considered inoperative.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
41-11	Integrated Processing Cabinet (IPC) Digital Switching Module (DSM)	B	4	3	One may be inoperative in IPC 3 or IPC 4 provided: a) All IPC are operative, b) All IPC fans are operative, and c) All DCU Module Cabinets (DMC) Channels are operative.	
42-01	Data Concentrator Unit (DCU) Module Cabinet (DMC) 1					
1)	Channel 1B	B	1	0	(O) May be inoperative provided: a) All remaining DMC Channels are operative, b) All Integrated Processing Cabinet (IPC) Digital Switching Modules (DSM) are operative, c) All remaining DMC Fans (Cover and Environmental Module - CEM) are operative, d) Remaining Flight Director channels are operative, e) Onside Autothrottle is considered inoperative, f) Control Tuning Panels (CTP) are operative, g) Flight Directors are verified operative on both Primary Flight Displays (PFD), and h) Procedures do not require its use.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
42-03	Data Concentrator Unit (DCU) Module Cabinet (DMC) 2					
1)	Channel 2A	B	1	0	(O) May be inoperative provided: a) All remaining DMC Channels are operative, b) All Integrated Processing Cabinet (IPC) Digital Switching Modules (DSM) are operative, c) All remaining DMC Fans (Cover and Environmental Module - CEM) are operative, d) Remaining Flight Director channels are operative, e) Onside Autothrottle is considered inoperative, f) Control Tuning Panels (CTP) are operative, g) Flight Directors are verified operative on both Primary Flight Displays (PFD), and h) Procedures do not require its use.	
42-10	Data Concentrator Unit (DCU) Module Cabinet (DMC) Fan	C	4	3	One may be inoperative.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
42-15	Aircraft Personality Module (APM)					
1)	APM 1				Deleted, Revision 1.	
2)	APM 2	C	1	0	May be inoperative.	
43-01	Lamp Driver Unit (LDU) Channel	C	2	1	(O) One may be inoperative.	
52-03	Master Warning/Master Caution Switchlight					
1)	Warning Light (Light Function Only)	C	2	1	One may be inoperative provided aural functions are operative.	
2)	Caution Light (Light Function Only)	C	2	1	One may be inoperative provided aural functions are operative.	
3)	Warning/Caution Alarm Cancel Function	B	2	1	One may be inoperative.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Display Unit (DU)	C	4	3	One may be inoperative provided it is installed in the lower (DU 4) position and it remains selected OFF.	
1)	Display Fan	C	8	6	One or two fans may be inoperative provided: a) They are installed in the lower (DU 4) display position, and b) Lower display is considered inoperative.	
61-03	Control Tuning Panel (CTP)					
1)	Display Control Pushbutton/Knob (NAV – FMS; FULL/HALF, FRMT; -/+; IN-HPA/STD)	C	14	7	(O) Any button may be inoperative provided: a) The same Display Key is available on the opposite CTP, b) On-side Cursor Control Panel (CCP) is operative, and c) Alternate procedures are established and used.	
2)	BRT/OFF Rotary Knob	C	2	0	(O) One or both may be inoperative provided: a) Display brightness is acceptable to the affected crewmember, and b) OFF function is operative.	
3)	"1/2" Pushbutton	C	2	1	(O) One may be inoperative provided reversionary tuning is confirmed operative on remaining CTP and Display Unit (DU) tuning.	
(Continued)						

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
61-03	Control Tuning Panel (CTP) (Cont'd)					
4)	IDENT Pushbutton	C	2	1	(O) One may be inoperative provided: a) IDENT button on the unaffected CTP is verified operative, and b) Reversionary Display Unit (DU) radio tuning is confirmed to be operative for both sides.	
5)	Line Select Key (LSK)	C	14	7	Any button on the Left or Right CTP may be inoperative provided: a) Corresponding button is operative on the cross-side CTP, and b) Associated 1/2 Pushbutton is operative.	
6)	TUNE/MENU Pushbutton	C	2	1	(O) One may be inoperative provided: a) Reversionary Display Unit (DU) radio tuning is verified operative for both sides, b) DU menus are used for lost CTP MENU functions, and c) Alternate procedures are established and used.	
7)	TUNE/DATA Rotary Knob	C	2	1	(O) One may be inoperative provided: a) Associated Cursor Control Panel (CCP) Double Stack Knob (DSK) is operative, and b) Alternate procedures are established and used.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
61-04	Multifunction Keyboard Panel (MKP) (Including Alphanumeric Keys and Quick Access Keys (QAK))	C	2	1	(O) May be inoperative provided: a) Radio tuning capability is operative on both Control Tuning Panels (CTP), b) All functions are verified operative on both Cursor Control Panels (CCP), and c) Alternate procedures are established and used.  NOTE 1: ENTER, CAS, PREV/NEXT, and MKP Arrow keys are independent functions of the MKP. Their functions are unaffected during MKP failure.  NOTE 2: A subsequent failure of the second MKP will require that the Double Stack Knobs be used for entry of alphanumeric characters.	
1)	Flight Management System (FMS) Quick Access Key (QAK): MSG, MAP/ROUTE, FMS, D->, DEP/ARR, CNCL, EXEC	C	14	-	Individual FMS keys may be inoperative provided: a) Operating procedures do not require their use, and b) Affected functionality is operative on Display Units (DU) thru both Cursor Control Panels (CCP).  NOTE: Any portion that remains operative may be used. If crew considers function is inoperative, whole MKP may be considered inoperative.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
61-04	Multifunction Keyboard Panel (MKP) (Including Alphanumeric Keys and Quick Access Keys (QAK)) (Cont'd)					
2)	Display Quick Access Key (QAK): SYS, CNS, CHART, CHKL	C	8	4	(O) May be inoperative provided: a) The same Display QAK is available on the opposite MKP, and b) Functionality is confirmed available on all DUs thru both Cursor Control Panels.	
3)	ARROW Key	C	8	0	One or more may be inoperative provided associated Cursor Control Panel (CCP) trackball(s) is operative.	
4)	ENTER Key	C	2	1	One may be inoperative provided associated Cursor Control Panel (CCP) SELECT Pushbutton is operative.	
5)	CAS Pushbutton	C	2	1	One may be inoperative.	
6)	Scratchpad Display	C	2	0	One or both may be inoperative (partially or completely) provided keystrokes are legible on Multifunction Window (MFW).  NOTE: Failure of Scratchpad Display does not prevent data entry.	
7)	MEM Key	C	2	0	One or both may be inoperative.	
8)	PREV/NEXT Key	C	4	0	One or more may be inoperative.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
61-05	Cursor Control Panel (CCP) (Includes Trackball)	B	2	1	(M)(O) One may be inoperative provided: a) Multifunction Keyboard Panels (MKP) are operative, and b) Affected CCP is deactivated.  NOTE: DSPL SEL Pushbuttons are operative.	
1)	SELECT Button	C	4	2	One per CCP may be inoperative provided ENTER button is operative on both MKPs.	
2)	Double Stack Knob (DSK)	C	2	1	Any or all functions of one DSK knob may be inoperative provided all functions of associated MKP are operative.	
3)	MENU Pushbutton	C	2	0	One or both may be inoperative provided Display Unit (DU) MENU selection is made using associated MKP arrows and ENTER button.	
4)	Escape (ESC) Pushbutton	C	2	0	One or both may be inoperative.	
5)	DSPL SEL – L, R, and LWR Pushbutton	C	2	0	One or more may be inoperative provided arrow keys are operative on associated MKP.	
74-00	Electronic Checklist (ECL)	C	4	0	(O) One or more may be inoperative provided alternate procedures are established and used.	





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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
43-10	EICAS Brake Pressure Readout	C	2	0	(M) One or 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.	
43-25	Brake Accumulator Pressure Gauge	C	2	0	(O) Both may be inoperative provided EICAS Brake Pressure Readouts (Brake Accumulator Precharge pressure) are checked on hydraulic synoptic page before the first flight of each flight-day.	
43-33	Main Wheel Axle Interface Module/Wheel Speed Transducer					
1)	Wheel Speed Transducer	C	4	3	(O) One may be inoperative provided operations are conducted in accordance with AFM Supplement (Dispatch With Anti-Skid System Degraded).	
43-61	Brake Temperature Monitoring System (BTMS)	B	1	0	(O) May be inoperative provided AFM (Maximum Allowable Brake Temperature For Takeoff) limitations are observed.  NOTE: Any portion of the system that operates normally may be used.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
44-03	Brake Accumulator	A	2	1	(O) One may be inoperative provided: a) Both Thrust Reversers are operative, b) Hydraulic system 3 electric pumps 3A and 3B are operative, c) Hydraulic system 2 Power Transfer Unit is operative, and d) Repairs are made within 3 flight-days.	
51-00	Nose Wheel Steering Control System Channel	C	2	1	One may be inoperative.	
51-13	Steering Pressure Transducer	A	1	0	(O) May be inoperative for one flight provided: a) Both Nose Wheel Steering (NWS) Control System Channels are operative, and b) Except for pushback towing, NWS is not disarmed.  NOTE: This item is applied after pushback towing.	
51-15	Steering Compensator	B	1	0	(O) May be inoperative provided: a) Both Nose Wheel Steering (NWS) Control System Channels are operative, b) Except for pushback towing, NWS is not disarmed, and c) Hydraulic system 2 Power Transfer Unit is operative.  NOTE: This item is applied after pushback towing.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
61-02	Nose and Main Landing Gear Door Open Proximity Switch	C	6	3	(O) One per landing gear door may be inoperative provided both Landing Gear and Steering Control Unit channels are operative.	
61-04	Nose and Main Landing Gear Door Uplock Proximity Switch	C	6	3	(O) One per landing gear door may be inoperative provided both Landing Gear and Steering Control Unit channels are operative.	
61-06	Nose and Main Landing Gear Uplock Proximity Switch	C	6	3	(O) One per landing gear may be inoperative provided both Landing Gear and Steering Control Unit channels are operative.	
61-09	Main Landing Gear Weight On Wheels Proximity Switch	C	4	2	(O) One of each Main Landing Gear may be inoperative provided: a) At least one Nose Landing Gear Weight Off Wheels Proximity Switch is operative, and b) Both Landing Gear and Steering Control Unit (LGSCU) channels are operative.	
61-12	Nose and Main Landing Gear Downlock Proximity Switch	C	6	3	(O) One per landing gear may be inoperative provided both Landing Gear and Steering Control Unit channels are operative.	
61-21	Nose Landing Gear Weight Off Wheels Proximity Switch	C	2	1	(O) One may be inoperative provided: a) At least one Weight On Wheels Proximity Switch of each Main Landing Gear is operative, and b) Both Landing Gear and Steering Control Unit (LGSCU) channels are operative.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Flight Compartment Lighting System	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members eyes, and c) Lighting configuration and intensity is acceptable to flightcrew.  NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.  NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
20-00	Cabin Interior Light	C	-	-	Individual lights may be inoperative provided: a) Lighting is acceptable for the crew located in the cabin to perform their required duties, and b) Inoperative lights are not part of the cabin emergency lighting.	
		D	-	0	May be inoperative provided passengers are not carried.	
21-01	Airstair/Boarding Light	D	8	0	May be inoperative.	
21-03	Airstair Footwell Light	D	2	0	May be inoperative.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
24-00	Passenger Lighted Information Sign	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
31-00	Maintenance and Service Lighting System	D	-	0	May be inoperative.	
41-01	Wing Landing/Taxi Light	C	2	1	One full assembly may be inoperative provided both Nose Gear Landing Lights are operative.	
		D	2	0	Both full assemblies may be inoperative provided operations are not conducted at night.	
		D	2	2	Up to four LEDs within individual Wing Landing Light and one LED within individual Wing Taxi Light may be inoperative.	
1)	Wing Taxi Light	D	2	0	Both Wing Taxi Lights may be inoperative provided both Wing Landing Lights are operative.	
41-07	Nose Gear Landing Light	C	2	1	One may be inoperative provided the same side Wing Landing Light is operative.	
		C	2	0	Both may be inoperative provided both Wing Landing Lights are operative.	
		C	2	0	Both may be inoperative provided operations are not conducted at night and operations do not require its use.	
		D	2	2	Up to two LEDs within individual light may be inoperative.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
42-09	Tail Navigation/Strobe Light					
1)	Tail Navigation Light	C	1	0	May be inoperative provided operations are not conducted at night.	
2)	Tail Anticollision Strobe Light	D	1	0	(O) May be inoperative provided all Beacon Lights (upper and lower fuselage) are operative with the BEACON switch in the WHT position.	
42-13	Integrated Wingtip Light					
1)	Taxi Light	D	2	0	Both may be inoperative.	
2)	Navigation Light	C	2	0	May be inoperative provided operations are not conducted at night.	
3)	Anticollision Strobe Light	D	2	0	May be inoperative provided all beacon lights (upper and lower fuselage) are operative with the BEACON switch in the WHT position.	
		C	2	0	One or both may be inoperative provided the beacon system is operative.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
43-01	Beacon Light					
1)	Red and White Beacon	C	4	0	(O) May be inoperative provided: a) All Anticollision Strobe Lights of Integrated Wingtip Lights are operative, and b) Tail Anticollision Strobe Light is operative.	
2)	Red Beacon	D	2	0	(O) May be inoperative provided: a) All Anticollision Strobe Lights of Integrated Wingtip Lights are operative, and b) Tail Anticollision Strobe Light is operative.	
		C	2	0	(O) May be inoperative provided: a) All White Beacons are operative, and b) BEACON switch is selected to WHT position.	
		C	2	0	May be inoperative provided operations are not conducted at night.	
3)	White Beacon	D	2	0	(O) May be inoperative provided: a) All Anticollision Strobe Lights of Integrated Wingtip Lights are operative, and b) Tail Anticollision Strobe Light is operative.	
		D	2	0	May be inoperative provided operations are not conducted at night.	
45-01	Wing Ice Inspection Light	C	2	0	May be inoperative provided ground deicing procedures do not require their use.	
46-01	Logo Light	D	2	0	May be inoperative.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
47-00	Undercarriage Flood Light	D	7	0	May be inoperative.	
51-00	Interior Emergency Lighting					
1)	Crew Rest Area	D	-	-	(M) May be inoperative provided: a) Crew Rest Area is not occupied, and b) Crew Rest Area is placarded "INOPERATIVE - DO NOT USE".	
51-02	Exit Sign	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
		C	-	0	May be inoperative provided operations are not conducted at night.	
53-00	Exterior Emergency Light	C	3	0	May be inoperative provided operations are not conducted at night.	
		A	3	0	(O) May be inoperative for 1 flight-day provided: a) Flightcrew are the only occupants of the aircraft, and b) Alternate procedures are established and used.	
NOTE: The operator's MEL must state the maximum number of flightcrew permitted.						

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Air Data System Probe (ADSP)					
1)	Air Data System (ADS) Heater	C	4	3	(O) ADS 2 Heater may be degraded.	
11-03	Total Air Temperature (TAT) Probe					
1)	Sensing Element (Left Side) Air Data System (ADS 1 and ADS 3)				Deleted, Revision 1.	
2)	Sensing Element (Right Side) Air Data System (ADS 2 and ADS 4)				Deleted, Revision 1.	
3)	Sensing Element (ADS 1 and ADS 4)				Deleted, Revision 1.	
4)	Sensing Element (ADS 2 and ADS 3)				Deleted, Revision 1.	
11-04	Total Air Temperature (TAT) Heater					
1)	Left TAT Heater				Deleted, Revision 1.	
2)	Right TAT Heater				Deleted, Revision 1.	
11-05	Angle of Attack (AOA) Vane Sensor	C	2	1	(M)(O) One may be inoperative provided: a) Opposite AOA Vane Sensor is operative, and b) Affected AOA vane Sensor is deactivated.	
11-06	Angle of Attack (AOA) Vane Heater	C	2	1	One may be inoperative provided associated AOA Vane Sensor is considered inoperative.	
11-07	Angle of Attack (AOA) Case Heater				Deleted, Revision 1	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
32-00	Head Up Display (HUD) System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
33-00	Enhanced Vision System (EVS)	C	1	0	(M) May be inoperative provided EVS is deactivated.	
1)	Infrared Sensor Unit (ISU)	D	1	0	(M) May be scratched or crazed provided damage limits are not exceeded.  NOTE: Where the EVS image is adversely affected, the system is to be considered inoperative.	
		D	1	0	(M) May be inoperative provided: a) EVS is considered inoperative, b) ISU is removed, and c) EVS fairing is removed as an assembly and replaced with an approved blanking plate.	
2)	CLEAR Switch	D	-	1	(O) One may be inoperative and EVS used provided the CLEAR Switch on the pilot-flying side is operative.	
		C	-	0	May be inoperative provided the EVS is considered inoperative.	
3)	EVS Image on Multifunction Window (MFW)	D	4	0	May be inoperative provided the EVS is not used in lieu of natural vision below minimums and is only used for enhanced situational awareness.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
34-00	Synthetic Vision System (SVS)	D	-	0	May be inoperative.  NOTE 1: Any operative SVS function may continue to be used.  NOTE 2: With SVS FAULT (Advisory) posted, image height discrepancies between actual and SVS virtual image will develop as aircraft descends.	
35-00	Surface Management System (SMS)					
1)	Takeoff and Landing Awareness Function (TLAF)	C	3	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	3	0	(O) May be inoperative provided procedures do not require its use.	
2) ***	Airport Moving Map (AMM)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) AMM is not used.	
		D	1	0	May be inoperative provided: a) Procedures do not require its use, and b) AMM is not used.	
41-00	Weather Radar System	C	1	0	May be inoperative provided it is not required by 14 CFR.	
1)	Auto Mode	C	1	0	(O) May be inoperative provided MANUAL MODE function is verified to operate normally.	
2)	Turbulence Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing turbulence avoidance procedures.	
					(Continued)	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
41-00	Weather Radar System (Cont'd)					
3)	Control Mode	C	2	1	May be inoperative provided Weather Radar (WXR) Control is operative on monitoring pilot's side.	
		C	2	0	May be inoperative provided Weather Radar System is considered inoperative.	
4) ***	Predictive Windshear Function	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Ground Proximity Warning System (GPWS) Windshear Mode (Reactive) (Mode 7) is operative.	
42-00	Terrain Awareness and Warning System (TAWS) – Class A					
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Mode 1–4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
42-00	Terrain Awareness and Warning System (TAWS) – Class A (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
b)	Test Mode	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation (Mode 5)	C	-	1		
		B	-	0		
d)	Advisory Callout	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
e) ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.						
(Continued)						

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
42-00	Terrain Awareness and Warning System (TAWS) – Class A (Cont'd)					
e) ***	Windshear Mode (Reactive) (Cont'd)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
2)	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Terrain Display (Overlays and Maps)	C	-	1	May be inoperative.	
		B	-	0	May be inoperative.	
42-03	Terrain Awareness and Warning System (TAWS) Control Panel					
1)	TAWS GS PBA (“OFF” Light Function Only)	C	1	0	May be inoperative.	
2)	TAWS TERRAIN PBA (“OFF” Light Function Only)	C	1	0	(O) May be inoperative provided the TAWS TERRAIN “OFF” Pushbutton Annunciator (PBA) switch function is verified operative.	
3)	TAWS FLAPS PBA (“OFF” Light Function Only)	C	1	0	(O) May be inoperative provided the TAWS FLAP “OFF” Pushbutton Annunciator (PBA) switch function is verified operative.	
4)	TAWS RUNWAY PBA (“OFF” Light Function Only)	C	1	0	May be inoperative.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
43-01	Traffic Alert and Collision Avoidance System (TCAS II)	B	1	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	1	0	(M) 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 System	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the pilot-flying side, and b) TA and RA audio function is operative on pilot-flying side.	
2)	Resolution Advisory (RA) Display System	C	2	1	May be inoperative on non-flying pilot side.	
		C	2	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
43-01	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
3)	Traffic Alert Display System	C	2	0	(O) One or both 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	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) ***	Airspace Selection Function	C	-	0		 

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
44-00	Radio Altimeter System	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) All Main Landing Gear Weight On Wheels Proximity Sensors are operative,</li> <li>b) All Nose Landing Gear Weight Off Wheels Proximity Sensors are operative,</li> <li>c) Steep Approach operations are not conducted,</li> <li>d) Following messages are not displayed:                             <ul style="list-style-type: none"> <li>-27 FLT CTRL - PFCC BCU INPUT REDUND LOSS,</li> <li>-27 FLT CTRL - PFCC LGSCU INPUT REDUND LOSS,</li> <li>-27 FLT CTRL – PFCC RAD ALT INPUT REDUND LOSS,</li> <li>-32 GEAR – GEAR WOW/WOFFW REDUND LOSS,</li> <li>-32 GEAR – LANDING GEAR SYS REDUND LOSS, or</li> <li>-ANTISKID DEGRADED (Caution),</li> </ul> </li> <li>e) Affected Radio Altimeter System is deactivated, and</li> <li>f) Operations do not require its use.</li> </ul>	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
45-00	Inertial Reference System (IRS)					
1)	IRS 1	C	1	0	(O) May be inoperative provided: a) Associated Primary Flight Display (PFD) is reverted to IRS 3, b) Attitude and Heading Reference System (AHRS) is operative, c) Integrated Standby Instrument (ISI) attitude indications are operative, d) ISI Inputs to Primary Flight Control Computers (PFCC) are operative, e) IRS 2 and IRS 3 are operative, and f) Operations do not require its use.	
2)	IRS 2	C	1	0	(O) May be inoperative provided: a) Associated Primary Flight Display (PFD) is reverted to IRS 3, b) Attitude and Heading Reference System (AHRS) is operative, c) Integrated Standby Instrument (ISI) attitude indications are operative, d) ISI Inputs to Primary Flight Control Computers (PFCC) are operative, e) IRS 1 and IRS 3 are operative, and f) Operations do not require its use.	
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
45-00	Inertial Reference System (IRS) (Cont'd)					
3)	IRS 3	C	1	0	(O) May be inoperative provided: a) Attitude and Heading Reference System (AHRS) is operative, b) Integrated Standby Instrument (ISI) attitude indications are operative, c) ISI Inputs to Primary Flight Control Computers (PFCC) are operative, d) IRS 1 and IRS 2 are operative, and e) Operations do not require its use.	
47-00 ***	Lightning Detection System	D	1	0	May be inoperative.	
51-00	Very High Frequency Navigation (VHF NAV) System	C	2	1	(O) May be inoperative provided: a) Navigation systems required for each segment of the intended flight route are operative, b) Alternate procedures are established and used, where applicable, and c) VHF NAV 1 is operative.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
51-17	Marker Beacon (MB)	C	2	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used.	
		D	2	0	May be inoperative provided procedures do not require its use.	
52-00	Automatic Direction Finder (ADF) System	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
53-00	Distance Measuring Equipment (DME) System	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
54-01	ATC Transponder and Automatic Altitude Reporting System	B	2	0	Both may be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	2	1	(O) Any in excess of those required by 14 CFR may be inoperative.	
1)	Elementary and Enhanced Downlink Aircraft Reportable Parameter Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next scheduled maintenance visit.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
54-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
	1) ***	ADS-B Out Extended Squitter Transmission	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.
		C	-	1	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	   

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
54-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
2) ***	ADS-B Out UAT Transmission	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
3) ***	ADS-B In Transmission	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use.  NOTE: Any ADS-B function that operates normally may be used.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
55-00	Global Positioning System (GPS)	C	2	0	(O) Except where enroute operations require its use, one or both may be inoperative provided alternate procedures are established and used.  NOTE: The flightcrew to fly in HDG mode only.	
61-00	Flight Management System (FMS)	C	3	2	One may be inoperative.	
		C	3	1	(O) May be inoperative provided: a) Enroute operations do not require its use, and b) GPS approach procedures are not conducted.	
65-00	Navigation Database	A	3	0	(O) May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days.  NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Oxygen Pressure					
1)	Ground Service Panel Pressure Gauge	C	1	0	(O) May be inoperative provided EICAS Readout is operative and checked before each flight.	
		C	1	0	(O) May be inoperative provided at least one Bottle Pressure Gauge is operative and checked before each flight.	
2)	Bottle Pressure Gauge	C	2	0		
3)	EICAS Readout	C	1	0	(M)(O) May be inoperative provided: a) Ground Service Panel Pressure Gauge is operative and checked before each flight, b) There is sufficient oxygen for the intended mission, and c) Use of aircraft therapeutic oxygen provisions is prohibited throughout the flight.	
		C	1	0	(M)(O) May be inoperative provided: a) At least one Bottle Pressure Gauge is operative and checked before each flight, b) There is sufficient oxygen for the intended mission, c) Dedicated carry-on oxygen supply is provided for therapeutic purposes, and d) Use of aircraft therapeutic oxygen provisions is prohibited throughout the flight.	

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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
13-01	Low Pressure Switch	C	2	0	(M)(O) One or both may be inoperative provided: a) Associated low pressure regulators are verified OPEN, before first flight, b) EICAS Readout is operative, c) Associated Bottle Pressure Gauges are operative and checked before each flight, and d) Crew oxygen masks are verified operative before each flight.	
13-02	Overboard Discharge Indicator Green Disk	C	1	0	(O) May be damaged or missing provided: a) EICAS Readout is operative, b) Low Pressure Switches are operative, and c) One Bottle Pressure Gauge is operative and checked before each flight.	
14-01	Ground Service Panel Filler Valve	C	1	0	(M) May be inoperative provided: a) Affected valve is verified to have no leakage, and b) EICAS Readout is operative and checked for adequate quantity.	

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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Portable Protective Breathing Equipment (PBE)	D	-	-	(M)(O) 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.	
21-01	Passenger Oxygen System	B	1	0	As required by 14 CFR.	
21-02	Passenger Oxygen System – Automatic Presentation System	B	1	0	(M)(O) May be inoperative provided: a) Override Mode is verified operative, and b) Flight remains at or below FL 300.	
21-03	Passenger Mask Deployment System				Deleted, Revision 1.	

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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
21-04	Passenger Service Unit (PSU)	D	-	-	(M)(O) May be inoperative with no flight altitude restriction provided: a) Affected seats or banks of seats are blocked and placarded "DO NOT OCCUPY" to prevent occupancy, b) No more than two consecutive banks of seats and their adjacent banks of seats have an inoperative PSU, and c) Units are operative for all operative passenger seats, toilet compartments, and cabin crew locations.	
21-05	Lavatory Oxygen Dispensing Unit (PSU)	C	-	0	(M) May be inoperative provided: a) Associated lavatory is not used for any purpose, and b) Associated lavatory door is locked and placarded "INOPERATIVE - DO NOT ENTER".  NOTE: This does not preclude storage of in-flight service waste bags in associated lavatory.	
		C	-	0	May be inoperative provided the aircraft is operated at FL 250 or below.	

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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Crew Rest Facility - Bunk Drop-Down Oxygen Mask (PSU)	C	-	0	(M)(O) May be inoperative provided associated bunk is not occupied and placarded "INOPERATIVE – DO NOT USE".	
		C	-	0	(M)(O) May be inoperative and associated bunk may be occupied provided a fully serviced portable oxygen bottle with mask attached is available for the associated bunk occupant.  NOTE: Portable oxygen bottle must be properly secured in the associated bunk.	
24-01	Therapeutic Oxygen System (Including Nebulizer Kit)	D	1	0	May be inoperative or missing provided location placarding is removed or obscured.	
24-02	Passenger Oxygen Control Panel PBA Switch Light					
1)	THERAPEUTIC OXYGEN PBA ("ON" Light Function Only)	D	1	0	(O) May be inoperative provided PBA switch is verified operative.	

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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Portable Oxygen Dispensing Unit (Bottle and Mask)	D	-	-	(M)(O) Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) Required distribution of operative units is maintained throughout the aircraft,</li> <li>b) Inoperative portable oxygen dispensing unit is removed from passenger cabin and its location is placarded "INOPERATIVE" or it remains at the installed location and its location is placarded "INOPERATIVE", and</li> <li>c) Procedures are established and used to alert crewmembers of inoperative or missing equipment.</li> </ul>	





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**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
11-13	Pressure Regulating and Shutoff Valve (PRSOV)	A	2	1	(M)(O) Except for diversion greater than 60 minutes, one may be inoperative provided: a) Affected valve is secured CLOSED, b) Associated Bleed Air System is considered inoperative, c) Both Avionics Bay Fans are operative, d) Forward Rack Fan is operative, and e) Repairs are made within 10 calendar-days.	
11-15	High Pressure Ground Connection Valve (HPGC)	C	1	0	(M)(O) May be inoperative provided: a) HPGC is not used, b) Auxiliary Power Unit (APU) is operative, and c) APU Bleed is operative.	
20-32	Air Preparation System (APS)	A	1	0	(M) May be inoperative provided: a) APS PRSOV is secured CLOSED, b) Fuel Tank Inerting System (FTIS) is considered inoperative, and c) Repairs are made within 10 calendar-days.	
20-33	Ram Air Regulation Valve	A	1	0	(M) May be inoperative provided: a) Valve is secured CLOSED, b) APS PRSOV is secured CLOSED, c) APS and Fuel Tank Inerting System (FTIS) are considered inoperative, and d) Repairs are made within 10 calendar-days.	

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**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Potable Water System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of system which operates normally may be used.	
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
30-00	Lavatory Waste System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of system which operates normally may be used.	

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**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
30-00	Lavatory Waste System (Cont'd)	C	-	-	(M)(O) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) If affected, forward lavatory door is secured CLOSED and placarded "INOPERATIVE – DO NOT ENTER", and c) If affected, aft lavatory door is unlocked and placarded "INOPERATIVE – DO NOT ENTER".  NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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**44. Cabin Systems**

Sequence No.	Item	1	2	3	4	Change Bar
11-03	Ethernet Interface Unit (EIU)	C	4	0	One or more may be inoperative.  NOTE: When all four EIUs are inoperative, the following functions are lost: Galley Control Panel, mat heaters, window shades, and cabin lighting control.	
11-05	Cabin Server Unit (CSU)	C	2	0	(O) One or both may be inoperative.	
23-03	Galley Control Panel	C	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.	
23-15	Cabin Zone Controller	C	-	0	One or more may be inoperative.	
31-01	Cabin Management System (CMS)					
1)	Aircraft Health Monitoring System (AHMS) Function	C	1	0	May be inoperative.	
2)	Water and Waste Function	C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
3)	Air Management System Function	D	2	0	(O) One or both may be inoperative.	
4)	Solid State Power Controller (SSPC) Function	C	2	0	(O) One or both may be inoperative provided associated SSPCs are operative from the flight deck.	

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**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Onboard Maintenance System (OMS)	C	1	0	May be inoperative.	
1)	Remote Maintenance Access	C	-	0	(M) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
45-02	Cockpit Printer	C	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of printer which operates normally may be used.	

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**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
10-01 ***	Electronic Flight Bag (EFB) System					
1)	Class 3 EFB				Deleted, Revision 1.	
2)	Data Connectivity (Installed)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program, or document which is operative may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
3)	Power Connection (Portable)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program, or document which is operative may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
4)	Mounting Device (Portable)	C	-	-	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		C	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

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**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
20-01 ***	Integrated Flight Information System (IFIS)	C	-	0	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: IFIS may integrate EFB function.	 
1)	Document Reader Function	C	-	-	Any or all functions may be inoperative or out of currency provided alternate source(s) of current approved flight documentation and navigation charts are available.  NOTE: IFIS may integrate EFB function.	 
2)	Database Application (Charts, Enhanced Maps, Graphical Weather, Enroute Charts, etc.)	C	-	-	Any or all individual databases may be inoperative or out of currency provided: a) Procedures do not require their use, and b) They are not used to define route of flight.  NOTE 1: Any current and operative functions may continue to be used.  NOTE 2: IFIS may integrate EFB function.	 

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**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Information Management System (IMS)	A	1	0	May be inoperative provided repairs are made in time to maintain database update requirements or at next scheduled maintenance visit, whichever comes first.  NOTE 1: Any portion of system which operates normally may be used.  NOTE 2: Printer may become unavailable.  NOTE 3: ODL may become unavailable.	
1)	Interface Function	A	-	0	(M) One or all functions may be inoperative provided: a) Alternate means to update/access associated equipment software is used, and b) Repairs are made in time to maintain database update requirements or at next scheduled maintenance visit, whichever comes first.	
35-01	Aircraft Health Management Unit (AHMU)	C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
35-02	Wireless Data Network Unit (WDNU)	C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
35-03	Antenna Diplexer	C	1	0	(M) May be inoperative provided alternate procedures are established and used.	

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**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
35-04	AHMS Antenna	C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
35-05	Battery Power Relay	C	1	0	(M) May be inoperative provided alternate procedures are established and used.	

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**47. Inert Gas System**

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Fuel Tank Inerting System (FTIS)	A	1	0	(M)(O) May be inoperative provided: a) FTIS System is deactivated, b) Air Preparation System Pressure Regulating and Shutoff Valve (APS PRSOV) is secured CLOSED, c) Backflow Shutoff Valve (BSOV) is verified CLOSED, and d) Repairs are made within 10 calendar-days.	
1)	Backflow Shutoff Valve (BSOV)	A	1	0	(M)(O) May be inoperative OPEN provided: a) FTIS System is deactivated, b) BSOV is secured CLOSED, and c) Repairs are made within 10 calendar-days.	

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**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Auxiliary Power Unit (APU)	C	1	0	(M)(O) May be inoperative provided: a) Inlet door is secured CLOSED, b) APU is deactivated, and c) Both Variable Frequency Generator (VFG) Systems are operative.	
14-01	Auxiliary Power Unit (APU) Inlet Door System	C	1	0	(M) May be inoperative CLOSED provided: a) Inlet door is deactivated CLOSED, and b) APU is considered inoperative.	
		C	1	0	(M)(O) May be inoperative OPEN provided: a) Inlet door is deactivated OPEN, b) APU is operated continuously during flight, and c) Airplane Flight Manual (AFM) performance corrections for APU ON are applied.	
		C	1	0	(M)(O) May be inoperative with APU Inlet Door partially OPEN provided: a) APU Inlet Door is deactivated, b) APU windmilling RPM is monitored during flight, and c) Operations are conducted in accordance with the AFM Supplement (Dispatch with APU Inlet Door Open and APU Not Operating).	
30-02	Fuel Start Manifold Pressure Sensor	C	1	0	May be inoperative.	
30-09	Fuel Filter				Deleted, Revision 1.	

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**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
30-11	Fuel Filter Delta P Sensor	A	1	0	May be inoperative provided repairs are made within 20 APU hours.	
30-29	Fuel Temperature Sensor	C	1	0	May be inoperative.	
41-01	Ignition Exciter Channel	C	2	1	One may be inoperative.	
		C	2	0	Both may be inoperative provided APU is considered inoperative.	
41-05	Igniter	C	2	1	One may be inoperative.	
		C	2	0	Both may be inoperative provided APU is considered inoperative.	
42-01	DC Starter Motor	C	1	0	May be inoperative provided APU is considered inoperative.	
51-01	Anti-Surge Valve	C	1	0	(M) May be inoperative CLOSED provided APU is restricted to ground use only.	
52-09	Bleed Control Valve	C	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured CLOSED, and b) APU bleed system is not used for engine start or air conditioning packs.  NOTE: APU is available as a source of electrical power only, if required.	

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**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
61-01	APU Full Authority Digital Engine Control (FADEC)	C	1	0	May be inoperative provided APU is considered inoperative.	
61-03	Exhaust Gas Temperature (EGT) Thermocouple	C	2	1	One may be inoperative.	
		C	2	0	Both may be inoperative provided APU is considered inoperative.	
61-09	Dual Coil Speed Sensor Channel	C	2	1	One may be inoperative.	
		C	2	0	Both may be inoperative provided APU is considered inoperative.	
90-03	Oil Temperature Sensor	C	1	0	May be inoperative.	
90-05	APU Oil Quantity Indication System	C	1	0	(M) May be inoperative provided APU oil quantity is visually verified before each flight-day.	
90-06	Dual Oil Pressure Sensor	A	1	0	May be inoperative provided repairs are made within 40 APU hours.  NOTE: APU is available without Low Oil Pressure protection.	
90-19	Oil Pump Deprime Valve	C	1	0	May be inoperative.  NOTE: APU may not start during cold oil temperature below -20 °C.	
90-23	Oil Filter Impending Bypass	A	1	0	May be dispatched with APU Oil Filter Impending Bypass provided repairs are made within 40 APU hours.	
90-31	Air Oil Cooler/Fuel Oil Heat Exchanger	C	1	0	May be inoperative.	

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**50. Cargo and Accessory Compartments**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Cargo Net					
1)	Baggage Net	A	-	-	(M) One or more may be inoperative, damaged, or missing provided: <ul style="list-style-type: none"> <li>a) Contents are secured by remaining nets,</li> <li>b) Acceptable cargo loading limits from the Airplane Weight and Balance Manual (no other source is acceptable) are observed, and</li> <li>c) Repairs are made prior to the completion of the next scheduled maintenance visit.</li> </ul> NOTE: Baggage compartment may consist of several storage zones, each with associated restraint net, hardware, and weight limit. If a baggage net assembly is inoperative or missing, items from affected storage zone must be removed or relocated to another storage zone provided weight limit is not exceeded.	
		C	-	-	May be inoperative, damaged, or missing provided baggage compartment remains empty.  NOTE: Operator MELs should define which items are approved for inclusion in the fly-away kits and which materials can be used as ballast.	
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**50. Cargo and Accessory Compartments**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Cargo Net (Cont'd)					
2)	Door Net (Including Associated Equipment)	C	2	-	(M) One or both may be inoperative, damaged, or missing provided baggage is secured in baggage compartment.	
		C	2	0	One or both may be inoperative, damaged, or missing provided baggage compartment remains empty.	
					NOTE: Associated equipment includes snap latches, restraint net brackets, and floor pan fitting rings/posts.	
					NOTE 1: Associated equipment includes snap latches, restraint net brackets, and floor pan fitting rings/posts.	
					NOTE 2: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Passenger Access Door Key Lock	C	1	0	(M) May be inoperative or missing provided: a) Associated door key lock is removed, and b) Associated door handle is verified operative.	
11-19	Passenger Access Door Power Assist System	C	1	0	(M)(O) May be inoperative provided: a) Associated door is verified manually operative, b) There is no binding or jamming of the door during retraction, and c) Affected Power Assist System is deactivated.	
21-03	Overwing Emergency Exit Door Indication System	C	1	0	(O) May be inoperative provided associated door is verified CLOSED and LATCHED before each flight.	
30-01	Cargo Access Door Key Lock	C	1	0	(M) May be inoperative or missing provided: a) Associated door key lock is removed, and b) Associated external cargo access door handle is verified operative.	
30-02	Cargo Access Door Indication System					
1)	Engine Indicating and Crew Alerting System (EICAS)	C	1	0	(O) May be inoperative provided: a) Cargo Access Door is verified operative before each flight, b) Cargo Access Door is CLOSED, LATCHED and LOCKED before each flight, c) Cargo Access Door handle is confirmed in LOCKED position, and d) Cargo Access Door mechanical lock flag indicates LOCKED (green) before each flight.	

(Continued)



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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Large Service Door Indication System	C	1	0	(M) May be inoperative provided: a) FWD Equipment Bay Access PANEL LH is verified CLOSED and LATCHED before each flight, b) FWD Equipment Bay Access Panel RH is verified CLOSED and LATCHED before each flight, c) Rear (Aft) Equipment Bay Access Panel is verified CLOSED and LATCHED before each flight, d) APU BAY Access Panel LH is verified CLOSED and LATCHED before each flight, e) APU BAY Access Panel RH is verified CLOSED and LATCHED before each flight, and f) APU Battery Access Panel is verified CLOSED and LATCHED before each flight.  NOTE: An Engine may be running when message is displayed. Ensure to follow appropriate safety precautions and shut down the engines when approaching the door.	

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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Small Service Door Indication System	C	1	0	(M) May be inoperative provided: a) HYD SYS Access Panel is verified CLOSED and LATCHED before each flight, b) Refuel / Defuel Access Panel is verified CLOSED and LATCHED before each flight, c) Oxygen Fill Access Panel is verified CLOSED and LATCHED before each flight, d) Ground Communications Access Panel is verified CLOSED and LATCHED before each flight, e) Passenger Access Door Switch Access Panel is verified CLOSED and LATCHED before each flight, f) Fresh Water Access Panel is verified CLOSED and LATCHED before each flight, g) Ground Air Connection Access Panel is verified CLOSED and LATCHED before each flight, h) HRD FIDEEX Bottle Access Panel is verified CLOSED and LATCHED before each flight, i) Ground Power Connector Access Panel is verified CLOSED and LATCHED before each flight, j) Waste Access Panel is verified CLOSED and LATCHED before each flight, and k) HYD Gage / Refill Access Panel is verified CLOSED and LATCHED before each flight.  NOTE: An Engine may be running when message is displayed. Ensure to follow appropriate safety precautions and shut down the engines when approaching the doors.	

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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
50-03 ***	Enhanced Flight Deck Security Door (14 CFR Part 25, § 25.795 Compliant)					
1)	Primary Locking System				Deleted, Revision 1.	
2)	Secondary Locking System				Deleted, Revision 1.	
3)	Flight Deck Door Decompression Panel Decompression Function				Deleted, Revision 1.	
50-04 ***	Flight Deck Remote Access System (FDRAS) Control Panel					
1)	Command Buttons (UNLOCK/DENY)				Deleted, Revision 1.	
2)	Flight Attendant Position Keypad				Deleted, Revision 1.	
3)	Maintenance Mode				Deleted, Revision 1.	
51-07	Interior Pocket Door	C	-	0	(M) May be inoperative provided affected door is secured OPEN.	
72-01	Passenger Access Door Indication System					
1)	Engine Indicating and Crew Alerting System (EICAS)	C	1	0	(O) May be inoperative provided: a) Associated door is verified operative before each flight, b) Associated door is CLOSED, LATCHED, and LOCKED before each flight, and c) Associated door mechanical lock flag indicates LOCKED (green) before each flight.	
2)	Mechanical Lock Flag				Deleted, Revision 1.	

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**71. Powerplant**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Fan Cowl Hold-Open Rod	D	8	-	(M) May be inoperative or missing provided: a) Alternate maintenance procedures are established and used for maintenance purposes, b) Inoperative rods are able to be secured in normal flight position prior to closing fan cowl doors, and c) Do not open upper door to greater than 68 degrees and do not open the lower door to more than the position it freely hangs when not secured with hold open rods.	     

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**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Electronic Engine Control (EEC) Channel				Deleted, Revision 1.	
31-01	Fuel Flow Meter	C	2	1	(O) May be inoperative provided: a) All fuel tank quantity indications are operative, b) Associated engine EICAS Fuel Flow Readout is not used, c) Fuel Used displayed on Fuel Synoptic page is not used, and d) FMS fuel predictions are not used.	
31-02	Fuel Filter Differential Pressure Transducer	C	2	1	(M) One may be inoperative provided associated Fuel Filter is replaced.	
		A	2	1	One may be inoperative provided repairs are made within 19 flight-hours.	
31-03	Fuel Strainer Differential Pressure Transducer	C	2	1	One may be inoperative provided associated Fuel Filter Differential Pressure Transducer is operative.	
31-04	Engine Main Fuel Pump Inlet Pressure Transducer	C	2	1	One may be inoperative provided: a) Associated Primary Fuel Pump is operative, b) Associated Auxiliary Fuel Pump is operative, and c) All fuel tank quantity indications are operative.	
31-05	Engine Fuel Temperature Sensor	C	2	1	(M) One may be inoperative provided icing inhibitor is added to the fuel.	

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**74. Ignition**

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Ignition System	C	4	3	One may be inoperative.	
30-01	Overhead Engine Control Panel IGNITION Switch Pushbutton Annunciator (PBA)					   
1)	Light Function Only	C	1	0	May be inoperative.	

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**75. Bleed Air**

Sequence No.	Item	1	2	3	4	Change Bar
21-01	High Pressure Turbine Active Clearance Control Valve (HPTACC Valve)	C	2	0	(O) One or both may be inoperative CLOSED provided: a) Associated engine Low Pressure Turbine Active Clearance Control (LPTACC) Valve is operative, and b) Operations are conducted in accordance with AFM Supplement (Dispatch with Active Clearance Control Valve Inoperative In Closed Position).	
21-03	Low Pressure Turbine Active Clearance Control Valve (LPTACC Valve)	C	2	0	(O) One or both may be inoperative CLOSED provided: a) Associated engine High Pressure Turbine Active Clearance Control (HPTACC) Valve is operative, and b) Operations are conducted in accordance with AFM Supplement (Dispatch with Active Clearance Control Valve Inoperative In Closed Position).	
22-03	Jet Pump Shutoff Valve (JPSOV)	A	2	1	One may be inoperative CLOSED provided: a) Associated Engine Bleed Air System is considered inoperative, and b) Repairs are made within 10 calendar-days.	
31-13	High Pressure Valve (HPV)	A	2	1	One may be inoperative CLOSED provided: a) Associated Engine Bleed Air System is considered inoperative, and b) Repairs are made within 10 calendar-days.	

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**TABLE KEY**

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

**76. Engine Control**

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Throttle Quadrant Assembly (TQA)					
1)	Engine Run Switch Guard				Deleted, Revision 1.	
2)	Thrust Reverser Finger Lift				Deleted, Revision 1.	

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**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Engine Vibration Monitoring System	C	2	1	(M)(O) One may be inoperative provided: a) Both Ice Detection Systems are operative, b) Aircraft is not operated in known or forecast icing conditions, and c) Approved maintenance reliability program (which includes engine vibration monitoring) is in place.	
31-02	Number One Bearing Accelerometer	C	2	0	One or both may be inoperative provided associated engine Turbine Center Frame Accelerometer is operative.	
		A	2	0	(M) One or both may be inoperative provided: a) Associated engine Fan Frame Accelerometer is installed and operative, and b) Repair is made at next engine removal.	
31-03	Turbine Center Frame Accelerometer	C	2	0	One or both may be inoperative provided associated engine Number One Bearing Accelerometer is operative.	
		C	2	0	One or both may be inoperative provided associated engine Fan Frame Accelerometer is installed and operative.	
31-04 ***	Fan Frame Accelerometer	C	2	0	One or both may be inoperative provided associated engine Turbine Center Frame Accelerometer is operative.	

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**78. Engine Exhaust**

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Thrust Reverser System	C	2	0	(M)(O) One or both may be inoperative provided: a) Inoperative thrust reverser is stowed and locked, and b) Operations are conducted in accordance with AFM performance data.	

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**79. Engine Oil**

Sequence No.	Item	1	2	3	4	Change Bar
12-00	Oil Replenishment System	C	1	0	(M) May be inoperative provided: a) Affected engine/APU oil level is checked, and b) Associated engine/APU oil tank is filled manually prior to each flight, if required.  NOTE: If oil level is not low, Oil Replenishment is not required.	
30-01	Engine Oil Quantity Indication System	B	2	1	May be inoperative provided: a) Associated oil quantity is verified full via sight glass before each flight, and b) There is no evidence of abnormal oil consumption or leakage.	
30-02	Engine Oil Filter Bypass Indication System	B	2	1	(O) One may be inoperative provided: a) Associated engine oil Resistive Debris Monitoring System (RDMS) is operative, and b) There is no indication of chips detected from the RDMS.	
30-03	Resistive Debris Monitoring Sensor (RDMS)	C	2	1	(M) One may be inoperative provided: a) Inoperative RDMS sensor is checked for contaminants, b) Associated engine oil filter bypass indication system operates normally, and c) Associated engine vibration monitoring system is operative.	

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**80. Starting**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Starter Air Valve (SAV)				Deleted, Revision 1.	

## SECTION TWO

# CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

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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.

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AIRCRAFT:  
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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0005	21 AIR COND/PRESS - AFT BAY FAN 1 INOP (Info)	C	May be displayed provided Outside Ambient Temperatures (OAT) on the ground (departure, destination, and alternative airports) are not greater than 35° C.	
21-0010	21 AIR COND/PRESS - AFT BAY FAN 2 INOP (Info)	C	May be displayed provided Outside Ambient Temperatures (OAT) on the ground (departure, destination, and alternative airports) are not greater than 35° C.	
21-0015	21 AIR COND/PRESS - AFT BAY TEMP SENSOR INOP (Info)	C	May be displayed provided Outside Ambient Temperatures (OAT) on the ground (departure, destination, and alternative airports) are not greater than 35° C.	
21-0020	21 AIR COND/PRESS - AFT BAY TEMP SENSOR REDUND LOSS (Info)	C	May be displayed.	
21-0025	21 AIR COND/PRESS - AFT CABIN DUCT TEMP REDUND LOSS (Info)	C	May be displayed.	
21-0031	21 AIR COND/PRESS - AFT CABIN TEMP SENSOR INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -21 TRIM AIR FAIL - CKPT DUCT TEMP SENSOR INOP, -21 TRIM AIR FAIL - FWD CABIN DUCT TEMP SENSOR INOP, -21 TRIM AIR FAIL - ENTRANCE DUCT TEMP SENSOR INOP, or -21 TRIM AIR FAIL - AFT CABIN DUCT TEMP SENSOR INOP.	
21-0035	21 AIR COND/PRESS - AFT CABIN TEMP SNSR REDUND LOSS (Info)	C	May be displayed.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0065	21 AIR COND/PRESS - AV BAY TEMP SENSOR 1 REDUND LOSS (Info)	C	May be displayed.	
21-0075	21 AIR COND/PRESS - AV BAY TEMP SENSOR 2 REDUND LOSS (Info)	C	May be displayed.	
21-0085	21 AIR COND/PRESS - AV BAY TEMP SENSOR 3 REDUND LOSS (Info)	C	May be displayed.	
21-0090	21 AIR COND/PRESS - CKPT DUCT TEMP REDUND LOSS (Info)	C	May be displayed.	
21-0095	21 AIR COND/PRESS - CKPT TEMP SENSOR REDUND LOSS (Info)	C	May be displayed.	
21-0100	21 AIR COND/PRESS - ENTRANCE DUCT TEMP REDUND LOSS (Info)	C	May be displayed.	
21-0105	21 AIR COND/PRESS - TAV FAIL CLSD (Info)	C	(O) Except for diversion greater than 60 minutes, may be displayed provided: <ul style="list-style-type: none"> <li>a) TRIM AIR is selected OFF and Status message TRIM AIR OFF is displayed,</li> <li>b) Both Air Conditioning Packs are operative,</li> <li>c) Emergency Ram Air Valve (ERAV) is verified operative, and</li> <li>d) AUX PRESS System is considered inoperative.</li> </ul>	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0110	21 AIR COND/PRESS - TAV FAIL OPEN (Info)	C	(O) Except for diversion greater than 60 minutes, may be displayed provided: a) TRIM AIR is selected OFF and Status message TRIM AIR OFF is displayed, b) Both Air Conditioning Packs are operative, c) Emergency Ram Air Valve (ERAV) is verified operative, and d) AUX PRESS System is considered inoperative.	
21-0116	21 AIR COND/PRESS - ENTRANCE TEMP SENSOR INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -21 TRIM AIR FAIL - CKPT DUCT TEMP SENSOR INOP, -21 TRIM AIR FAIL - FWD CABIN DUCT TEMP SENSOR INOP, -21 TRIM AIR FAIL - ENTRANCE DUCT TEMP SENSOR INOP, or -21 TRIM AIR FAIL - AFT CABIN DUCT TEMP SENSOR INOP.	
21-0120	21 AIR COND/PRESS - ENTRANCE TEMP SENSOR REDUND LOSS (Info)	C	May be displayed.	
21-0125	21 AIR COND/PRESS - FWD CABIN DUCT TEMP REDUND LOSS (Info)	C	May be displayed.	
21-0141	21 AIR COND/PRESS - FWD CABIN TEMP SENSOR INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -21 TRIM AIR FAIL - CKPT DUCT TEMP SENSOR INOP, -21 TRIM AIR FAIL - FWD CABIN DUCT TEMP SENSOR INOP, -21 TRIM AIR FAIL - ENTRANCE DUCT TEMP SENSOR INOP, or -21 TRIM AIR FAIL - AFT CABIN DUCT TEMP SENSOR INOP.	
21-0145	21 AIR COND/PRESS - FWD CABIN TEMP SNSR REDUND LOSS (Info)	C	May be displayed.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0160	21 AIR COND/PRESS - FWD RACK TEMP SENSOR REDUND LOSS (Info)	C	May be displayed.	
21-0180	21 AIR COND/PRESS - IASC 1A PRESS SENSOR INOP (Info)	C	(O) May be displayed provided: a) None of the following messages are displayed: -21 AIR COND/PRESS - IASC 1B INOP, -21 AIR COND/PRESS - IASC 2A INOP, -21 AIR COND/PRESS - IASC 2B INOP, -21 AIR COND/PRESS - IASC 1C INOP, -21 AIR COND/PRESS - IASC 2C INOP, -21 AIR COND/PRESS - OFV 1 DC MOTOR INOP, -21 AIR COND/PRESS - OFV 2 DC MOTOR INOP, -21 AIR COND/PRESS - OFV 2 STEPPER INOP, -21 AIR COND/PRESS - I.ASC 1B PRESS SENSOR INOP, -21 AIR COND/PRESS - IASC 2A PRESS SENSOR INOP, -21 AIR COND/PRESS - IASC 2B PRESS SENSOR INOP, -21 AIR COND/PRESS - IASC 1 DMC COM LOSS, -21 AIR COND/PRESS - IASC 2 DMC COM LOSS, -21 AIR COND/PRESS - IASC 1 AFD COM LOSS, -21 AIR COND/PRESS - IASC 2 AFD COM LOSS, -21 AIR COND / PRESS - IASC 1C ALT LIM INOP, -21 AIR COND / PRESS - IASC 2C ALT LIM INOP, -AUTO PRESS FAIL (Caution), and b) Pressurization Manual Mode is verified operative.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0195	21 AIR COND/PRESS - IASC 1C ALT LIM INOP (Info)	C	(O) May be displayed provided: <ul style="list-style-type: none"> <li>a) None of the following messages are displayed:                             <ul style="list-style-type: none"> <li>-21 AIR COND/PRESS - IASC 1A INOP,</li> <li>-21 AIR COND/PRESS - IASC 1B INOP,</li> <li>-21 AIR COND/PRESS - OFV 1 STEPPER INOP,</li> <li>-21 AIR COND/PRESS - OFV 1 DC MOTOR INOP,</li> <li>-21 AIR COND/PRESS - IASC 1A PRESS SENSOR INOP,</li> <li>-21 AIR COND/PRESS - IASC 1B PRESS SENSOR INOP, and</li> </ul> </li> <li>b) Flight is conducted at or below 15,000 ft. MSL.</li> </ul>	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0220	21 AIR COND/PRESS - IASC 2A PRESS SENSOR INOP (Info)	C	(O) May be displayed provided: a) None of the following messages are displayed: -21 AIR COND/PRESS - IASC 2B INOP, -21 AIR COND/PRESS - IASC 1A INOP, -21 AIR COND/PRESS - IASC 1B INOP, -21 AIR COND/PRESS - IASC 1C INOP, -21 AIR COND/PRESS - IASC 2C INOP, -21 AIR COND/PRESS - OFV 1 DC MOTOR INOP, -21 AIR COND/PRESS - OFV 2 DC MOTOR INOP, -21 AIR COND/PRESS - OFV 1 STEPPER INOP, -21 AIR COND/PRESS - IASC 2B PRESS SENSOR INOP, -21 AIR COND/PRESS - IASC 1A PRESS SENSOR INOP, -21 AIR COND/PRESS - IASC 1B PRESS SENSOR INOP, -21 AIR COND/PRESS - IASC 1 DMC COM LOSS, -21 AIR COND/PRESS - IASC 2 DMC COM LOSS, -21 AIR COND/PRESS - IASC 1 AFD COM LOSS, -21 AIR COND/PRESS - IASC 2 AFD COM LOSS, -21 AIR COND/PRESS - IASC 1C ALT LIM INOP, -21 AIR COND/PRESS - IASC 2C ALT LIM INOP, -AUTO PRESS FAIL (Caution), and b) Pressurization Manual Mode is verified operative.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0235	21 AIR COND/PRESS - IASC 2C ALT LIM INOP (Info)	C	(O) May be displayed provided: a) None of the following messages are displayed: -21 AIR COND/PRESS - IASC 2A INOP, -21 AIR COND/PRESS - IASC 2B INOP, -21 AIR COND/PRESS - OFV 2 STEPPER INOP, -21 AIR COND/PRESS - OFV 2 DC MOTOR INOP, -21 AIR COND/PRESS - IASC 2A PRESS SENSOR INOP, or -21 AIR COND/PRESS - IASC 2B PRESS SENSOR INOP, and b) Flight is conducted at or below 15,000 ft. MSL.	
21-0242	21 AIR COND/PRESS - LAND ELEV/BARO DISAGREE (Info)	C	(O) May be displayed provided: a) Pressurization Auto Mode is operative, b) Pressurization Manual Mode is verified operative, c) Autopilot is operative, d) Pilot monitors the CAB DP display before landing. Confirm CAB DP is less than 1.0 psi (use MAN mode if required), and e) Takeoff/landing is conducted at airfield elevation below 7,230 ft. MSL.	
21-0245	21 AIR COND/PRESS - L CDTS REDUND LOSS (Info)	C	May be displayed.	
21-0265	21 AIR COND/PRESS - L MIX MANIFOLD TEMP REDUND LOSS (Info)	C	May be displayed.	
21-0270	21 AIR COND/PRESS - L MIX MANIFOLD TEMP SENSOR INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -TRIM AIR FAIL (Caution), or -21 AIR COND/PRESS - R MIX MANIFOLD TEMP SENSOR INOP.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0275	21 AIR COND/PRESS - L PACK DISCH PRESS SENSOR INOP (Info)	C	(O) May be displayed provided 21 AIR COND/PRESS - L PACK DISCH TEMP SENSOR INOP is not displayed.	
21-0280	21 AIR COND/PRESS - L PACK DISCH TEMP REDUND LOSS (Info)	C	May be displayed.	
21-0285	21 AIR COND/PRESS - L PACK DISCH TEMP SENSOR INOP (Info)	A	(O) Except for diversion greater than 60 minutes, may be displayed provided: <ol style="list-style-type: none"> <li>a) Left Air Conditioning Pack (L PACK) is selected OFF,</li> <li>b) Recirculation System is operative,</li> <li>c) Wing Ice Protection System is operative,</li> <li>d) AUX PRESS System is verified operative,</li> <li>e) Emergency Ram Air Valve (ERAV) is verified operative,</li> <li>f) APS and FTIS are considered inoperative,</li> <li>g) Flight is conducted with R PACK operation at or below FL 410,</li> <li>h) MFS1, MFS2 and MFS3 are operative, and</li> <li>i) Repairs are made within 10 calendar-days.</li> </ol>	
21-0295	21 AIR COND/PRESS - L PACK INLET PRESS SENSOR INOP (Info)	A	(O) May be displayed provided: <ol style="list-style-type: none"> <li>a) 36 BLEED - L PRESS SENSOR INOP is not displayed.</li> <li>b) Air Preparation System (APS) and Fuel Tank Inerting System (FTIS) are considered inoperative, and</li> <li>c) Repairs are made within 10 calendar-days.</li> </ol>	
21-0300	21 AIR COND/PRESS - L PACK TEMP REDUND LOSS (Info)	C	May be displayed.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0305	21 AIR COND/PRESS - L PACK TEMP SENSOR INOP (Info)	C	(O) May be displayed provided 21 AIR COND/PRESS - L PACK DISCH TEMP SENSOR INOP is not displayed.	
21-0325	21 AIR COND/PRESS - OFV 1 STEPPER INOP (Info)	C	(O) May be displayed provided: a) Affected Stepper motor is deactivated, b) None of the following messages are displayed: -21 AIR COND/PRESS - IASC 1B INOP, -21 AIR COND/PRESS - IASC 2A INOP, -21 AIR COND/PRESS - IASC 2B INOP, -21 AIR COND/PRESS - IASC 1C INOP, -21 AIR COND/PRESS - IASC 2C INOP, -21 AIR COND/PRESS - OFV 1 DC MOTOR INOP, -21 AIR COND/PRESS - OFV 2 DC MOTOR INOP, -21 AIR COND/PRESS - OFV 2 STEPPER INOP, -21 AIR COND/PRESS - IASC 1B PRESS SENSOR INOP, -21 AIR COND/PRESS - IASC 2A PRESS SENSOR INOP, -21 AIR COND/PRESS - IASC 2B PRESS SENSOR INOP, -21 AIR COND/PRESS - IASC 1C ALT LIM INOP, -21 AIR COND/PRESS - IASC 2C ALT LIM INOP, or -AUTO PRESS FAIL (Caution), and c) Pressurization Manual Mode is verified operative.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0335	21 AIR COND/PRESS - OFV 2 STEPPER INOP (Info)	C	(O) May be displayed provided: a) Affected Stepper motor is deactivated, b) None of the following messages are displayed: -21 AIR COND/PRESS - IASC 2B INOP, -21 AIR COND/PRESS - IASC 1A INOP, -21 AIR COND/PRESS - IASC 1B INOP, -21 AIR COND/PRESS - IASC 1C INOP, -21 AIR COND/PRESS - IASC 2C INOP, -21 AIR COND/PRESS - OFV 1 DC MOTOR INOP, -21 AIR COND/PRESS - OFV 2 DC MOTOR INOP, -21 AIR COND/PRESS - OFV 1 STEPPER INOP, -21 AIR COND/PRESS - IASC 2B PRESS SENSOR INOP, -21 AIR COND/PRESS - IASC 1A PRESS SENSOR INOP, -21 AIR COND/PRESS - IASC 1B PRESS SENSOR INOP, -21 AIR COND/PRESS - IASC 1C ALT LIM INOP, -21 AIR COND/PRESS - IASC 2C ALT LIM INOP, -AUTO PRESS FAIL (Caution), and c) Pressurization Manual Mode is verified operative.	
21-0345	21 AIR COND/PRESS - R CDTs REDUND LOSS (Info)	C	May be displayed.	
21-0365	21 AIR COND/PRESS - R MIX MANIFOLD TEMP REDUND LOSS (Info)	C	May be displayed.	

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**TABLE KEY**

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2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0370	21 AIR COND/PRESS - R MIX MANIFOLD TEMP SENSOR INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -TRIM AIR FAIL (Caution), or -21 AIR COND/PRESS - L MIX MANIFOLD TEMP SENSOR INOP.	
21-0375	21 AIR COND/PRESS - R PACK DISCH PRESS SENSOR INOP (Info)	C	(O) May be displayed provided 21 AIR COND/PRESS - R PACK DISCH TEMP SENSOR INOP is not displayed.	
21-0385	21 AIR COND/PRESS - R PACK DISCH TEMP SENSOR INOP (Info)	A	(O) Except for diversion greater than 60 minutes, may be displayed provided: a) Right Air Conditioning Pack (R PACK) is selected OFF, b) Recirculation System is operative, c) Wing Ice Protection System is operative, d) AUX PRESS System is verified operative, e) Emergency Ram Air Valve (ERAV) is verified operative, f) APS and FTIS are considered inoperative, g) Flight is conducted with L PACK operation at or below FL 410, h) MFS1, MFS2 and MFS3 are operative, and i) Repairs are made within 10 calendar-days.	
21-0390	21 AIR COND/PRESS - R PACK DISCH TEMP REDUND LOSS (Info)	C	May be displayed.	
21-0395	21 AIR COND/PRESS - R PACK INLET PRESS SENSOR INOP (Info)	C	(O) May be displayed provided 36 BLEED - R PRESS SENSOR INOP is not displayed.	
21-0400	21 AIR COND/PRESS - R PACK TEMP REDUND LOSS (Info)	C	May be displayed.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0405	21 AIR COND/PRESS - R PACK TEMP SENSOR INOP (Info)	C	(O) May be displayed provided 21 AIR COND/PRESS - R PACK DISCH TEMP SENSOR INOP is not displayed.	
21-0425	21 AIR COND/PRESS - TRIM LOOP ONE ELEMENT INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -21 AIR COND/PRESS - IASC 1B INOP, or -21 AIR COND/PRESS - IASC 2B INOP.	
21-0440	21 BAGGAGE BAY VENT FAIL - VALVE INOP (Info)		Deleted, Revision 1.	
21-0445	21 ECS AUTO TEMP FAIL - CKPT TEMP SENSOR INOP (Info)	C	(O) May be displayed provided: a) None of the following messages are displayed: -21 TRIM AIR FAIL - CKPT DUCT TEMP SENSOR NOP, -21 TRIM AIR FAIL - FWD CABIN DUCT TEMP SENSOR INOP, -21 TRIM AIR FAIL - ENTRANCE DUCT TEMP SENSOR INOP, -21 TRIM AIR FAIL - AFT CABIN DUCT TEMP SENSOR INOP, and b) Temperature Control Manual mode (MAN TEMP) is verified operative.	

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**TABLE KEY**

1. REPAIR CATEGORY
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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0455	21 L PACK FAIL - L CDTS INOP (Info)	A	(O) Except for diversion greater than 60 minutes, may be displayed provided: a) Left Air Conditioning Pack (L PACK) is selected OFF, b) Recirculation System is operative, c) Wing Ice Protection System is operative, d) AUX PRESS System is verified operative, e) Emergency Ram Air Valve (ERAV) is verified operative, f) APS and FTIS are considered inoperative, g) Flight is conducted with R PACK operation at or below FL 410, h) MFS1, MFS2 and MFS3 are operative, and i) Repairs are made within 10 calendar-days.	
21-0460	21 L PACK FAIL - TEMP VALVE INOP (Info)	A	(O) Except for diversion greater than 60 minutes, may be displayed provided: a) Left Air Conditioning Pack (L PACK) is selected OFF, b) Recirculation System is operative, c) Wing Ice Protection System is operative, d) AUX PRESS System is verified operative, e) Emergency Ram Air Valve (ERAV) is verified operative, f) APS and FTIS are considered inoperative, g) Flight is conducted with R PACK operation at or below FL 410, h) MFS1, MFS2 and MFS3 are operative, and i) Repairs are made within 10 calendar-days.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0462	21 L PACK FAIL - L PACK INLET FLOW SENSOR INOP (Info)	A	(O) Except for diversion greater than 60 minutes, may be displayed provided: a) Left Air Conditioning Pack (L PACK) is selected OFF, b) Recirculation System is operative, c) Wing Ice Protection System is operative, d) AUX PRESS System is verified operative, e) Emergency Ram Air Valve (ERAV) is verified operative, f) APS and FTIS are considered inoperative, g) Flight is conducted with R PACK operation at or below FL 410, h) MFS1, MFS2 and MFS3 are operative, and i) Repairs are made within 10 calendar-days.	
21-0477	21 R PACK FAIL - R CDTS INOP (Info)	A	(O) Except for diversion greater than 60 minutes, may be displayed provided: a) Right Air Conditioning Pack (R PACK) is selected OFF, b) Recirculation System is operative, c) Wing Ice Protection System is operative, d) AUX PRESS System is verified operative, e) Emergency Ram Air Valve (ERAV) is verified operative, f) APS and FTIS are considered inoperative, g) Flight is conducted with L PACK operation at or below FL 410, h) MFS1, MFS2 and MFS3 are operative, and i) Repairs are made within 10 calendar-days.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0480	21 R PACK FAIL - TEMP VALVE INOP (Info)	A	(O) Except for diversion greater than 60 minutes, may be displayed provided: a) Right Air Conditioning Pack (R PACK) is selected OFF, b) Recirculation System is operative, c) Wing Ice Protection System is operative, d) AUX PRESS System is verified operative, e) Emergency Ram Air Valve (ERAV) is verified operative, f) APS and FTIS are considered inoperative, g) Flight is conducted with L PACK operation at or below FL 410, h) MFS1, MFS2 and MFS3 are operative, and i) Repairs are made within 10 calendar-days.	
21-0482	21 R PACK FAIL - R PACK INLET FLOW SENSOR INOP (Info)	A	(O) Except for diversion greater than 60 minutes, may be displayed provided: a) Right Air Conditioning Pack (R PACK) is selected OFF, b) Recirculation System is operative, c) Wing Ice Protection System is operative, d) AUX PRESS System is verified operative, e) Emergency Ram Air Valve (ERAV) is verified operative, f) APS and FTIS are considered inoperative, g) Flight is conducted with L PACK operation at or below FL 410, h) MFS1, MFS2 and MFS3 are operative, and i) Repairs are made within 10 calendar-days.	

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2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0490	21 RECIRC FAN FAIL - R FAN INOP (Info)		Deleted, Revision 1.	
21-0495	21 TRIM AIR FAIL - AFT CABIN DUCT TEMP SENSOR INOP (Info)	C	(O) Except for diversion greater than 60 minutes, may be displayed provided: a) TRIM AIR is selected OFF and Status message TRIM AIR OFF is displayed, b) Both Air Conditioning Packs are operative, c) Emergency RAM Air Valve (ERAV) is verified operative, and d) AUX PRESS System is considered inoperative.	
21-0501	21 TRIM AIR FAIL - CKPT DUCT TEMP SENSOR INOP (Info)	C	(O) Except for diversion greater than 60 minutes, may be displayed provided: a) TRIM AIR is selected OFF and Status message TRIM AIR OFF is displayed, b) Both Air Conditioning Packs are operative, c) Emergency RAM Air Valve (ERAV) is verified operative, and d) AUX PRESS System is considered inoperative.	
21-0515	21 TRIM AIR FAIL - ENTRANCE DUCT TEMP SENSOR INOP (Info)	C	(O) Except for diversion greater than 60 minutes, may be displayed provided: a) TRIM AIR is selected OFF and Status message TRIM AIR OFF is displayed, b) Both Air Conditioning Packs are operative, c) Emergency RAM Air Valve (ERAV) is verified operative, and d) AUX PRESS System is considered inoperative.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-0520	21 TRIM AIR FAIL - FWD CABIN DUCT TEMP SENSOR INOP (Info)	C	(O) Except for diversion greater than 60 minutes May be displayed provided: a) TRIM AIR is selected OFF and Status message TRIM AIR OFF is displayed, b) Both Air Conditioning Packs are operative, c) Emergency RAM Air Valve (ERAV) is verified operative, and d) AUX PRESS System is considered inoperative.	
21-0525	21 TRIM AIR FAIL - DUAL LOOP ELEMENT INOP (Info)	C	(O) Except for diversion greater than 60 minutes, My be displayed provided: a) TRIM AIR is selected OFF and Status message TRIM AIR OFF is displayed, b) Both Air Conditioning Packs are operative, c) Emergency RAM Air Valve (ERAV) is verified operative, and d) AUX PRESS System is considered inoperative.	
21-1020	AUTO PRESS FAIL (Caution)	C	(O) May be displayed provided: a) Both OFV Stepper motors are deactivated, b) Pressurization Manual mode is verified operative, c) Cabin Rate Indicator, Cabin ALT Indicator, and Cabin Differential Pressure Indicator are verified operative, d) At least one IASC Channel A is operative, e) ALT LIM function is operative, f) Autopilot is operative, g) Flight is conducted at or below FL 250, and h) Takeoff/landing is conducted at airfield elevation below 7,230 ft. MSL.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-1041	BAGGAGE BAY VENT FAIL (Advisory)	C	(O) May be displayed provided procedures are established and used to ensure baggage compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
21-1075	ECS AUTO TEMP FAIL (Caution)		Deleted, Revision 1.	
21-1170	OUTFLOW VALVE 1 FAIL (Advisory)	C	(O) May be displayed provided: a) Forward outflow valve is verified OPEN, b) 21 OUTFLOW VALVE 1 FAIL – OFV 1 FINGER INOP is not displayed, c) OUTFLOW VALVE 2 FAIL (Advisory) is not displayed, d) Flight is conducted in an unpressurized flight configuration at or below 9,000 ft. MSL, e) Takeoff/landing is conducted at airfield elevation below 8,200 ft. MSL, and f) Flightcrew are the only occupants of the aircraft.  NOTE: If 21 OUTFLOW VALVE 1 FAIL – OFV 1 FINGER INOP is displayed, refer to Outflow Valve Travel Limiter, in Section 1.	

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**TABLE KEY**

1. REPAIR CATEGORY
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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-1180	OUTFLOW VALVE 2 FAIL (Advisory)	C	(O) May be displayed provided: a) Aft outflow valve is verified OPEN, b) 21 OUTFLOW VALVE 2 FAIL - OFV 2 FINGER INOP is not displayed, c) OUTFLOW VALVE 1 FAIL (Advisory) is not displayed, d) Flight is conducted in an unpressurized flight configuration at or below 9,000 ft. MSL, e) Extended overwater operations per 14 CFR, part 1 are prohibited, f) Takeoff/landing is conducted at airfield elevation below 8,200 ft. MSL, and g) Flightcrew are the only occupants of the aircraft.  NOTE: If 21 OUTFLOW VALVE 2 FAIL - OFV 2 FINGER INOP is displayed, refer to Outflow Valve Travel Limiter, in Section 1.	
21-1240	RECIRC FAN FAIL (Advisory)	C	(O) May be displayed provided RECIRC Fan is selected OFF.	
21-1250	SAFETY VALVE OPEN (Advisory)	C	(O) May be displayed provided: a) Both Air Conditioning Packs are operative, b) Flight is conducted in an unpressurized configuration at or below 9,000 ft. MSL, c) Takeoff/landing is not conducted at airfield pressure elevation above 8,200 ft. MSL, and d) Flightcrew are the only occupants of the aircraft.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
21-1265	TRIM AIR LEAK (Caution)	B	(O) Except for diversion greater than 60 minutes, may be displayed provided: <ul style="list-style-type: none"> <li>a) TRIM AIR is selected OFF and Status message TRIM AIR OFF is displayed,</li> <li>b) Both HASOVs are verified CLOSED in Synoptic Page,</li> <li>c) None of the following messages are displayed:                          -21 AIR COND/PRESS - L HOT AIR SOV INOP,                          -21 AIR COND/PRESS - R HOT AIR SOV INOP, or                          -21 AIR COND/PRESS - L AND R HASOV INOP,</li> <li>d) AUX PRESS System is considered inoperative,</li> <li>e) Both Air Conditioning Packs are operative, and</li> <li>f) Emergency RAM Air Valve (ERAV) is verified operative.</li> </ul>	
22-0005	22 AUTO FLIGHT - AP 1 INOP (Info)	C	May be displayed provided: <ul style="list-style-type: none"> <li>a) No more than one of the following messages is displayed:                          -22 AUTO FLIGHT - AP 2 INOP (info),                          -22 AUTO FLIGHT - AP 3 INOP (info),                          -PFCC 2 FAIL (Advisory),                          -PFCC 3 FAIL (Advisory), and</li> <li>b) Operations do not require dual autopilot systems.</li> </ul>	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
22-0007	22 AUTO FLIGHT - AP 1 INOP (Info)	C	May be displayed provided none of the following messages are displayed: -22 AUTO FLIGHT FAULT - AP 2 INOP (info), -22 AUTO FLIGHT FAULT - AP 3 INOP (info), -PFCC 2 FAIL (Advisory), or -PFCC 3 FAIL (Advisory).	
22-0010	22 AUTO FLIGHT - AP 2 INOP (Info)	C	May be displayed provided: a) No more than one of the following messages is displayed: -22 AUTO FLIGHT - AP 1 INOP (info), -22 AUTO FLIGHT - AP 3 INOP (info), -PFCC 1 FAIL (Advisory), -PFCC 3 FAIL (Advisory), and b) Operations do not require dual autopilot systems.	
22-0012	22 AUTO FLIGHT - AP 2 INOP (Info)	C	May be displayed provided none of the following messages are displayed: -22 AUTO FLIGHT FAULT - AP 1 INOP (info), -22 AUTO FLIGHT FAULT - AP 3 INOP (info), -PFCC 1 FAIL (Advisory), or -PFCC 3 FAIL (Advisory).	
22-0015	22 AUTO FLIGHT - AP 3 INOP (Info)	C	May be displayed provided: a) No more than one of the following messages is displayed: -22 AUTO FLIGHT FAULT - AP 1 INOP (info), -22 AUTO FLIGHT FAULT - AP 2 INOP (info), -PFCC 1 FAIL (Advisory), -PFCC 2 FAIL (Advisory), and b) Operations do not require dual autopilot systems.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
22-0017	22 AUTO FLIGHT - AP 3 INOP (Info)	C	May be displayed provided none of the following messages are displayed: -22 AUTO FLIGHT FAULT - AP 1 INOP (info), -22 AUTO FLIGHT FAULT - AP 2 INOP (info), -PFCC 1 FAIL (Advisory), or -PFCC 2 FAIL (Advisory).	
22-0020	22 AUTO FLIGHT - AT 1 INOP (Info)	C	May be displayed provided 22 AUTO FLIGHT - AT 2 INOP is not displayed.	
22-0025	22 AUTO FLIGHT - AT 2 INOP (Info)	C	May be displayed provided 22 AUTO FLIGHT - AT 1 INOP is not displayed.	
22-0030	22 AUTO FLIGHT - FCP A INOP (Info)		Deleted, Revision 1.	
22-0035	22 AUTO FLIGHT - FCP B INOP (Info)		Deleted, Revision 1.	
23-0015	23 COMM - CVR INOP (Info) (Part 135)	A	May be displayed provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
23-0020	23 COMM - CVR INOP (Info) (Part 91)	A	May be displayed provided repairs are made in accordance with applicable 14 CFRs.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
23-0025	23 COMMUNICATION - RIU CHAN 1A INOP (Info) (Aircraft with Single Data Link System)	C	(O) May be displayed provided: <ol style="list-style-type: none"> <li>a) Following messages are not displayed:                             <ul style="list-style-type: none"> <li>-23 COMMUNICATION - RIU CHAN 2A INOP (info),</li> <li>-23 COMMUNICATION - RIU CHAN 1B INOP (info),</li> <li>-23 COMMUNICATION - RIU CHAN 2B INOP (info),</li> <li>-AURAL CH 1 FAIL (Advisory),</li> <li>-AURAL CH 2 FAIL (Advisory),</li> <li>-DCU 1A FAIL (Advisory),</li> <li>-DCU 2A FAIL (Advisory),</li> <li>-DCU 1B FAIL (Advisory),</li> <li>-DCU 2B FAIL (Advisory),</li> <li>-31 IND/RECORD - IPC 1 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 2 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 3 DSM INOP (info), or</li> <li>-31 IND/RECORD - IPC 4 DSM INOP (info),</li> </ul> </li> <li>b) Radio tuning function of the left Control Tuning Panel (CTP) is verified operative, and</li> <li>c) Data link function is considered inoperative.</li> </ol>	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
23-0027	23 COMMUNICATION - RIU CHAN 1A INOP (Info) (Aircraft with Dual Data Link System)	C	(O) May be displayed provided: a) Following messages are not displayed: -23 COMMUNICATION - RIU CHAN 2A INOP (info), -23 COMMUNICATION - RIU CHAN 1B INOP (info), -23 COMMUNICATION - RIU CHAN 2B INOP (info), -AURAL CH 1 FAIL (Advisory), -AURAL CH 2 FAIL (Advisory), -DCU 1A FAIL (Advisory), -DCU 2A FAIL (Advisory), -DCU 1B FAIL (Advisory), -DCU 2B FAIL (Advisory), -31 IND/RECORD - IPC 1 DSM INOP (info), -31 IND/RECORD - IPC 2 DSM INOP (info), -31 IND/RECORD - IPC 3 DSM INOP (info), -31 IND/RECORD - IPC 4 DSM INOP (info), and b) Radio tuning function of the left Control Tuning Panel (CTP) is verified operative.	
23-0030	23 COMMUNICATION - RIU CHAN 2A INOP (Info)	B	(O) May be displayed provided: a) Following messages are not displayed: -23 COMMUNICATION - RIU CHAN 1A INOP (info), -AURAL CH 1 FAIL (Advisory), -AURAL CH 2 FAIL (Advisory), -DCU 1A FAIL (Advisory), -DCU 2A FAIL (Advisory), -DCU 1B FAIL (Advisory), -DCU 2B FAIL (Advisory), -31 IND/RECORD - IPC 1 DSM INOP (info), -31 IND/RECORD - IPC 2 DSM INOP (info), -31 IND/RECORD - IPC 3 DSM INOP (info), -31 IND/RECORD - IPC 4 DSM INOP (info), and b) Radio tuning function of the right Control Tuning Panel (CTP) is verified operative.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
23-0032	23 COMMUNICATION - RIU CHAN 1B INOP (Info)	B	(O) May be displayed provided: <ol style="list-style-type: none"> <li>a) Following messages are not displayed:                             <ul style="list-style-type: none"> <li>-23 COMMUNICATION - RIU CHAN 1A INOP (info),</li> <li>-23 COMMUNICATION - RIU CHAN 2A INOP (info),</li> <li>-23 COMMUNICATION - RIU CHAN 2B INOP (info),</li> <li>-AURAL CH 2 FAIL (Advisory),</li> <li>-DCU 1A FAIL (Advisory),</li> <li>-DCU 2A FAIL (Advisory),</li> <li>-DCU 1B FAIL (Advisory),</li> <li>-DCU 2B FAIL (Advisory),</li> <li>-31 IND/RECORD - IPC 1 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 2 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 3 DSM INOP (info), or</li> <li>-31 IND/RECORD - IPC 4 DSM INOP (info),</li> </ul> </li> <li>b) Left Control Tuning Panel (CTP) is selected OFF,</li> <li>c) Right CTP is operative,</li> <li>d) Reversionary tuning is confirmed operative on right CTP,</li> <li>e) Radio Tuning System Application (RTSA) is verified operative, and</li> <li>f) Very High Frequency Navigation (VHF NAV) System 2 is verified operative.</li> </ol>	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
23-0033	23 COMMUNICATION - RIU CHAN 2B INOP (Info)	B	(O) May be displayed provided: <ol style="list-style-type: none"> <li>a) Following messages are not displayed:                             <ul style="list-style-type: none"> <li>-23 COMMUNICATION - RIU CHAN 1A INOP (info),</li> <li>-23 COMMUNICATION - RIU CHAN 2A INOP (info),</li> <li>-23 COMMUNICATION - RIU CHAN 1B INOP (info),</li> <li>-AURAL CH 1 FAIL (Advisory),</li> <li>-DCU 1A FAIL (Advisory),</li> <li>-DCU 2A FAIL (Advisory),</li> <li>-DCU 1B FAIL (Advisory),</li> <li>-DCU 2B FAIL (Advisory),</li> <li>-31 IND/RECORD - IPC 1 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 2 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 3 DSM INOP (info), or</li> <li>-31 IND/RECORD - IPC 4 DSM INOP (info),</li> </ul> </li> <li>b) Right Control Tuning Panel (CTP) is selected OFF,</li> <li>c) Left CTP is operative,</li> <li>d) Reversionary tuning is confirmed operative on left CTP,</li> <li>e) Radio Tuning System Application (RTSA) is verified operative, and</li> <li>f) Very High Frequency Navigation (VHF NAV) System 1 is verified operative.</li> </ol>	
23-1002	SATCOM FAIL (Advisory)	C	(O) May be displayed provided alternate procedures are established and used.  NOTE: SATCOM-based data link systems will not be available.	
23-1005	SATCOM FAIL (Advisory)	D	May be displayed provided procedures do not require its use.  NOTE: SATCOM-based data link systems will not be available.	

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Sequence No.	Item	1	2	Change Bar
23-1008	SATCOM VOICE FAIL (Advisory)	C	(O) May be displayed provided alternate procedures are established and used.	
23-1010	SATCOM VOICE FAIL (Advisory)	D	May be displayed provided procedures do not require its use.	
23-1015	SATCOM DATA FAIL (Advisory) (Aircraft with SATCOM Data Link System)	D	May be displayed provided: a) Procedures do not require its use, and b) Data link System (if SATCOM-based) is considered inoperative.	
23-1016	SATCOM DATA FAIL (Advisory) (Aircraft with SATCOM Data Link System)	C	(O) May be displayed provided: a) Alternate procedures are established and used, and b) Data link System (if SATCOM-based) is considered inoperative.	
23-1017	SATCOM DATA FAIL (Advisory)	C	(O) May be displayed provided alternate procedures are established and used.	
23-1018	SATCOM DATA FAIL (Advisory)	C	May be displayed provided procedures do not require its use.	
24-0005	24 ELECTRICAL - ABEPC HES APU BATT VO 1 INOP (Info)	C	May be displayed.	
24-0010	24 ELECTRICAL - ABEPC HES APU BATT VO 2 INOP (Info)	C	May be displayed.	
24-0015	24 ELECTRICAL - ABEPC HES SC VO 1 INOP (Info)	C	(O) May be displayed provided APU is considered inoperative.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
24-0040	24 ELECTRICAL - APU GCU COM REDUND LOSS (Info)	C	May be displayed.	
24-0050	24 ELECTRICAL - CONTACTOR AEC ACLOG 1 AUX INOP (Info)	C	(O) May be displayed provided AC Essential Contactor (AEC) is verified operative.	
24-0055	24 ELECTRICAL - CONTACTOR AEC ACLOG 2 AUX INOP (Info)	C	May be displayed.	
24-0070	24 ELECTRICAL - CONTACTOR APU BLC DCLOG 1 AUX INOP (Info)	C	May be displayed.	
24-0075	24 ELECTRICAL - CONTACTOR APU BLC DCLOG 2 AUX INOP (Info)	C	(O) May be displayed provided APU Battery Line Contactor (APU BLC) is verified operative.	
24-0090	24 ELECTRICAL - CONTACTOR ATC 1 ACLOG 1 AUX INOP (Info)	C	(O) May be displayed provided AC Tie Contactor 1 (ATC 1) is verified operative.	
24-0095	24 ELECTRICAL - CONTACTOR ATC 1 ACLOG 2 AUX INOP (Info)	C	May be displayed.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
24-0105	24 ELECTRICAL - CONTACTOR ATC 1 FAIL OPEN (Info)	B	(O) May be displayed provided: a) L VFG and R VFG Systems are operative, b) APU Generator is operated throughout flight, and c) None of following messages are displayed: -24 ELECTRICAL - CONTACTOR ATC 2 FAIL OPEN, -24 ELECTRICAL - CONTACTOR ATC 3 FAIL OPEN, or -TRU 1 FAIL (Advisory).	
24-0110	24 ELECTRICAL - CONTACTOR ATC 2 ACLOG 1 AUX INOP (Info)	C	May be displayed.	
24-0115	24 ELECTRICAL - CONTACTOR ATC 2 ACLOG 2 AUX INOP (Info)	C	(O) May be displayed provided AC Tie Contactor 2 (ATC 2) is verified operative.	
24-0125	24 ELECTRICAL - CONTACTOR ATC 2 FAIL OPEN (Info)	B	(O) May be displayed provided: a) L VFG and R VFG Systems are operative, b) APU Generator is operated throughout flight, and c) None of following messages are displayed: -24 ELECTRICAL - CONTACTOR ATC 1 FAIL OPEN, -24 ELECTRICAL - CONTACTOR ATC 3 FAIL OPEN, or -TRU 1 FAIL (Advisory).	
24-0130	24 ELECTRICAL - CONTACTOR ATC 3 ACLOG 1 AUX INOP (Info)	C	(O) May be displayed provided AC Tie Contactor 3 (ATC 3) is verified operative.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
24-0135	24 ELECTRICAL - CONTACTOR ATC 3 ACLOG 2 AUX INOP (Info)	C	May be displayed.	
24-0145	24 ELECTRICAL - CONTACTOR ATC 3 FAIL OPEN (Info)	B	(O) May be displayed provided: <ol style="list-style-type: none"> <li>a) L VFG and R VFG Systems are operative,</li> <li>b) APU Generator is operated throughout flight, and</li> <li>c) None of following messages are displayed:                          -24 ELECTRICAL - CONTACTOR ATC 1 FAIL OPEN,                          -24 ELECTRICAL - CONTACTOR ATC 2 FAIL OPEN, or                          -TRU 1 FAIL (Advisory).</li> </ol>	
24-0150	24 ELECTRICAL - CONTACTOR DEC 1 DCLOG 1 AUX INOP (Info)	C	(O) May be displayed provided DC Essential Contactor 1 (DEC 1) is verified operative.	
24-0155	24 ELECTRICAL - CONTACTOR DEC 1 DCLOG 2 AUX INOP (Info)	C	May be displayed.	
24-0165	24 ELECTRICAL - CONTACTOR DEC 1 FAIL OPEN (Info)	B	May be displayed provided none of following messages are displayed: <ol style="list-style-type: none"> <li>-24 ELECTRICAL - CONTACTOR TLC 1 FAIL OPEN,</li> <li>-24 ELECTRICAL - CONTACTOR DTC 1 FAIL OPEN,</li> <li>-24 ELECTRICAL - CONTACTOR DTC 2 FAIL OPEN, or</li> <li>-TRU 1 FAIL (Advisory).</li> </ol>	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
24-0170	24 ELECTRICAL - CONTACTOR DEC 2 DCLOG 1 AUX INOP (Info)	C	May be displayed.	
24-0175	24 ELECTRICAL - CONTACTOR DEC 2 DCLOG 2 AUX INOP (Info)	C	(O) May be displayed provided DC Essential Contactor 2 (DEC 2) is verified operative.	
24-0190	24 ELECTRICAL - CONTACTOR DTC 1 DCLOG 1 AUX INOP (Info)	C	May be displayed provided 24 ELECTRICAL - CONTACTOR DTC 1 DCLOG 2 AUX INOP is not displayed.	
			Deleted, Revision 1.	
24-0195	24 ELECTRICAL - CONTACTOR DTC 1 DCLOG 2 AUX INOP (Info)	C	May be displayed provided 24 ELECTRICAL - CONTACTOR DTC 1 DCLOG 1 AUX INOP is not displayed.	
			Deleted, Revision 1.	
24-0205	24 ELECTRICAL - CONTACTOR DTC 1 FAIL OPEN (Info)	B	May be displayed provided none of following messages are displayed: -24 ELECTRICAL - CONTACTOR TLC 1 FAIL OPEN, -24 ELECTRICAL - CONTACTOR DTC 2 FAIL OPEN, -24 ELECTRICAL - CONTACTOR DEC 1 FAIL OPEN, or -TRU 1 FAIL (Advisory).	

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Sequence No.	Item	1	2	Change Bar
24-0210	24 ELECTRICAL - CONTACTOR DTC 2 DCLOG 1 AUX INOP (Info)	C	May be displayed provided 24 ELECTRICAL - CONTACTOR DTC 2 DCLOG 2 AUX INOP is not displayed.  Deleted, Revision 1.	
24-0215	24 ELECTRICAL - CONTACTOR DTC 2 DCLOG 2 AUX INOP (Info)	C	May be displayed provided 24 ELECTRICAL - CONTACTOR DTC 2 DCLOG 1 AUX INOP is not displayed.  Deleted, Revision 1.	
24-0230	24 ELECTRICAL - CONTACTOR ELC ACLOG 1 AUX INOP (Info)	D	May be displayed.	
24-0235	24 ELECTRICAL - CONTACTOR ELC ACLOG 2 AUX INOP (Info)	D	May be displayed.	
24-0240	24 ELECTRICAL - CONTACTOR ELC FAIL CLSD (Info)	D	May be displayed provided External Power is not used.  NOTE: Access to ground power control power is prohibited while aircraft is powered due to the receptacle pins being energized.	
24-0245	24 ELECTRICAL - CONTACTOR ELC FAIL OPEN (Info)	D	May be displayed provided External Power is not used.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
24-0250	24 ELECTRICAL - CONTACTOR ETC 1 EMERLOG AUX INOP (Info)	C	(O) May be displayed provided Essential Tie Contactor 1 (ETC 1) is verified operative.	
24-0265	24 ELECTRICAL - CONTACTOR ETC 2 EMERLOG AUX INOP (Info)	C	(O) May be displayed provided Essential Tie Contactor 2 (ETC 2) is verified operative.	
24-0280	24 ELECTRICAL - CONTACTOR MAIN BLC DCLOG 1 AUX INOP (Info)	C	(O) May be displayed provided Main Battery Line Contactor (MAIN BLC) is verified operative.	
24-0285	24 ELECTRICAL - CONTACTOR MAIN BLC DCLOG 2 AUX INOP (Info)	C	May be displayed.	
24-0300	24 ELECTRICAL - CONTACTOR SC DCLOG 1 AUX INOP (Info)	C	May be displayed.	
24-0305	24 ELECTRICAL - CONTACTOR SC DCLOG 2 AUX INOP (Info)	C	(O) May be displayed provided Start Contactor (SC) is verified operative.	
24-0315	24 ELECTRICAL - CONTACTOR SC FAIL OPEN (Info)	C	(O) May be displayed provided APU and APU Generator System are considered inoperative.  NOTE: APU Start is inhibited.	
24-0320	24 ELECTRICAL - CONTACTOR TLC 1 DCLOG 1 AUX INOP (Info)		Deleted, Revision 1.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
24-0335	24 ELECTRICAL - CONTACTOR TLC 1 FAIL OPEN (Info)		Deleted, Revision 1.	
24-0345	24 ELECTRICAL - CONTACTOR TLC 2 DCLOG 2 AUX INOP (Info)		Deleted, Revision 1.	
24-0360	24 ELECTRICAL - CONTACTOR TLC 3 EMERLOG AUX INOP (Info)	C	(O) May be displayed provided TRU Line Contactor 3 (TLC 3) is verified operative.	
24-0395	24 ELECTRICAL - DCEPC 1 HES TLC 1 VO 1 INOP (Info)		Deleted, Revision 1.	
24-0400	24 ELECTRICAL - DCEPC 1 HES TLC 1 VO 2 INOP (Info)		Deleted, Revision 1.	
24-0460	24 ELECTRICAL - EPGS CAN DEGRADED (Info)	C	May be displayed.	
24-0465	24 ELECTRICAL - ESS TRU FAN INOP (Info)	C	(O) May be displayed provided none of following messages are displayed: -TRU 1 FAIL (Advisory), -24 ELECTRICAL - TRU 1 FAN INOP, -24 ELECTRICAL - TRU 2 FAN INOP, -24 ELECTRICAL - CONTACTOR TLC 1 FAIL OPEN, -24 ELECTRICAL - CONTACTOR DTC 1 FAIL OPEN, -24 ELECTRICAL - CONTACTOR DTC 2 FAIL OPEN, or -24 ELECTRICAL - CONTACTOR DEC 1 FAIL OPEN.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
24-0475	24 ELECTRICAL - L FBW PC DEGRADED (Info)	C	May be displayed provided none of following messages are displayed: -24 ELECTRICAL - R FBW PC DEGRADED, or -24 ELECTRICAL - R FBW PC PMG INOP.	
24-0485	24 ELECTRICAL - L FBW PC PMG INOP (Info)	C	May be displayed provided none of following messages are displayed: -24 ELECTRICAL - L FBW PC DEGRADED, -24 ELECTRICAL - R FBW PC DEGRADED, or -24 ELECTRICAL - R FBW PC PMG INOP.	
24-0495	24 ELECTRICAL - L GCU COM REDUND LOSS (Info)	C	May be displayed.	
24-0500	24 ELECTRICAL - L GEN OIL FILTER INOP (Info)	B	May be displayed provided left VFG System is considered inoperative.	
24-0515	24 ELECTRICAL - L GEN OIL LO QTY (Info)	A	(O) May be displayed provided: a) None of following messages are displayed: -24 ELECTRICAL - L GEN OIL FILTER INOP, -24 ELECTRICAL - L GEN OIL HI TEMP, -24 ELECTRICAL - L GEN OIL LO PRESS, and b) Repairs are made within 50 flight-hours.	
24-0525	24 ELECTRICAL - MBEPC HES MAIN BATT VO 1 INOP (Info)	C	May be displayed.	

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Sequence No.	Item	1	2	Change Bar
24-0530	24 ELECTRICAL - MBEPC HES MAIN BATT VO 2 INOP (Info)	C	May be displayed.	
24-0535	24 ELECTRICAL - PPDS CAN DEGRADED (Info)	C	(O) May be displayed provided all bus icon indications are verified operative.	
24-0550	24 ELECTRICAL - R FBW PC DEGRADED (Info)	C	May be displayed provided none of following messages are displayed: -24 ELECTRICAL - L FBW PC DEGRADED, or -24 ELECTRICAL - L FBW PC PMG INOP.	
24-0560	24 ELECTRICAL - R FBW PC PMG INOP (Info)	C	May be displayed provided none of following messages are displayed: -24 ELECTRICAL - L FBW PC DEGRADED, -24 ELECTRICAL - R FBW PC DEGRADED, or -24 ELECTRICAL - L FBW PC PMG INOP.	
24-0570	24 ELECTRICAL - R GCU COM REDUND LOSS (Info)	C	May be displayed.	
24-0575	24 ELECTRICAL - R GEN OIL FILTER INOP (Info)	A	May be displayed provided: a) Right VFG System is considered inoperative, and b) Repairs are made within 1 flight-day.	
24-0590	24 ELECTRICAL - R GEN OIL LO QTY (Info)	A	(O) May be displayed provided: a) None of following messages are displayed: -24 ELECTRICAL - R GEN OIL FILTER INOP, -24 ELECTRICAL - R GEN OIL HI TEMP, -24 ELECTRICAL - R GEN OIL LO PRESS, and b) Repairs are made within 50 flight-hours.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
24-0605	24 ELECTRICAL - RAT HEATER INOP (Info)	A	May be displayed for one flight.	
24-0610	24 ELECTRICAL - SPDS CAN DEGRADED (Info)	C	(O) May be displayed provided circuit breaker indications on Electronic Circuit Breaker (eCB) page are verified operative.	
24-0615	24 ELECTRICAL - SSPC FAIL CLSD (Info)		Deleted, Revision 1.	
24-0620	24 ELECTRICAL - SSPC FAIL OPEN (Info)	C	May be displayed.	
24-0630	24 ELECTRICAL - TRU 1 FAN INOP (Info)	C	(O) May be displayed provided none of following messages are displayed: -TRU 1 FAIL (Advisory), -24 ELECTRICAL - TRU 2 FAN INOP, -24 ELECTRICAL - ESS TRU FAN INOP, -24 ELECTRICAL - CONTACTOR TLC 1 FAIL OPEN, -24 ELECTRICAL - CONTACTOR DTC 1 FAIL OPEN, -24 ELECTRICAL - CONTACTOR DTC 2 FAIL OPEN, or -24 ELECTRICAL - CONTACTOR DEC 1 FAIL OPEN.	
24-0635	24 ELECTRICAL - TRU 2 FAN INOP (Info)	C	(O) May be displayed provided none of following messages are displayed: -TRU 1 FAIL (Advisory), -24 ELECTRICAL - TRU 1 FAN INOP, -24 ELECTRICAL - ESS TRU FAN INOP, -24 ELECTRICAL - CONTACTOR TLC 1 FAIL OPEN, -24 ELECTRICAL - CONTACTOR DTC 1 FAIL OPEN, -24 ELECTRICAL - CONTACTOR DTC 2 FAIL OPEN, or -24 ELECTRICAL - CONTACTOR DEC 1 FAIL OPEN.	

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Sequence No.	Item	1	2	Change Bar
24-1045	APU GEN FAIL (Caution)	C	(O) May be displayed provided: a) APU GEN is selected to OFF, and b) L VFG and R VFG Systems operate normally.	
24-1125	L GEN FAIL (Caution)	B	(O) May be displayed provided: a) Affected Left VFG is selected OFF, b) R GEN FAIL (Caution) is not displayed, and c) APU Generator is operated continuously throughout flight.	
24-1165	R GEN FAIL (Caution)	A	(O) May be displayed provided: a) Affected Right VFG is selected OFF, b) L GEN FAIL (Caution) is not displayed, c) APU Generator is operated continuously throughout flight, and d) Repairs are made within 1 flight-day.	
24-1180	TRU 1 FAIL (Caution)		Deleted, Revision 1.	
26-0005	26 FIRE - SMOKE DETECTION REDUND LOSS (Info)		Deleted, Revision 1.	
26-0010	26 FIRE - APU FIRE DETECTION REDUND LOSS (Info)		Deleted, Revision 1.	
26-0035	26 FIRE - L ENG FIRE DETECTION REDUND LOSS (Info)		Deleted, Revision 1.	
26-0040	26 FIRE - R ENG FIRE DETECTION REDUND LOSS (Info)		Deleted, Revision 1.	

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Sequence No.	Item	1	2	Change Bar
26-1010	APU FIRE FAIL (Caution)	C	May be displayed provided APU is considered inoperative.	
26-1015	APU SQUIB FAIL (Caution)	C	May be displayed provided Auxiliary Power Unit (APU) is considered inoperative.	
26-1055	BAGGAGE SQUIB FAIL (Advisory)	C	(O) May be displayed provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.  NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
26-1076	FIRE CTRLR CH 1 FAIL (Caution)		Deleted, Revision 1.	
26-1095	L ENG SQUIB 1 FAIL (Advisory)		Deleted, Revision 1.	
26-1100	L ENG SQUIB 2 FAIL (Advisory)		Deleted, Revision 1.	
26-1110	MLG BAY OVHT FAIL (Caution)		Deleted, Revision 1.	
26-1125	R ENG SQUIB 1 FAIL (Advisory)		Deleted, Revision 1.	
26-1130	R ENG SQUIB 2 FAIL (Advisory)		Deleted, Revision 1.	
26-1190	SMOKE BAGGAGE FAIL (Caution)	C	(O) May be displayed provided procedures are established and used to ensure the associated compartment or zone remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.  NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
27-0015	27 FLT CTRL - AFCU INERTIAL INPUT REDUND LOSS (Info)	C	May be displayed.	
27-0025	27 FLT CTRL - AFCU SFECU INPUT REDUND LOSS (Info)	C	May be displayed.	
27-0030	27 FLT CTRL - AHRS INOP (Info)	C	(O) May be displayed provided none of the following messages are posted: -27 FLT CTRL - ISI INPUT INOP, -27 FLT CTRL - PFCC IRS INPUT REDUND LOSS, -IRS 1 FAIL (Advisory), -IRS 2 FAIL (Advisory), or -IRS 3 FAIL (Advisory).	
27-0045	27 FLT CTRL - AILERON TRIM SWITCH INOP (Info)	C	May be displayed.	
27-0055	27 FLT CTRL - AUTOSLAT ADS INPUT REDUND LOSS (Info)		Deleted, Revision 1.	
27-0065	27 FLT CTRL - DIRECT MODE COMM REDUND LOSS (Info)	C	May be displayed.	
27-0070	27 FLT CTRL - DMC AFCU INPUT REDUND LOSS (Info)	C	May be displayed.	
27-0075	27 FLT CTRL - DMC IIM INPUT REDUND LOSS (Info)	C	May be displayed.	

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27-0090	27 FLT CTRL - FLAP SYSTEM COMM REDUND LOSS (Info)		Deleted, Revision 1.	
27-0100	27 FLT CTRL - FLT SPLRS LEVER SENSOR REDUND LOSS (Info)		Deleted, Revision 1.	
27-0115	27 FLT CTRL - IIM INPUT REDUND LOSS (Info)	C	May be displayed.	
27-0245	27 FLT CTRL - INPUT PWR REDUND LOSS (Info)	C	May be displayed provided: a) APU and APU Generator are operative, and b) Operations are conducted at or below FL 450.	
27-0250	27 FLT CTRL - ISI INPUT INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -27 FLT CTRL - AHRS INOP, -27 FLT CTRL - PFCC IRS INPUT REDUND LOSS, -IRS 1 FAIL (Advisory), -IRS 2 FAIL (Advisory), or -IRS 3 FAIL (Advisory).	
27-0255	27 FLT CTRL - L AUTOPILOT SIDESTICK DETENT INOP (Info)	C	May be displayed provided Autopilot is not used below 1,500 ft. AGL.	
27-0270	27 FLT CTRL - L PITCH TRIM SWITCH DEGRADED (Info)	C	(O) May be displayed provided none of the following messages are displayed: -27 FLT CTRL - R PITCH TRIM SWITCH INOP, -27 FLT CTRL - R PITCH TRIM SWITCH DEGRADED, -27 FLT CTRL - STAB TRIM SWITCH INOP, or -27 FLT CTRL - STAB TRIM SWITCH DEGRADED.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
27-0275	27 FLT CTRL - L PITCH TRIM SWITCH INOP (Info)	C	(O) May be displayed provided: a) None of the following messages are displayed: -27 FLT CTRL - R PITCH TRIM SWITCH INOP, -27 FLT CTRL - R PITCH TRIM SWITCH DEGRADED, -27 FLT CTRL - STAB TRIM SWITCH INOP, or -27 FLT CTRL - STAB TRIM SWITCH DEGRADED, b) Pilot-flying (PF) from right seat, c) Right sidestick pitch trim switch is verified operative, and d) STAB Trim Switch on central pedestal is verified operative and to be used for pitch trim in case of subsequent right sidestick pitch trim switch failure.	
27-0295	27 FLT CTRL - L SIDESTICK SENSOR REDUND LOSS (Info)	C	May be displayed.	
27-0300	27 FLT CTRL - L SIDESTICK SHAKER INOP (Info)	B	(O) May be displayed provided: a) The following message 27 FLT CTRL - R SIDESTICK SHAKER INOP is not displayed, and b) Pilot-flying has operative sidestick shaker.	
27-0380	27 FLT CTRL - PFCC 1 DEGRADED (Info)	C	(O) May be displayed provided: a) PFCC 1 is selected OFF, and b) None of the following messages are displayed: -PFCC 2 FAIL (Advisory), -PFCC 3 FAIL (Advisory), -PFCC 2 OFF (Status), -PFCC 3 OFF (Status), -27 FLT CTRL - PFCC 2 DEGRADED, or -27 FLT CTRL - PFCC 3 DEGRADED.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
27-0510	27 FLT CTRL - PFCC 2 DEGRADED (Info)	C	(O) May be displayed provided: a) PFCC 2 is selected OFF, and b) None of the following messages are displayed: -PFCC 1 FAIL (Advisory), -PFCC 3 FAIL (Advisory), -PFCC 1 OFF (Status), -PFCC 3 OFF (Status), -27 FLT CTRL - PFCC 1 DEGRADED, or -27 FLT CTRL - PFCC 3 DEGRADED.	
27-0640	27 FLT CTRL - PFCC 3 DEGRADED (Info)	C	(O) May be displayed provided: a) PFCC 3 is selected OFF, b) None of the following messages are displayed: -PFCC 1 FAIL (Advisory), -PFCC 2 FAIL (Advisory), -PFCC 1 OFF (Status), -PFCC 2 OFF (Status), -27 FLT CTRL - PFCC 1 DEGRADED, -27 FLT CTRL - PFCC 2 DEGRADED, and c) APU and APU Generator are operative and selected ON before flight.	
27-0645	27 FLT CTRL - PFCC BCU INPUT REDUND LOSS (Info)		Deleted, Revision 1.	
27-0650	27 FLT CTRL - PFCC INPUT REDUND LOSS (Info)		Deleted, Revision 1.	

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**TABLE KEY**  
 1. REPAIR CATEGORY  
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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
27-0655	27 FLT CTRL - PFCC IRS INPUT REDUND LOSS (Info)	C	(O) May be displayed provided: a) Steep Approach operations are not conducted, and b) None of the following messages are displayed: -27 FLT CTRL - AHRS INOP, -27 FLT CTRL - ISI INPUT INOP, -IRS 1 FAIL (Advisory), -IRS 2 FAIL (Advisory), or -IRS 3 FAIL (Advisory).	
27-0660	27 FLT CTRL - PFCC LGSCU INPUT REDUND LOSS (Info)		Deleted, Revision 1.	
27-0665	27 FLT CTRL - PFCC RAD ALT INPUT REDUND LOSS (Info)		Deleted, Revision 1.	
27-0760	27 FLT CTRL - R AUTOPILOT SIDESTICK DETENT INOP (Info)	C	May be displayed provided Autopilot is not used below 1,500 ft. AGL.	
27-0770	27 FLT CTRL - R PITCH TRIM SWITCH DEGRADED (Info)	C	(O) May be displayed provided none of the following messages are displayed: -27 FLT CTRL - L PITCH TRIM SWITCH INOP, -27 FLT CTRL - L PITCH TRIM SWITCH DEGRADED, -27 FLT CTRL - STAB TRIM SWITCH INOP, or -27 FLT CTRL - STAB TRIM SWITCH DEGRADED.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
27-0775	27 FLT CTRL - R PITCH TRIM SWITCH INOP (Info)	C	(O) May be displayed provided: a) None of the following messages are displayed: -27 FLT CTRL - L PITCH TRIM SWITCH INOP, -27 FLT CTRL - L PITCH TRIM SWITCH DEGRADED, -27 FLT CTRL - STAB TRIM SWITCH INOP, or -27 FLT CTRL - STAB TRIM SWITCH DEGRADED, b) Pilot-flying (PF) from left seat, c) Left sidestick pitch trim switch is verified operative, and d) STAB Trim Switch on central pedestal is verified operative and to be used for pitch trim in case of subsequent left sidestick pitch trim switch failure.	
27-0795	27 FLT CTRL - R SIDESTICK SENSOR REDUND LOSS (Info)	C	May be displayed.	
27-0800	27 FLT CTRL - R SIDESTICK SHAKER INOP (Info)	B	(O) May be displayed provided: a) 27 FLT CTRL - L SIDESTICK SHAKER INOP is not displayed, and b) Pilot-flying has operative sidestick shaker.	
27-0815	27 FLT CTRL - RUDDER PEDAL SENSOR REDUND LOSS (Info)	C	May be displayed.	
27-0820	27 FLT CTRL - RUDDER TRIM SWITCH DEGRADED (Info)	C	May be displayed.	
27-0831	27 FLT CTRL - SLAT SYSTEM COMM REDUND LOSS (Info)		Deleted, Revision 1.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
27-0850	27 FLT CTRL - STAB TRIM SWITCH DEGRADED (Info)	C	(O) May be displayed provided none of the following messages are displayed: -27 FLT CTRL - L PITCH TRIM SWITCH INOP, -27 FLT CTRL - L PITCH TRIM SWITCH DEGRADED, -27 FLT CTRL - R PITCH TRIM SWITCH INOP, or -27 FLT CTRL - R PITCH TRIM SWITCH DEGRADED.	
27-0855	27 FLT CTRL - STAB TRIM SWITCH INOP (Info)	C	(O) May be displayed provided: a) None of the following messages are displayed: -27 FLT CTRL - L PITCH TRIM SWITCH INOP, -27 FLT CTRL - L PITCH TRIM SWITCH DEGRADED, -27 FLT CTRL - R PITCH TRIM SWITCH INOP, -27 FLT CTRL - R PITCH TRIM SWITCH DEGRADED, and b) Pilot's sidestick pitch trim and co-pilot's sidestick pitch trim switches are verified operative.	
27-1165	PFCC 1 FAIL (Advisory)	C	(O) May be displayed provided: a) PFCC 1 is selected OFF, and b) None of the following messages are displayed: -PFCC 2 FAIL (Advisory), -PFCC 3 FAIL (Advisory), -PFCC 2 OFF (Status), -PFCC 3 OFF (Status), -27 FLT CTRL - PFCC 2 DEGRADED, or -27 FLT CTRL - PFCC 3 DEGRADED.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
27-1175	PFCC 2 FAIL (Advisory)	C	(O) May be displayed provided: a) PFCC 2 is selected OFF, and b) None of the following messages are displayed: -PFCC 1 FAIL (Advisory), -PFCC 3 FAIL (Advisory), -PFCC 1 OFF (Status), -PFCC 3 OFF (Status), -27 FLT CTRL - PFCC 1 DEGRADED, or -27 FLT CTRL - PFCC 3 DEGRADED.	
27-1185	PFCC 3 FAIL (Advisory)	C	(O) May be displayed provided: a) PFCC 3 is selected OFF, b) None of the following messages are displayed: -PFCC 1 FAIL (Advisory), -PFCC 2 FAIL (Advisory), -PFCC 1 OFF (Status), -PFCC 2 OFF (Status), -27 FLT CTRL - PFCC 1 DEGRADED, -27 FLT CTRL - PFCC 2 DEGRADED, and c) APU and APU Generator are operative and selected ON before flight.	
28-0005	28 FUEL - L FUEL LO QTY REDUND LOSS (Info)	C	May be displayed provided: a) Following messages are not displayed: -28 FUEL LO QTY FAIL - R FUEL LO QTY INOP, -28 FUEL QTY DEGRADED – L TANK QTY DEGRADED, -28 FUEL QTY DEGRADED – R TANK QTY DEGRADED, and b) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative.	
28-0025	28 FUEL - L TEMP SENSORS DEGRADED (Info)	C	May be displayed provided none of the following messages are displayed: -28 FUEL TEMP FAIL - R TEMP SENSORS INOP, or -28 FUEL - R TEMP SENSORS DEGRADED.	

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**TABLE KEY**

1. REPAIR CATEGORY
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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
28-0030	28 FUEL - R FUEL LO QTY REDUND LOSS (Info)	C	May be displayed provided: <ol style="list-style-type: none"> <li>a) None of the following messages are displayed:                          -28 FUEL LO QTY FAIL - L FUEL LO QTY INOP,                          -28 FUEL QTY DEGRADED – L TANK QTY DEGRADED,                          -28 FUEL QTY DEGRADED – R TANK QTY DEGRADED, and</li> <li>b) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative.</li> </ol>	
28-0035	28 FUEL - R TEMP SENSORS DEGRADED (Info)	C	May be displayed provided none of the following messages are displayed: -28 FUEL TEMP FAIL - L TEMP SENSORS INOP, or -28 FUEL - L TEMP SENSORS DEGRADED.	
28-0040	28 FUEL LO QTY FAIL - L FUEL LO QTY INOP (Info)	C	(O) May be displayed provided: <ol style="list-style-type: none"> <li>a) None of the following messages are displayed:                          -28 FUEL LO QTY FAIL - R FUEL LO QTY INOP,                          -28 FUEL QTY DEGRADED – L TANK QTY DEGRADED,                          -28 FUEL QTY DEGRADED – R TANK QTY DEGRADED,                          -L FUEL FLOW DEGRADED (Advisory), or                          -R FUEL FLOW DEGRADED (Advisory),</li> <li>b) No more than two of the following messages are displayed:                          -FMS 1 FAIL (Caution),                          -FMS 2 FAIL (Caution), or                          -FMS 3 FAIL (Caution),</li> <li>c) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative,</li> <li>d) FUEL USED indication is operative, and</li> <li>e) Low fuel level for left wing tank is monitored during flight.</li> </ol>	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
28-0045	28 FUEL LO QTY FAIL - R FUEL LO QTY INOP (Info)	C	(O) May be displayed provided: <ul style="list-style-type: none"> <li>a) Following messages are not displayed:                             <ul style="list-style-type: none"> <li>-28 FUEL LO QTY FAIL - L FUEL LO QTY INOP,</li> <li>-28 FUEL QTY DEGRADED – L TANK QTY DEGRADED,</li> <li>-28 FUEL QTY DEGRADED – R TANK QTY DEGRADED,</li> <li>-L FUEL FLOW DEGRADED (Advisory), or</li> <li>-R FUEL FLOW DEGRADED (Advisory),</li> </ul> </li> <li>b) No more than two of the following messages are displayed:                             <ul style="list-style-type: none"> <li>-FMS 1 FAIL (Caution),</li> <li>-FMS 2 FAIL (Caution), or</li> <li>-FMS 3 FAIL (Caution),</li> </ul> </li> <li>c) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative,</li> <li>d) FUEL USED indication is operative, and</li> <li>e) Low fuel level for right wing tank is monitored during flight.</li> </ul>	
28-0070	28 FUEL TEMP FAIL - L TEMP SENSORS INOP (Info)	C	(O) Except for diversion greater than 60 minutes, may be displayed provided: <ul style="list-style-type: none"> <li>a) None of the following messages are displayed:                             <ul style="list-style-type: none"> <li>-L FUEL RECIRC FAIL (Caution), or</li> <li>-R FUEL RECIRC FAIL (Caution),</li> </ul> </li> <li>b) One fuel temperature indication on fuel synoptic page is operative,</li> <li>c) Left and right fuel recirculation systems are verified to be in automatic mode before each flight, and</li> <li>d) Total Air Temperature (TAT) indications are operative.</li> </ul>	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
28-0075	28 FUEL TEMP FAIL - R TEMP SENSORS INOP (Info)	C	(O) Except for diversion greater than 60 minutes, may be displayed provided: a) None of the following messages are displayed: -L FUEL RECIRC FAIL (Caution), or -R FUEL RECIRC FAIL (Caution), b) One fuel temperature indication on fuel synoptic page is operative, c) Left and right fuel recirculation systems are verified to be in automatic mode before each flight, and d) Total Air Temperature (TAT) indications are operative.	
28-1005	<- FUEL XFER FAIL (Caution)	C	(O) Except for diversion greater than 60 minutes, may be displayed provided: a) None of the following messages are displayed: -FUEL CG CTRL FAIL (Caution), -XFEED SOV FAIL (Caution), -R PRI FUEL PUMP FAIL (Caution), -R AUX FUEL PUMP FAIL (Advisory), -L PRI FUEL PUMP FAIL (Caution), -L AUX FUEL PUMP FAIL (Advisory), -AFT FUEL XFER FAULT (Advisory), -AFT FUEL XFER FAIL (Caution), -CTR FUEL XFER FAULT (Advisory), or -CTR FUEL XFER FAIL (Caution), b) Right primary and auxiliary fuel pumps are verified operative, c) Crossfeed valve is verified operative, and d) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
28-1025	-> FUEL XFER FAIL (Caution)	C	(O) Except for diversion greater than 60 minutes, may displayed be provided: a) None of the following messages are displayed: -FUEL CG CTRL FAIL (Caution), -XFEED SOV FAIL (Caution), -L PRI FUEL PUMP FAIL (Caution), -L AUX FUEL PUMP FAIL (Advisory), -R PRI FUEL PUMP FAIL (Caution), -R AUX FUEL PUMP FAIL (Advisory), -AFT FUEL XFER FAULT (Advisory), -AFT FUEL XFER FAIL (Caution), -CTR FUEL XFER FAULT (Advisory), or -CTR FUEL XFER FAIL (Caution), b) Left primary and auxiliary fuel pumps are verified operative, c) Crossfeed valve is verified operative, and d) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative.	
28-1050	AFT FUEL XFER FAIL (Caution)	C	(O) May be displayed provided: a) Aft tank remains empty, and b) AFT XFER switch is selected to OFF.	
28-1055	AFT FUEL XFER FAULT (Advisory)	C	(O) May be displayed provided: a) Aft tank remains empty, and b) AFT XFER switch is selected to OFF.	
28-1095	CTR FUEL TANK FILLING (Caution)	C	(O) May be displayed provided: a) None of the following messages are displayed: -CTR FUEL XFER FAIL (Caution), or -CTR FUEL XFER FAULT (Advisory), and b) Wing to Wing transfer system is verified operative.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
28-1100	CTR FUEL XFER FAIL (Caution)	C	(O) May be displayed provided: a) Center tank remains empty, b) CTR TO L XFER is selected to OFF, and c) CTR TO R XFER is selected to OFF.	
28-1105	CTR FUEL XFER FAULT (Advisory)	C	(O) May be displayed provided: a) Center tank remains empty, b) CTR TO L XFER is selected to OFF, and c) CTR TO R XFER is selected to OFF.	
28-1165	FUEL UNIT MISMATCH (Advisory)	C	(O) May be displayed provided alternate procedures are established and used.	
28-1205	L PRI FUEL PUMP FAIL (Caution)	C	(O) May be displayed provided: a) Left primary fuel pump is deactivated, b) None of the following messages are displayed: -L AUX FUEL PUMP FAIL (Advisory), -R PRI FUEL PUMP FAIL (Caution), -R AUX FUEL PUMP FAIL (Advisory), - -> FUEL XFER FAIL (Caution), - <- FUEL XFER FAIL (Caution), -XFEED SOV FAIL (Caution), -AFT FUEL XFER FAULT (Advisory), -AFT FUEL XFER FAIL (Caution), -CTR FUEL XFER FAULT (Advisory), or -CTR FUEL XFER FAIL (Caution), c) Left auxiliary fuel pump is verified operative, d) Wing to Wing transfer system is verified operative, e) Right Variable Frequency Generator (VFG) is operative, and f) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
28-1260	R PRI FUEL PUMP FAIL (Caution)	C	(O) May be displayed provided: a) Right primary fuel pump is deactivated, b) None of the following messages are displayed: -R AUX FUEL PUMP FAIL (Advisory), -L PRI FUEL PUMP FAIL (Caution), -L AUX FUEL PUMP FAIL (Advisory), - -> FUEL XFER FAIL (Caution), - <- FUEL XFER FAIL (Caution), -XFEED SOV FAIL (Caution), -AFT FUEL XFER FAULT (Advisory), -AFT FUEL XFER FAIL (Caution), -CTR FUEL XFER FAULT (Advisory), or -CTR FUEL XFER FAIL (Caution), c) Right auxiliary fuel pump is verified operative, d) Wing to Wing transfer system is verified operative, e) Left Variable Frequency Generator (VFG) is operative, and f) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative.	
28-1300	FUEL CG CTRL FAIL (Caution)		Deleted, Revision 1.	
28-1305	FUEL CG CTRL FAIL (Caution)	C	(O) May be displayed provided: a) CG control function is manually selected OFF, b) Verify none of the following messages are displayed when fuel WING XFER switch is manually selected <- and -> : - <- FUEL XFER FAIL (Caution), or - -> FUEL XFER FAIL (Caution), and c) Monitor Wing fuel quantity and CG limits.	
			NOTE: Fuel in outboard wing tanks may be colder than normal.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
29-0005	29 HYDRAULIC - HYD 1 PRESS SENSOR INOP (Info)	C	(O) May be displayed provided: a) The following messages are not displayed: -29 HYDRAULIC - HYD EDP 1A PRESS SWITCH INOP, -29 HYDRAULIC - HYD PUMP 1B PRESS SWITCH INOP, -29 HYDRAULIC - HYD EDP 2A PRESS SWITCH INOP, -29 HYDRAULIC - HYD PTU PRESS SWITCH INOP, and b) Hydraulic System 1 and 2 Pressure Transducers are deactivated.	
29-0025	29 HYDRAULIC - HYD 2 PRESS SENSOR INOP (Info)	C	(O) May be displayed provided: a) The following messages are not displayed: -29 HYDRAULIC - HYD EDP 1A PRESS SWITCH INOP, -29 HYDRAULIC - HYD PUMP 1B PRESS SWITCH INOP, -29 HYDRAULIC - HYD EDP 2A PRESS SWITCH INOP, -29 HYDRAULIC - HYD PTU PRESS SWITCH INOP, and b) Hydraulic System 1 and 2 Pressure Transducers are deactivated.	
29-0070	29 HYDRAULIC - HYD 3 PRESS SENSOR INOP (Info)	C	(O) May be displayed provided: a) The following messages are not displayed: -29 HYDRAULIC -HYD PUMP 3A PRESS SWITCH INOP, -29 HYDRAULIC - HYD PUMP 3B PRESS SWITCH INOP, and b) Hydraulic System 3 Pressure Transducer is deactivated.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
29-0085	29 HYDRAULIC - HYD EDMU EDP 1A PRESS SWITCH INOP (Info)	C	(O) May be displayed provided: a) System 1 AC Motor Pump (ACMP) 1B is operated continuously during flight, and b) System 2 Power Transfer Unit (PTU) is operated continuously during flight.	
29-0090	29 HYDRAULIC - HYD EDMU EDP 2A PRESS SWITCH INOP (Info)	C	(O) May be displayed provided System 2 Power Transfer Unit (PTU) is operated continuously during flight.	
29-0095	29 HYDRAULIC - HYD EDMU PTU PRESS SWITCH INOP (Info)	C	(O) May be displayed provided System 2 Power Transfer Unit (PTU) is operated continuously during flight.	
29-0100	29 HYDRAULIC - HYD EDMU PUMP 3A PRESS SWITCH INOP (Info)	C	(O) May be displayed provided System 3 AC Motor Pump (ACMP) 3B is operated continuously during flight.	
29-0110	29 HYDRAULIC - HYD EDP 1A DEPRESS INOP (Info)	C	(O) May be displayed provided: a) Following message is not displayed: -29 HYDRAULIC - HYD EDP 2A, -DEPRESS INOP, and b) Auxiliary Power Unit (APU) is operative.	
29-0130	29 HYDRAULIC - HYD EDP 2A DEPRESS INOP (Info)	C	(O) May be displayed provided: a) Following message is not displayed: -29 HYDRAULIC - HYD EDP 1A, -DEPRESS INOP, and b) Auxiliary Power Unit (APU) is operative.	
29-0150	29 HYDRAULIC - HYD PTU CKPT SWITCH INOP (Info)	C	(O) May be displayed provided Power Transfer Unit (PTU) Cockpit switch is verified operative.	
29-0170	29 HYDRAULIC - HYD PUMP 1B CKPT SWITCH INOP (Info)	C	(O) May be displayed provided 1B Cockpit switch is verified operative.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
29-0185	29 HYDRAULIC - HYD PUMP 1B TEMP SENSOR INOP (Info)	C	(O) May be inoperative provided: a) System 1 AC Motor Pump (ACMP) 1B is considered inoperative, and b) ACMP 1B is selected OFF.	
29-0195	29 HYDRAULIC - HYD PUMP 3A CKPT SWITCH INOP (Info)	C	(O) May be displayed provided 3A Cockpit switch is verified operative.	
29-0210	29 HYDRAULIC - HYD PUMP 3A TEMP SENSOR INOP (Info)	C	(O) May be displayed provided: a) System 3 AC Motor Pump (ACMP) 3A is considered inoperative, and b) ACMP 3A is selected OFF.	
29-0220	29 HYDRAULIC - HYD PUMP 3B CKPT SWITCH INOP (Info)	C	(O) May be displayed provided 3B Cockpit switch is verified operative.	
29-0235	29 HYDRAULIC - HYD PUMP 3B TEMP SENSOR INOP (Info)	C	(O) May be displayed provided: a) System 3 AC Motor Pump (ACMP) 3B is considered inoperative, and b) ACMP 3B is selected OFF.	
29-1075	HYD PTU FAIL (Advisory)	C	(O) May be displayed provided: a) Affected Power Transfer Unit (PTU) is deactivated, b) All other hydraulic pumps are verified operative, c) Multifunction Spoiler 3 System is operative, and d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
29-1095	HYD PUMP 1B FAIL (Advisory)	C	(O) May be displayed provided: a) Affected System 1 AC Motor Pump (ACMP) 1B is deactivated, b) All other hydraulic pumps are verified operative, c) Multifunction Spoiler 3 System is operative, and d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).	
29-1115	HYD PUMP 3A FAIL (Advisory)	C	(O) May be displayed provided: a) Affected System 3 AC Motor Pump (ACMP) 3A is deactivated, b) All other hydraulic pumps are verified operative, c) Remaining System 3 ACMP 3B is selected ON during entire flight, and d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).	
29-1135	HYD PUMP 3B FAIL (Advisory)	C	(O) May be displayed provided: a) Affected System 3 AC Motor Pump (ACMP) 3B is deactivated, b) All other hydraulic pumps are verified operative, c) Remaining System 3 ACMP 3A is selected ON during entire flight, and d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).	

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**TABLE KEY**  
 1. REPAIR CATEGORY  
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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
30-0005	30 ICE DETECTOR FAULT - L ICE DETECTOR INOP (Info)	C	(O) May be displayed provided Wing and Cowl Anti-Ice Systems are turned ON when icing conditions as defined in the AFM exist or are anticipated.  NOTE: Do not rely on Ice Detector for AUTO detection and activation of Anti-Ice System.	
30-0010	30 ICE DETECTOR FAULT - R ICE DETECTOR INOP (Info)	C	(O) May be displayed provided Wing and Cowl Anti-Ice Systems are turned ON when icing conditions as defined in the AFM exist or are anticipated.  NOTE: Do not rely on Ice Detector for AUTO detection and activation of Anti-Ice System.	
30-0025	30 ICE PROT - EVS FAIRING HEAT SENSOR REDUND LOSS (Info)	C	May be displayed.	
30-0030	30 ICE PROT - L COWL A/ICE PRESS SENSOR INOP (Info)	C	(O) May be displayed: a) Operations are not conducted in known or forecast icing conditions, and b) None of the following messages are displayed: -30 ICE PROT - R COWL A/ICE PRESS SENSOR INOP, -30 ICE DETECTOR FAULT - L ICE DETECTOR INOP, -30 ICE DETECTOR FAULT - R ICE DETECTOR INOP, -ICE DETECTOR FAIL(Caution), -ICE DETECTOR FAULT (Caution), or -R COWL ANTI/ICE FAIL (Caution).	
30-0040	30 ICE PROT - L WING A/ICE INBD TEMP SNSR REDUND LOSS (Info)	C	May be displayed.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
30-0045	30 ICE PROT - L WING A/ICE OUTBD TEMP SNSR REDUND LOSS (Info)	C	(O) May be displayed provided none of the following messages are displayed: -21 AIR COND/PRESS - IASC 1C INOP, or -21 AIR COND/PRESS - IASC 2C INOP.	
30-0050	30 ICE PROT - L WING A/ICE PRESS SENSOR INOP (Info)	C	(O) May be displayed provided: a) Wing Ice Protection System is considered inoperative and WING ANTI-ICE is selected OFF, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, c) Operations are not conducted in known or forecast icing conditions, and d) None of the following messages are displayed: -30 ICE DETECTOR FAULT - L ICE DETECTOR INOP, -30 ICE DETECTOR FAULT - R ICE DETECTOR INOP, -ICE DETECTOR FAIL (Caution), or -ICE DETECTOR FAULT (Caution).	
30-0055	30 ICE PROT - L WING LOOP ONE ELEMENT INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -21 AIR COND/PRESS - IASC 1B INOP, -21 AIR COND/PRESS - IASC 2B INOP, -21 AIR COND/PRESS - IASC 1B FAULT, or -21 AIR COND/PRESS - IASC 2B FAULT.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
30-0060	30 ICE PROT - L WIPS LOOP ONE ELEMENT INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -21 AIR COND/PRESS - IASC 1B INOP, -21 AIR COND/PRESS - IASC 2B INOP, -21 AIR COND/PRESS - IASC 1B FAULT, or -21 AIR COND/PRESS - IASC 2B FAULT.	
30-0065	30 ICE PROT - R COWL A/ICE PRESS SENSOR INOP (Info)	C	(O) May be displayed provided: a) Operations are not conducted in known or forecast icing conditions, and b) None of the following messages are displayed: -30 ICE PROT - L COWL A/ICE PRESS SENSOR INOP, -30 ICE DETECTOR FAULT - L ICE DETECTOR INOP, -30 ICE DETECTOR FAULT - R ICE DETECTOR INOP, -ICE DETECTOR FAIL(Caution), -ICE DETECTOR FAULT(Caution), or -L COWL ANTI/ICE FAIL (Caution).	
30-0075	30 ICE PROT - R WING A/ICE INBD TEMP SNSR REDUND LOSS (Info)	C	May be displayed.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
30-0080	30 ICE PROT - R WING A/ICE OUTBD TEMP SNSR REDUND LOSS (Info)	C	(O) May be displayed provided none of the following messages are displayed: -21 AIR COND/PRESS - IASC 1C INOP, or -21 AIR COND/PRESS - IASC 2C INOP.	
30-0085	30 ICE PROT - R WING A/ICE PRESS SENSOR INOP (Info)	C	(O) May be displayed provided: a) Wing Ice Protection System is considered inoperative and WING ANTI-ICE is selected OFF, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, c) Operations are not conducted in known or forecast icing conditions, and d) None of the following messages are displayed: -30 ICE DETECTOR FAULT - L ICE DETECTOR INOP, -30 ICE DETECTOR FAULT - R ICE DETECTOR INOP, -ICE DETECTOR FAIL (Caution), or -ICE DETECTOR FAULT (Caution).	
30-0090	30 ICE PROT - R WING LOOP ONE ELEMENT INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -21 AIR COND/PRESS - IASC 1B INOP, -21 AIR COND/PRESS - IASC 2B INOP, -21 AIR COND/PRESS - IASC 1B FAULT, or -21 AIR COND/PRESS - IASC 2B FAULT.	
30-0095	30 ICE PROT - R WIPS LOOP ONE ELEMENT INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -21 AIR COND/PRESS - IASC 1B INOP, -21 AIR COND/PRESS - IASC 2B INOP, -21 AIR COND/PRESS - IASC 1B FAULT, or -21 AIR COND/PRESS - IASC 2B FAULT.	

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**TABLE KEY**

- 1. REPAIR CATEGORY
- 2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
30-0105	30 ICE PROT - WSHLD WINDOW SENSOR REDUND LOSS (Info)	D	May be displayed.	
30-0110	30 L WING A/ICE FAULT - L VALVE FAIL CLSD (Info)	C	(O) May be displayed provided: <ul style="list-style-type: none"> <li>a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,</li> <li>b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,</li> <li>c) Operations are not conducted in known or forecast icing conditions, and</li> <li>d) None of the following messages are displayed:                          -30 ICE DETECTOR FAULT - L ICE DETECTOR INOP,                          -30 ICE DETECTOR FAULT - R ICE DETECTOR INOP,                          -ICE DETECTOR FAIL(Caution), or                          -ICE DETECTOR FAULT (Caution).</li> </ul>	
30-0115	30 R WING A/ICE FAULT - R VALVE FAIL CLSD (Info)	C	(O) May be displayed provided: <ul style="list-style-type: none"> <li>a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,</li> <li>b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,</li> <li>c) Operations are not conducted in known or forecast icing conditions, and</li> <li>d) None of the following messages are displayed:                          -30 ICE DETECTOR FAULT - L ICE DETECTOR INOP,                          -30 ICE DETECTOR FAULT - R ICE DETECTOR INOP,                          -ICE DETECTOR FAIL (Caution), or                          -ICE DETECTOR FAULT (Caution).</li> </ul>	

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**TABLE KEY**

- 1. REPAIR CATEGORY
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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
30-0125	30 WING A/ICE FAIL – L WIPS DUAL LOOP ELEMENT INOP (Info)	C	(O) May be displayed provided: a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, c) Operations are not conducted in known or forecast icing conditions, and d) None of the following messages are displayed: -30 ICE DETECTOR FAULT - L ICE DETECTOR INOP , -30 ICE DETECTOR FAULT - R ICE DETECTOR INOP, -ICE DETECTOR FAIL (Caution), or -ICE DETECTOR FAULT (Caution).	
30-0126	30 WING A/ICE FAIL – R WIPS DUAL LOOP ELEMENT INOP (Info)	C	(O) May be displayed provided: a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, c) Operations are not conducted in known or forecast icing conditions, and d) None of the following messages are displayed: -30 ICE DETECTOR FAULT - L ICE DETECTOR INOP, -30 ICE DETECTOR FAULT - R ICE DETECTOR INOP, -ICE DETECTOR FAIL (Caution), or -ICE DETECTOR FAULT (Caution).	



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**TABLE KEY**

- 1. REPAIR CATEGORY
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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
30-0130	30 WING A/ICE FAIL - WING A/ICE XBLEED VALVE FAIL CLSD (Info)	C	(O) May be displayed provided: a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, c) Operations are not conducted in known or forecast icing conditions, and d) None of the following messages are displayed: -30 ICE DETECTOR FAULT - L ICE DETECTOR INOP, -30 ICE DETECTOR FAULT - R ICE DETECTOR INOP, -ICE DETECTOR FAIL (Caution), or -ICE DETECTOR FAULT (Caution).	
30-0135	30 WING A/ICE SENSOR - L OUTBD TEMP SENSOR INOP (Info)	C	(O) May be displayed provided: a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, c) Operations are not conducted in known or forecast icing conditions, and d) None of the following messages are displayed: -30 ICE DETECTOR FAULT - L ICE DETECTOR INOP, -30 ICE DETECTOR FAULT - R ICE DETECTOR INOP, -ICE DETECTOR FAIL (Caution), or -ICE DETECTOR FAULT (Caution).	

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**TABLE KEY**

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- 2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
30-0140	30 WING A/ICE SENSOR - R OUTBD TEMP SENSOR INOP (Info)	C	(O) May be displayed provided: a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, c) Operations are not conducted in known or forecast icing conditions, and d) None of the following messages are displayed: -30 ICE DETECTOR FAULT - L ICE DETECTOR INOP, -30 ICE DETECTOR FAULT - R ICE DETECTOR INOP, -ICE DETECTOR FAIL (Caution), or -ICE DETECTOR FAULT (Caution).	
30-1020	R WINDOW HEAT FAIL (Caution)	C	(O) May be displayed provided: a) Remaining channels are verified operative by selecting both WINDSHIELD HEAT switches to ON, and none of the following messages are displayed: -L WINDOW HEAT FAIL (Caution), -L WSHLD HEAT FAIL (Caution), -R WSHLD HEAT FAIL (Caution), or -30 ICE PROT - WSHLD WINDOW SENSOR REDUND LOSS, b) Operations are not conducted in known or forecast icing conditions, and c) Both Ice Detection Systems are operative.	
30-1035	EVS HEAT FAIL (Advisory)	C	(O) May be displayed provided EVS Fairing Heating System is deactivated.  NOTE: Do not rely on EVS image in icing or fogging conditions (EVS performance may be degraded or lost).	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
30-1040	EVS FAIRING HEAT OVHT (Advisory)	C	(O) May be displayed provided EVS Fairing Heating System is deactivated.  NOTE: Do not rely on EVS image in icing or fogging conditions (EVS performance may be degraded or lost).	
30-1051	ICE DETECTOR FAIL (Caution)	C	(O) May be displayed provided: a) Wing Anti-Ice System and Cowl Anti-Ice System are operative, and b) Operations are not conducted in known or forecast icing conditions.  NOTE: Do not rely on Ice Detector for AUTO detection and activation of Anti-Ice System in the event of inadvertent encounter of icing conditions.	
30-1100	ICE DETECTOR FAULT (Caution)	C	(O) May be displayed provided Wing and Cowl Anti-Ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated.  NOTE: Do not rely on Ice Detector for AUTO detection and activation of Anti-Ice System.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
30-1201	WING A/ICE FAIL (Caution)	C	(O) May be displayed provided: <ul style="list-style-type: none"> <li>a) WING ANTI-ICE is selected OFF and the valves (WAIVs and CBW) are confirmed CLOSED on the Synoptic Page,</li> <li>b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,</li> <li>c) Operations are not conducted in known or forecast icing conditions, and</li> <li>d) None of the following messages are displayed:                             <ul style="list-style-type: none"> <li>-30 ICE DETECTOR FAULT - L ICE DETECTOR INOP,</li> <li>-30 ICE DETECTOR FAULT - R ICE DETECTOR INOP,</li> <li>-ICE DETECTOR FAIL (Caution),</li> <li>-ICE DETECTOR FAULT(Caution),</li> <li>-30 WING A/ICE FAIL - L INBD TEMP SENSOR INOP, or</li> <li>-30 WING A/ICE FAIL - R INBD TEMP SENSOR INOP.</li> </ul> </li> </ul> <p>NOTE: If it is accompanied by INFO message, refer to applicable INFO message relief.</p>	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
30-1205	L WING A/ICE FAULT (Advisory)	C	(O) May be displayed provided: <ul style="list-style-type: none"> <li>a) WING ANTI-ICE is selected OFF position and the valves (WAIVs and CBW) are confirmed CLOSED on the Synoptic Page,</li> <li>b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,</li> <li>c) Operations are not conducted in known or forecast icing conditions, and</li> <li>d) None of the following messages are displayed:                             <ul style="list-style-type: none"> <li>-30 ICE DETECTOR FAULT - L ICE DETECTOR INOP,</li> <li>-30 ICE DETECTOR FAULT - R ICE DETECTOR INOP,</li> <li>-ICE DETECTOR FAIL (Caution), or</li> <li>-ICE DETECTOR FAULT (Caution).</li> </ul> </li> </ul> <p>NOTE: If it is accompanied by INFO message 30 ICE PROT - WING A/ICE XBLEED VALVE FAIL OPEN, refer to item 30-11-09 Wing Cross-Bleed valve (CBW) in section 1; the CBW should be ensured CLOSED.</p>	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
30-1210	R WING A/ICE FAULT (Advisory)	C	(O) May be displayed provided: <ul style="list-style-type: none"> <li>a) WING ANTI-ICE is selected OFF position and the valves (WAIVs and CBW) are confirmed CLOSED on the Synoptic Page,</li> <li>b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,</li> <li>c) Operations are not conducted in known or forecast icing conditions, and</li> <li>d) None of the following messages are displayed:                             <ul style="list-style-type: none"> <li>-30 ICE DETECTOR FAULT - L ICE DETECTOR INOP,</li> <li>-30 ICE DETECTOR FAULT - R ICE DETECTOR INOP,</li> <li>-ICE DETECTOR FAIL (Caution), or</li> <li>-ICE DETECTOR FAULT (Caution).</li> </ul> </li> </ul> <p>NOTE: If it is accompanied by INFO message 30 ICE PROT - WING A/ICE XBLEED VALVE FAIL OPEN, refer to item 30-11-09 Wing Cross-Bleed valve (CBW) in section 1; the CBW should be ensured CLOSED.</p>	
30-1215	WING A/ICE SENSOR (Advisory)	C	(O) May be displayed provided: <ul style="list-style-type: none"> <li>a) Wing Ice Protection System is considered inoperative and WING ANTI-ICE is selected OFF,</li> <li>b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,</li> <li>c) Operations are not conducted in known or forecast icing conditions, and</li> <li>d) None of the following messages are displayed:                             <ul style="list-style-type: none"> <li>-30 ICE DETECTOR FAULT - L ICE DETECTOR INOP,</li> <li>-30 ICE DETECTOR FAULT - R ICE DETECTOR INOP,</li> <li>-ICE DETECTOR FAIL (Caution), or</li> <li>-ICE DETECTOR FAULT (Caution).</li> </ul> </li> </ul>	

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**TABLE KEY**

- 1. REPAIR CATEGORY
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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
30-1230	L COWL A/ICE FAIL (Caution)	C	(O) May be displayed provided: a) Operations are not conducted in known or forecast icing conditions, and b) None of the following messages are displayed: -30 ICE DETECTOR FAULT - L ICE DETECTOR INOP, -30 ICE DETECTOR FAULT - R ICE DETECTOR INOP, -30 ICE PROT – R COWL A/ICE PRESS SENSOR INOP, -ICE DETECTOR FAIL (Caution), -ICE DETECTOR FAULT (Caution), or -R COWL ANTI/ICE FAIL (Caution).	
30-1240	R COWL A/ICE FAIL (Caution)	C	(O) May be displayed provided: a) Operations are not conducted in known or forecast icing conditions, and b) None of the following messages are displayed: -30 ICE DETECTOR FAULT - L ICE DETECTOR INOP, -30 ICE DETECTOR FAULT - R ICE DETECTOR INOP, -30 ICE PROT – L COWL A/ICE PRESS SENSOR INOP, -ICE DETECTOR FAIL (Caution), -ICE DETECTOR FAULT (Caution), or -L COWL ANTI/ICE FAIL (Caution).	
31-0005	31 IND/RECORD – APM 1 INOP (Info)		Deleted, Revision 1.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
31-0010	31 IND/RECORD - APM 2 INOP (Info)	C	May be displayed.	
31-0045	31 IND/RECORD - DCU 1 CHAN A FAN INOP (Info)	C	May be displayed provided the following messages are not displayed: -31 IND/RECORD - DCU 1 CHAN B FAN INOP (info), -31 IND/RECORD - DCU 2 CHAN A FAN INOP (info), or -31 IND/RECORD - DCU 2 CHAN B FAN INOP (info).	
31-0050	31 IND/RECORD - DCU 1 CHAN B FAN INOP (Info)	C	May be displayed provided the following messages are not displayed: -31 IND/RECORD - DCU 1 CHAN A FAN INOP (info), -31 IND/RECORD - DCU 2 CHAN A FAN INOP (info), or -31 IND/RECORD - DCU 2 CHAN B FAN INOP (info).	
31-0055	31 IND/RECORD - DCU 2 CHAN A FAN INOP (Info)	C	May be displayed provided the following messages are not displayed: -31 IND/RECORD - DCU 1 CHAN A FAN INOP (info), -31 IND/RECORD - DCU 1 CHAN B FAN INOP (info), or -31 IND/RECORD - DCU 2 CHAN B FAN INOP (info).	
31-0060	31 IND/RECORD - DCU 2 CHAN B FAN INOP (Info)	C	May be displayed provided the following messages are not displayed: -31 IND/RECORD - DCU 1 CHAN A FAN INOP (info), -31 IND/RECORD - DCU 1 CHAN B FAN INOP (info), or -31 IND/RECORD - DCU 2 CHAN A FAN INOP (info).	
31-0065	31 IND/RECORD - FDR INOP (Info) (Other Than Air Carrier or Commercial Operator)	A	May be displayed provided repairs are made in accordance with applicable 14 CFRs.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
31-0066	31 IND/RECORD - FDR INOP (Info) (Air Carrier or Commercial Operator)	A	May be displayed provided: <ol style="list-style-type: none"> <li>a) 23 COMM-CVR INOP (info) message is not displayed,</li> <li>b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:                             <ol style="list-style-type: none"> <li>1) The FDR failure occurs after pushback but prior to takeoff, or</li> <li>2) The FDR repair was attempted but not successful.</li> </ol> </li> <li>c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</li> <li>d) Repairs are made within 3 flight-days.</li> </ol>	
31-0075	31 IND/RECORD - IPC 1 FAN INOP (Info)	C	May be displayed provided the following messages are not displayed: <ul style="list-style-type: none"> <li>-31 IND/RECORD - IPC 1 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 2 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 3 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 4 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 2 FAN INOP (info),</li> <li>-31 IND/RECORD - IPC 3 FAN INOP (info),</li> <li>-31 IND/RECORD - IPC 4 FAN INOP (info),</li> <li>-IPC 1 FAIL (Caution),</li> <li>-IPC 2 FAIL (Caution),</li> <li>-IPC 3 FAIL (Caution), or</li> <li>-IPC 4 FAIL (Caution).</li> </ul>	
31-0085	31 IND/RECORD - IPC 2 FAN INOP (Info)	C	May be displayed provided the following messages are not displayed: <ul style="list-style-type: none"> <li>-31 IND/RECORD - IPC 1 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 2 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 3 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 4 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 1 FAN INOP (info),</li> <li>-31 IND/RECORD - IPC 3 FAN INOP (info),</li> <li>-31 IND/RECORD - IPC 4 FAN INOP (info),</li> <li>-IPC 1 FAIL (Caution),</li> <li>-IPC 2 FAIL (Caution),</li> <li>-IPC 3 FAIL (Caution), or</li> <li>-IPC 4 FAIL (Caution).</li> </ul>	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
31-0090	31 IND/RECORD - IPC 3 DSM INOP (Info)	B	May be displayed provided the following messages are not displayed: -IPC 1 FAIL (Caution), -IPC 2 FAIL (Caution), -IPC 3 FAIL (Caution), -IPC 4 FAIL (Caution), -31 IND/RECORD - IPC 1 DSM INOP (info), -31 IND/RECORD - IPC 2 DSM INOP (info), -31 IND/RECORD - IPC 4 DSM INOP (info), -31 IND/RECORD - IPC 1 FAN INOP (info), -31 IND/RECORD - IPC 2 FAN INOP (info), -31 IND/RECORD - IPC 3 FAN INOP (info), -31 IND/RECORD - IPC 4 FAN INOP (info), -DCU 1A FAIL (Advisory), -DCU 1B FAIL (Advisory), -DCU 2A FAIL (Advisory), -DCU 2B FAIL (Advisory), -DCU 1 FAIL (Caution), or -DCU 2 FAIL (Caution).  NOTE: Data loading applications hosted on Integrated Processing Cabinet (IPC) 3 and others cannot be accomplished.	
31-0095	31 IND/RECORD - IPC 3 FAN INOP (Info)	C	May be displayed provided the following messages are not displayed: -31 IND/RECORD - IPC 1 DSM INOP (info), -31 IND/RECORD - IPC 2 DSM INOP (info), -31 IND/RECORD - IPC 3 DSM INOP (info), -31 IND/RECORD - IPC 4 DSM INOP (info), -31 IND/RECORD - IPC 1 FAN INOP (info), -31 IND/RECORD - IPC 2 FAN INOP (info), -31 IND/RECORD - IPC 4 FAN INOP (info), -IPC 1 FAIL (Caution), -IPC 2 FAIL (Caution), -IPC 3 FAIL (Caution), or -IPC 4 FAIL (Caution).	

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**TABLE KEY**

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Sequence No.	Item	1	2	Change Bar
31-0100	31 IND/RECORD - IPC 4 DSM INOP (Info)	B	May be displayed provided the following messages are not displayed: -IPC 1 FAIL (Caution), -IPC 2 FAIL (Caution), -IPC 3 FAIL (Caution), -IPC 4 FAIL (Caution), -31 IND/RECORD - IPC 1 DSM INOP (info), -31 IND/RECORD - IPC 2 DSM INOP (info), -31 IND/RECORD - IPC 3 DSM INOP (info), -31 IND/RECORD - IPC 1 FAN INOP (info), -31 IND/RECORD - IPC 2 FAN INOP (info), -31 IND/RECORD - IPC 3 FAN INOP (info), -31 IND/RECORD - IPC 4 FAN INOP (info), -DCU 1A FAIL (Advisory), -DCU 1B FAIL (Advisory), -DCU 2A FAIL (Advisory), -DCU 2B FAIL (Advisory), -DCU 1 FAIL (Caution), or -DCU 2 FAIL (Caution).  NOTE: Data loading applications hosted on Integrated Processing Cabinet (IPC) 4 and others cannot be accomplished.	
31-0105	31 IND/RECORD - IPC 4 FAN INOP (Info)	C	May be displayed provided the following messages are not displayed: -31 IND/RECORD - IPC 1 DSM INOP (info), -31 IND/RECORD - IPC 2 DSM INOP (info), -31 IND/RECORD - IPC 3 DSM INOP (info), -31 IND/RECORD - IPC 4 DSM INOP (info), -31 IND/RECORD - IPC 1 FAN INOP (info), -31 IND/RECORD - IPC 2 FAN INOP (info), -31 IND/RECORD - IPC 3 FAN INOP (info), -IPC 1 FAIL (Caution), -IPC 2 FAIL (Caution), -IPC 3 FAIL (Caution), or -IPC 4 FAIL (Caution).	
31-0120	31 IND/RECORD - LWR DSPL FAN DEGRADED (Info)	C	May be displayed provided Lower Display Unit (DU) is considered inoperative.	
31-0125	31 IND/RECORD - LWR DSPL FAN INOP (Info)	C	May be displayed provided Lower Display Unit (DU) is considered inoperative.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
31-1115	DCU 1B FAIL (Advisory)	B	(O) May be displayed provided: <ol style="list-style-type: none"> <li>a) The following messages are not displayed:                             <ul style="list-style-type: none"> <li>-DCU 1A FAIL (Advisory),</li> <li>-DCU 2A FAIL (Advisory),</li> <li>-DCU 2B FAIL (Advisory),</li> <li>-DCU 1 FAIL (Caution),</li> <li>-DCU 2 FAIL (Caution),</li> <li>-31 IND / RECORD - IPC 1 DSM INOP (Info),</li> <li>-31 IND / RECORD - IPC 2 DSM INOP (Info),</li> <li>-31 IND / RECORD - IPC 3 DSM INOP (Info),</li> <li>-31 IND / RECORD - IPC 4 DSM INOP (Info),</li> <li>-31 IND / RECORD - DCU 1 CHAN A FAN INOP (Info),</li> <li>-31 IND / RECORD - DCU 1 CHAN B FAN INOP (Info),</li> <li>-31 IND / RECORD - DCU 2 CHAN A FAN INOP (Info),</li> <li>-31 IND / RECORD - DCU 2 CHAN B FAN INOP (Info),</li> <li>-22 AUTO FLIGHT - FD 1A INOP (Info),</li> <li>-22 AUTO FLIGHT - FD 2A INOP (Info),</li> <li>or</li> <li>-22 AUTO FLIGHT - FD 2B INOP (Info),</li> </ul> </li> <li>b) Onside Autothrottle is considered inoperative,</li> <li>c) Control Tuning Panels (CTP) are operative, and</li> <li>d) Flight Directors are verified operative on both Primary Flight Displays (PFD).</li> </ol>	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
31-1125	DCU 2A FAIL (Advisory)	B	(O) May be displayed provided: <ol style="list-style-type: none"> <li>a) The following messages are not displayed:                             <ul style="list-style-type: none"> <li>-DCU 1A FAIL (Advisory),</li> <li>-DCU 1B FAIL (Advisory),</li> <li>-DCU 2B FAIL (Advisory),</li> <li>-DCU 1 FAIL (Caution),</li> <li>-DCU 2 FAIL (Caution),</li> <li>-31 IND / RECORD - IPC 1 DSM INOP (Info),</li> <li>-31 IND / RECORD - IPC 2 DSM INOP (Info),</li> <li>-31 IND / RECORD - IPC 3 DSM INOP (Info),</li> <li>-31 IND / RECORD - IPC 4 DSM INOP (Info),</li> <li>-31 IND / RECORD - DCU 1 CHAN A FAN INOP (Info),</li> <li>-31 IND / RECORD - DCU 1 CHAN B FAN INOP (Info),</li> <li>-31 IND / RECORD - DCU 2 CHAN A FAN INOP (Info),</li> <li>-31 IND / RECORD - DCU 2 CHAN B FAN INOP (Info),</li> <li>-22 AUTO FLIGHT - FD 1A INOP (Info),</li> <li>-22 AUTO FLIGHT - FD 1B INOP (Info),</li> <li>or</li> <li>-22 AUTO FLIGHT - FD 2B INOP (Info),</li> </ul> </li> <li>b) Onside Autothrottle is considered inoperative,</li> <li>c) Control Tuning Panels (CTP) are operative, and</li> <li>d) Flight Directors are verified operative on both Primary Flight Displays (PFD).</li> </ol>	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
31-1255	IPC 3 FAIL (Caution)	A	May be displayed provided: <ol style="list-style-type: none"> <li>a) The following messages are not displayed:                             <ul style="list-style-type: none"> <li>-IPC 1 FAIL (Caution),</li> <li>-IPC 2 FAIL (Caution),</li> <li>-IPC 4 FAIL (Caution),</li> <li>-31 IND / RECORD - IPC 1 DSM INOP (Info),</li> <li>-31 IND / RECORD - IPC 2 DSM INOP (Info),</li> <li>-31 IND / RECORD - IPC 3 DSM INOP (Info),</li> <li>-31 IND / RECORD - IPC 4 DSM INOP (Info),</li> <li>-31 IND / RECORD - IPC 1 FAN INOP (Info),</li> <li>-31 IND / RECORD - IPC 2 FAN INOP (Info),</li> <li>-31 IND / RECORD - IPC 3 FAN INOP (Info), or</li> <li>-31 IND / RECORD - IPC 4 FAN INOP (Info),</li> </ul> </li> <li>b) Flight Management System (FMS) 3 is considered inoperative,</li> <li>c) Terrain Awareness Warning System (TAWS) is considered inoperative,</li> <li>d) Head Up display (HUD) 1 and 2 are considered inoperative,</li> <li>e) Synthetic Vision System (SVS) 1 is considered inoperative, and</li> <li>f) Repairs are made within 2 flight-days.</li> </ol>	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
31-1260	IPC 4 FAIL (Caution)	B	May be displayed provided: <ol style="list-style-type: none"> <li>a) The following messages are not displayed:                             <ul style="list-style-type: none"> <li>-IPC 1 FAIL (Caution),</li> <li>-IPC 2 FAIL (Caution),</li> <li>-IPC 3 FAIL (Caution),</li> <li>-31 IND/RECORD - IPC 1 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 2 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 3 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 4 DSM INOP (info),</li> <li>-31 IND/RECORD - IPC 1 FAN INOP (info),</li> <li>-31 IND/RECORD - IPC 2 FAN INOP (info),</li> <li>-31 IND/RECORD - IPC 3 FAN INOP (info), or</li> <li>-31 IND/RECORD - IPC 4 FAN INOP (info),</li> </ul> </li> <li>b) Integrated Flight Information System (IFIS) 3 is considered inoperative,</li> <li>c) Head-Up Display (HUD) 1 and 2 are considered inoperative, and</li> <li>d) Synthetic Vision System (SVS) 2 is considered inoperative.</li> </ol>	
32-0010	32 BRAKE - AUTOBRAKE SWITCH INOP (Info)	C	(O) May be displayed provided AUTOBRAKE selector switch remains in the OFF position.	

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Sequence No.	Item	1	2	Change Bar
32-0020	32 BRAKE - BRAKE TEMP SENSOR INOP (Info)	B	(O) May be Displayed provided AFM (Maximum Allowable Brake Temperature For Takeoff) limitations are observed.	
32-0025	32 BRAKE – GEAR RETRACT BRAKE INOP (Info)	C	May be displayed.	
32-0040	32 GEAR - COMPENSATOR INOP (Info)	B	May be displayed provided: a) None of the following messages are displayed: -29 HYDRAULIC - HYD PTU CKPT SWITCH INOP, -32 GEAR - STEERING CONTROL SYS REDUND LOSS, -HYD PTU FAIL (Advisory), and b) Except for pushback towing, Nose Wheel Steering is not disarmed.	
32-0045	32 GEAR – DOORS CLOSE MAINT PANEL SWITCH REDUND LOSS (Info)	C	May be displayed provided: a) Both Main Landing Gear Inboard Doors are CLOSED, and b) Nose Landing Gear Forward Door is CLOSED.  NOTE: The doors cannot be raised by landing gear door maintenance switch if lowered.	
32-0047	32 GEAR – GEAR/DOOR PROX SENSOR REDUND LOSS (Info)	C	(O) May be displayed provided both Landing Gear and Steering Control Unit (LGSCU) channels are operative.	
32-0048	32 GEAR - GEAR WOW/WOFFW REDUND LOSS (Info)	C	(O) May be displayed provided both Landing Gear and Steering Control Unit (LGSCU) channels are operative.	

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Sequence No.	Item	1	2	Change Bar
32-0110	32 GEAR - PRESS TRANSDUCER REDUND LOSS (Info)	A	(O) May be displayed for one flight provided: a) Both Nose Wheel Steering (NWS) Control System channels are operative, and b) Except for pushback towing, Nose Wheel Steering is not disarmed.  NOTE: This item is applied after pushback towing.	
32-0140	32 GEAR - STEERING CONTROL SYS REDUND LOSS (Info)	C	May be displayed.	
32-0165 ***	32 TIRE PRESS - TIRE PRESS CHECK (Info)	C	(O) May be displayed provided airplane is operated in accordance with the AFM Supplement (Tire Pressure Indication System Dispatch Instructions).	
32-1005	ANTISKID DEGRADED (Caution)	C	(O) May be displayed provided operations are conducted in accordance with AFM Supplement (Dispatch With Anti-Skid System Degraded).	
32-1015	AUTOBRAKE FAIL (Caution)	C	(O) May be displayed provided AUTOBRAKE selector switch remains in the OFF position.	

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Sequence No.	Item	1	2	Change Bar
34-0005	34 NAVIGATION - ADS 1 HEATER REDUND LOSS (Info)		Deleted, Revision 1.	
34-0015	34 NAVIGATION – ADS TAT INOP (Info)	C	May be displayed provided none of the following messages are displayed: -73 ENGINE - L ENG FADEC FAULT 2 (info), -73 ENGINE - R ENG FADEC FAULT 2 (info), -73 ENGINE - L ENG FADEC FAULT 3 (info), or -73 ENGINE - R ENG FADEC FAULT 3 (info).	
34-0020	34 NAVIGATION - ADS 2 HEATER REDUND LOSS (Info)	C	(O) May be displayed.	
34-0065	34 NAVIGATION - ADS SENSE LINE HEATER 1 INOP (Info)	C	May be displayed.	
34-0070	34 NAVIGATION – ADS SENSE LINE HEATER 2 INOP (Info)	C	May be displayed.	
34-0075	34 NAVIGATION - ADS SENSE LINE HEATER 3 INOP (Info)	C	May be displayed.	
34-0080	34 NAVIGATION - ADS SENSE LINE HEATER 4 INOP (Info)	C	May be displayed.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
34-0090	34 NAVIGATION - GNSS 1 INOP (Info)	C	(O) May be displayed provided procedures do not require its use.	
34-0095	34 NAVIGATION - GNSS 2 INOP (Info)	C	(O) May be displayed provided procedures do not require its use.	
34-0100	34 NAVIGATION - HUD FAN INOP (Info)	C	May be displayed.	
34-0115	34 NAVIGATION - L AOA VANE HEATER INOP (Info)	C	(O) May be displayed provided: a) None of the following messages are displayed: -34 NAVIGATION - R AOA VANE HEATER INOP (info), -34 NAVIGATION - R AOA VANE INOP (info), -34 NAVIGATION - R AOA VANE MISCOMPARE (info), and b) Left Angle of Attack (AOA) is deactivated.	
34-0120	34 NAVIGATION - L AOA VANE INOP (Info)	C	(O) May be displayed provided: a) None of the following messages are displayed: -34 NAVIGATION - R AOA VANE INOP (info), -34 NAVIGATION - R AOA VANE MISCOMPARE (info), -34 NAVIGATION - R AOA VANE HEATER INOP (info), and b) Left Angle of Attack (AOA) is deactivated.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
34-0123	34 NAVIGATION - L AOA VANE MISCOMPARE (Info)	C	May be displayed provided none of the following messages are displayed: -34 NAVIGATION - R AOA VANE MISCOMPARE (info), -34 NAVIGATION - R AOA VANE HEATER INOP (info), or -34 NAVIGATION - R AOA VANE INOP (info).	
34-0125	34 NAVIGATION - L HUD FAN INOP (Info)	C	May be displayed.	
34-0135	34 NAVIGATION - R AOA VANE HEATER INOP (Info)	C	(O) May be displayed provided: a) None of the following messages are displayed: -34 NAVIGATION - L AOA VANE INOP (info), -34 NAVIGATION - L AOA VANE MISCOMPARE (info), -34 NAVIGATION - L AOA VANE HEATER INOP (info), and b) Right Angle of Attack (AOA) is deactivated.	
34-0140	34 NAVIGATION - R AOA VANE INOP (Info)	C	(O) May be displayed provided: a) None of the following messages are displayed: -34 NAVIGATION - L AOA VANE INOP (info), -34 NAVIGATION - L AOA VANE MISCOMPARE (info), -34 NAVIGATION - L AOA VANE HEATER INOP (info), and b) Right Angle of Attack (AOA) is deactivated.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
34-0143	34 NAVIGATION – R AOA VANE MISCOMPARE (Info)	C	May be displayed provided none of the following messages are displayed: -34 NAVIGATION - L AOA VANE MISCOMPARE (info), -34 NAVIGATION - L AOA VANE HEATER INOP (info), or -34 NAVIGATION - L AOA VANE INOP (info).	
34-0145	34 NAVIGATION – R HUD FAN INOP (Info)	C	May be displayed.	
34-0155	34 NAVIGATION – TSS FAN INOP (Info)	C	May be displayed.	
34-0160	34 NAVIGATION – WXR L CTRL FAULT (Info)	C	May be displayed provided 34 NAVIGATION - WXR R CTRL FAULT is not displayed.	
34-0165	34 NAVIGATION - WXR L DSPL INOP (Info)	D	May be displayed provided 34 NAVIGATION - WXR R DSPL INOP is not displayed.	
34-0170	34 NAVIGATION – WXR R CTRL FAULT (Info)	C	May be displayed provided 34 NAVIGATION - WXR L CTRL FAULT is not displayed.	
34-0175	34 NAVIGATION – WXR R DSPL INOP (Info)	D	May be displayed provided 34 NAVIGATION - WXR L DSPL INOP (info) is not displayed.	
34-0180	34 NAVIGATION - WXR 4 BUS INOP (Info)	C	May be displayed provided weather radar function is not required by 14 CFR.  NOTE: Any Weather Radar (WXR) modes which are operative may be used.	
34-0185	34 NAVIGATION - XPDR 1 INOP (Info)	B	(O) May be displayed provided none of the following messages are displayed: -XPDR 2 FAIL (Caution), or -34 NAVIGATION - XPDR 2 INOP (Info).	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
34-0190	34 NAVIGATION - XPDR 2 INOP (Info)	D	(O) May be displayed provided none of the following messages are displayed: -XPDR 1 FAIL (Caution), or -34 NAVIGATION - XPDR 1 INOP (info).	
34-1120	IRS 1 FAIL (Advisory)	C	(O) May be displayed provided: a) Left Primary Flight Display (PFD) is manually reverted to IRS 3, b) None of the following messages are displayed: -IRS 2 FAIL (Advisory), -IRS 3 FAIL (Advisory), -27 FLT CTRL - AHRS INOP (info), or -27 FLT CTRL - ISI INPUT INOP (info), c) Integrated Standby Instrument (ISI) attitude indications are operative, and d) Operations do not require its use.	
34-1125	IRS 2 FAIL (Advisory)	C	(O) May be displayed provided: a) Right Primary Flight Display (PFD) is manually reverted to IRS 3, b) None of the following messages are displayed: -IRS 1 FAIL (Advisory), -IRS 3 FAIL (Advisory), -27 FLT CTRL - AHRS INOP (info), or -27 FLT CTRL - ISI INPUT INOP (info), c) Integrated Standby Instrument (ISI) attitude indications are operative, and d) Operations do not require its use.	
34-1130	IRS 3 FAIL (Advisory)	C	May be displayed provided: a) None of the following messages are displayed: -IRS 1 FAIL (Advisory), -IRS 2 FAIL (Advisory), -27 FLT CTRL - AHRS INOP (info), or -27 FLT CTRL - ISI INPUT INOP (info), b) Integrated Standby Instrument (ISI) attitude indications are operative, and c) Operations do not require its use.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
34-1200	RAD ALT 1 FAIL (Advisory)	C	(O) May be displayed provided: a) Operations do not require its use, b) Steep Approach operations are not conducted, c) None of the following messages are displayed: -27 FLT CTRL - PFCC BCU INPUT REDUND LOSS (Info), -27 FLT CTRL - PFCC LGSCU INPUT REDUND LOSS (Info), -27 FLT CTRL – PFCC RAD ALT INPUT REDUND LOSS (info), -32 GEAR - GEAR WOW/WOFFW REDUND LOSS (Info), -32 GEAR - LANDING GEAR SYS REDUND LOSS (info), -ANTISKID DEGRADED (Caution), -RAD ALT 2 FAIL (Advisory), and d) Radio Altimeter System 1 is deactivated.	
34-1210	FMS 1 FAIL (Caution)	C	(O) May be displayed provided none of the following messages are displayed: -FMS 2 FAIL (Caution), or -FMS 3 FAIL (Caution).	
34-1211	FMS 1 FAIL (Caution)		Deleted, Revision 1.	
34-1215	FMS 2 FAIL (Caution)	C	(O) May be displayed provided none of the following messages are displayed: -FMS 1 FAIL (Caution), or -FMS 3 FAIL (Caution).	
34-1216	FMS 2 FAIL (Caution)		Deleted, Revision 1.	
34-1220	FMS 3 FAIL (Caution)	C	(O) May be displayed provided none of the following messages are displayed: -FMS 1 FAIL (Caution), or -FMS 2 FAIL (Caution).	
34-1221	FMS 3 FAIL (Caution)		Deleted, Revision 1.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
34-1230	HUD FAIL (Caution)	C	(O) May be displayed provided alternate procedures are established and used.	
34-1235	HUD FAIL (Caution)	D	May be inoperative provided procedures do not require its use.	
34-1239	L HUD FAIL (Caution)	C	(O) May be displayed provided: a) R HUD FAIL (Caution) message is not displayed, and b) Alternate procedures are established and used.  NOTE: When both L HUD FAIL and R HUD FAIL (Caution) messages are displayed, refer to Section 1.	
34-1240	L HUD FAIL (Caution)	D	May be displayed provided: a) R HUD FAIL (Caution) message is not displayed, and b) Procedures do not require its use.  NOTE: When both L HUD FAIL and R HUD FAIL (Caution) messages are displayed, refer to Section 1.	
34-1244	R HUD FAIL (Caution)	C	(O) May be displayed provided: a) L HUD FAIL (Caution) message is not displayed, and b) Alternate procedures are established and used.  NOTE: When both L HUD FAIL and R HUD FAIL (Caution) messages are displayed, refer to Section 1.	
34-1245	R HUD FAIL (Caution)	D	May be displayed provided: a) L HUD FAIL (Caution) message is not displayed, and b) Procedures do not require its use.  NOTE: When both L HUD FAIL and R HUD FAIL (Caution) messages are displayed, refer to Section 1.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
34-1250	EVS FAIL (Caution)	C	(O) May be inoperative provided Enhanced Vision System (EVS) is deactivated.	
34-1260	SVS FAIL (Caution)	D	May be displayed.	
34-1265	SVS 1 FAIL (Advisory)	D	May be displayed.	
34-1270	SVS 2 FAIL (Advisory)	D	May be displayed.	
34-1275	SVS FAULT (Advisory)	D	May be displayed.  NOTE: Synthetic Vision System (SVS) function is still available.	
34-1277	SVS OBSTACLE FAIL (Advisory)	D	May be displayed.  NOTE: Any other Synthetic Vision System (SVS) mode that is operative may be used.	
34-1280	SVS 1 OBSTACLE FAIL (Advisory)	D	May be displayed.  NOTE: Any other Synthetic Vision System (SVS) mode that is operative may be used.	
34-1285	SVS 2 OBSTACLE FAIL (Advisory)	D	May be displayed.  NOTE: Any other Synthetic Vision System (SVS) mode that is operative may be used.	
34-1290	SVS RUNWAYS FAIL (Advisory)	D	May be displayed.  NOTE: Any other Synthetic Vision System (SVS) mode that is operative may be used.	
34-1295	SVS 1 RUNWAYS FAIL (Advisory)	D	May be displayed.  NOTE: Any other Synthetic Vision System (SVS) mode that is operative may be used.	

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Sequence No.	Item	1	2	Change Bar
34-1300	SVS 2 RUNWAYS FAIL (Advisory)	D	May be displayed.  NOTE: Any other Synthetic Vision System (SVS) mode that is operative may be used.	
34-1310	SMS NOT AVAILABLE (Advisory)	C	(O) May be displayed provided alternate procedures are established and used.	
34-1315	SMS NOT AVAILABLE (Advisory)	D	(O) May be inoperative provided procedures do not require its use.	
34-1320	SMS SHORT RWY INOP (Advisory)	D	May be inoperative provided procedures do not require its use.	
34-1325	SMS SHORT RWY INOP (Advisory)	C	(O) May be displayed provided alternate procedures are established and used.	
34-1340	LX FAIL (Advisory)	D	May be displayed.	
35-1005	OXYGEN LO QTY (Caution)	A	(O) May be displayed for actual low oxygen quantity provided: <ul style="list-style-type: none"> <li>a) Oxygen quantity is checked to be twice as much the above required minimum before each flight,</li> <li>b) EICAS Oxygen Quantity Readout is verified operative before each flight,</li> <li>c) EICAS Oxygen Quantity is monitored during flight, and</li> <li>d) Repairs are made within 1 flight-day.</li> </ul>	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
36-0030	36 BLEED - APS TEMP SENSOR REDUND LOSS (Info)	C	May be displayed.	
36-0045	36 BLEED - L BLEED A/ICE TEMP SENSOR REDUND LOSS (Info)	C	May be displayed.	
36-0050	36 BLEED - L BLEED LOOP ONE ELEMENT INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -21 AIR COND/PRESS - IASC 1B INOP, -21 AIR COND/PRESS - IASC 2B INOP, -21 AIR COND/PRESS - IASC 1B FAULT, or -21 AIR COND/PRESS - IASC 2B FAULT.	
36-0055	36 BLEED - L BLEED MON PRESS SENSOR INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -73 ENGINE - L ENG FADEC FAULT 2, -73 ENGINE - L ENG FADEC FAULT 3, or -21 AIR COND/PRESS - IASC 1 AFD COM LOSS.	



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Sequence No.	Item	1	2	Change Bar
36-0095	36 BLEED - L PRESS SENSOR INOP (Info)	C	(O) May be displayed provided 21 AIR COND / PRESS - L PACK INLET PRESS SENSOR INOP is not displayed.	
36-0100	36 BLEED - R BLEED A/ICE TEMP SENSOR REDUND LOSS (Info)	C	May be displayed.	
36-0105	36 BLEED - R BLEED LOOP ONE ELEMENT INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -21 AIR COND/PRESS - IASC 1B INOP, -21 AIR COND/PRESS - IASC 2B INOP, -21 AIR COND/PRESS - IASC 1B FAULT, or -21 AIR COND/PRESS - IASC 2B FAULT.	
36-0110	36 BLEED - R BLEED MON PRESS SENSOR INOP (Info)	C	(O) May be displayed provided none of the following messages are displayed: -73 ENGINE - R ENG FADEC FAULT 2, -73 ENGINE - R ENG FADEC FAULT 3, or -21 AIR COND/PRESS - IASC 2 AFD COM LOSS.	









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Sequence No.	Item	1	2	Change Bar
36-0155	36 L WING A/ICE FAULT - BLEED A/ICE TEMP SENSOR INOP (Info)	C	(O) May be displayed provided: <ul style="list-style-type: none"> <li>a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,</li> <li>b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,</li> <li>c) Operations are not conducted in known or forecast icing conditions, and</li> <li>d) None of the following messages are displayed:                             <ul style="list-style-type: none"> <li>-30 - ICE AND RAIN PROTECTION – L ICE DETECTOR INOP,</li> <li>-30 - ICE AND RAIN PROTECTION – R ICE DETECTOR INOP,</li> <li>-ICE DETECTOR FAIL (Caution), or</li> <li>-ICE DETECTOR FAULT (Caution).</li> </ul> </li> </ul>	
36-0160	36 R BLEED SYS FAIL - ECS TEMP SENSOR INOP (Info)	A	(O) Except for diversion greater than 60 minutes, may be displayed provided: <ul style="list-style-type: none"> <li>a) Right Bleed Air System is selected OFF,</li> <li>b) Crossbleed Valve (CBV) is operative,</li> <li>c) Right Air Conditioning Pack (R PACK) is selected OFF,</li> <li>d) Recirculation System is operative,</li> <li>e) Wing Ice Protection System (WIPS) is operative,</li> <li>f) AUX PRESS System is verified operative,</li> <li>g) Emergency Ram Air Valve (ERAV) is verified operative,</li> <li>h) APS and FTIS system are considered inoperative,</li> <li>i) Flight is conducted with L PACK operation,</li> <li>j) Operations are not conducted in known or forecast icing conditions,</li> <li>k) APU BLEED switch is in OFF position prior to takeoff,</li> <li>l) Flight is conducted at or below FL 250,</li> <li>m) Both Avionics Bay Fans are operative,</li> <li>n) Forward Rack Fan is operative, and</li> <li>o) Repairs are made within 10 calendar-days.</li> </ul>	





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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
36-0170	36 R WING A/ICE FAULT - BLEED A/ICE TEMP SENSOR INOP (Info)	C	(O) May be displayed provided: a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF, b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, c) Operations are not conducted in known or forecast icing conditions, and d) None of the following messages are displayed: -30 - ICE AND RAIN PROTECTION - L ICE DETECTOR INOP -30 - ICE AND RAIN PROTECTION - R ICE DETECTOR INOP -ICE DETECTOR FAIL (Caution) -ICE DETECTOR FAULT (Caution).	
46-0005	46 INFO SYSTEMS - IMS INOP (Info)	C	(O) May be displayed provided repairs are made in time to maintain database update requirements, or at next scheduled maintenance visit, whichever comes first.  NOTE 1: Any portion of system which operates normally may be used.  NOTE 2: Printer may become unavailable.  NOTE 3: ODL as function of IMS may become unavailable.	
46-0010	AHMU FAULT (Advisory)		Deleted, Revision 1.	
46-0015	WDNU FAULT (Advisory)		Deleted, Revision 1.	
46-0020	SD CARD FAULT (Advisory)		Deleted, Revision 1.	
46-0025	SD CARD PRESENCE (Advisory)		Deleted, Revision 1.	
46-0030	USB FAULT (Advisory)		Deleted, Revision 1.	
46-0035	AHMS BATT PWR RELAY FAULT (Advisory)		Deleted, Revision 1.	

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**TABLE KEY**

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

**CAS Messages**

Sequence No.	Item	1	2	Change Bar
47-0010	47 FUEL TANK INERT - SYS DEGRADED (Info)	A	May be displayed provided repairs are made within 10 calendar-days.	
47-0020	47 FUEL TANK INERT - SYS SHUTDOWN (Info)	A	May be displayed provided repairs are made within 10 calendar-days.	
49-0010	49 APU - APU FADEC REDUND LOSS (Info)	C	May be displayed provided APU FADEC FAIL advisory message is not displayed.	
49-0015	49 APU - APU FUEL SYS REDUND LOSS (Info)	A	(O) May be displayed provided repairs are made within 20 APU hours.	
49-0020	49 APU - APU OIL FILTER IMPENDING BYPASS (Info)	A	May be displayed provided repairs are made within 40 APU hours.	
49-0040	49 APU - APU START SYS REDUND LOSS (Info)	C	(O) May be displayed.  NOTE: APU may not start during cold oil temperature below -20 °C.	   
52-1020	EMERGENCY EXIT (Caution)	C	(O) May be displayed provided associated door is verified CLOSED and LATCHED before each flight.	

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
52-1030	CARGO DOOR (Caution)	C	(O) May be displayed provided: a) Cargo Access Door is verified operative before each flight, b) Cargo Access Door is CLOSED, LATCHED and LOCKED before each flight, c) Cargo Access Door handle is confirmed in the LOCKED position, and d) Cargo Access Door mechanical lock flag indicates LOCKED (green) before each flight.	
52-1031	CARGO DOOR (Caution)	C	(O) May be displayed provided: a) Cargo Access Door is verified operative before each flight, b) Cargo Access Door is CLOSED, LATCHED, and LOCKED before each flight, c) Cargo Access Door external pressure vent panel is verified fully CLOSED before each flight, and d) External handle is verified in fully STOWED position.  NOTE: An Engine may be running when message is displayed. Ensure to follow appropriate safety precautions and shut down the engines when approaching the door.	
52-1070	PASSENGER DOOR (Caution)	C	(O) May be displayed provided: a) Associated door is verified operative before each flight, b) Associated door is CLOSED, LATCHED, and LOCKED before each flight, and c) Associated door mechanical lock flag indicates LOCKED (green) before each flight.  Deleted, Revision 1.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
73-0015	73 ENGINE - L ENG FADEC FAULT 2 (Info)	A	May be displayed provided: a) L REVERSER INHIB (Status) is not displayed, and b) Repairs are made in accordance with times established by engine manufacturer.	
73-0020	73 ENGINE - L ENG FADEC FAULT 3 (Info)	A	May be displayed provided repairs are made in accordance with times established by engine manufacturer.	
73-0040	73 ENGINE - R ENG FADEC FAULT 2 (Info)	A	May be displayed provided: a) R REVERSER INHIB (Status) is not displayed, and b) Repairs are made in accordance with times established by engine manufacturer.	
73-0045	73 ENGINE - R ENG FADEC FAULT 3 (Info)	A	May be displayed provided repairs are made in accordance with times established by engine manufacturer.	
73-0055	L FUEL FLOW DEGRADED (Advisory)	C	(O) May be displayed provided: a) None of the following message is displayed: -R FUEL FLOW DEGRADED (Advisory), or -FUEL QTY DEGRADED (Advisory), b) All fuel tank quantity indications are operative, c) Left engine EICAS Fuel Flow Readout is not used, d) Fuel Used displayed on Fuel Synoptic page is not used, and e) FMS fuel predictions are not used.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
73-0060	R FUEL FLOW DEGRADED (Advisory)	C	(O) May be displayed provided: <ol style="list-style-type: none"> <li>a) None of the following message is displayed:                              -L FUEL FLOW DEGRADED (Advisory), or                              -FUEL QTY DEGRADED (Advisory),</li> <li>b) All fuel tank quantity indications are operative,</li> <li>c) Associated engine EICAS Fuel Flow Readout is not used,</li> <li>d) Fuel Used displayed on Fuel Synoptic page is not used, and</li> <li>e) FMS fuel predictions are not used.</li> </ol>	
74-0005	74 ENGINE - L ENG IGNITION A INOP (Info)	C	May be displayed provided none of the following messages are displayed: -74 ENGINE - L ENG IGNITION B INOP, -74 ENGINE - R ENG IGNITION A INOP, or -74 ENGINE - R ENG IGNITION B INOP.	
74-0010	74 ENGINE - L ENG IGNITION B INOP (Info)	C	May be displayed provided none of the following messages are displayed: -74 ENGINE - L ENG IGNITION A INOP, -74 ENGINE - R ENG IGNITION A INOP, or -74 ENGINE - R ENG IGNITION B INOP.	
74-0015	74 ENGINE - R ENG IGNITION A INOP (Info)	C	May be displayed provided none of the following messages are displayed: -74 ENGINE - L ENG IGNITION A INOP, -74 ENGINE - L ENG IGNITION B INOP, or -74 ENGINE - R ENG IGNITION B INOP.	
74-0020	74 ENGINE - R ENG IGNITION B INOP (Info)	C	May be displayed provided none of the following messages are displayed: -74 ENGINE - L ENG IGNITION A INOP, -74 ENGINE - L ENG IGNITION B INOP, or -74 ENGINE - R ENG IGNITION A INOP.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
75-0020	75 ENGINE - L ENG HPV FAIL CLSD (Info)	A	May be displayed provided: a) None of the following messages is displayed: -R BLEED SYS FAIL (Caution), -36 BLEED - R PRESS SENSOR INOP, -75 ENGINE - R ENG JPSOV FAIL CLSD, or -75 ENGINE - R ENG HPV FAIL CLSD, b) Associated Left Engine Bleed Air System is considered inoperative, and c) Repairs are made within 10 calendar-days.	
75-0030	75 ENGINE - L ENG JPSOV FAIL CLSD (Info)	A	May be displayed provided: a) None of the following messages is displayed: -R BLEED SYS FAIL (Caution), -36 BLEED - R PRESS SENSOR INOP, -75 ENGINE - R ENG JPSOV FAIL CLSD, or -75 ENGINE - R ENG HPV FAIL CLSD, b) Associated Left Engine Bleed Air System is considered inoperative, and c) Repairs are made within 10 calendar-days.	
75-0065	75 ENGINE - R ENG HPV FAIL CLSD (Info)	A	May be displayed provided: a) None of the following messages is displayed: -L BLEED SYS FAIL (Caution), -36 BLEED - L PRESS SENSOR INOP, -75 ENGINE - L ENG JPSOV FAIL CLSD, or -75 ENGINE - L ENG HPV FAIL CLSD, b) Associated Right Engine Bleed Air System is considered inoperative, and c) Repairs are made within 10 calendar-days.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
75-0075	75 ENGINE - R ENG JPSOV FAIL CLSD (Info)	A	May be displayed provided: a) None of the following messages is displayed: -L BLEED SYS FAIL (Caution), -36 BLEED - L PRESS SENSOR INOP, -75 ENGINE - L ENG JPSOV FAIL CLSD or -75 ENGINE - L ENG HPV FAIL CLSD, b) Associated Right Engine Bleed Air System is considered inoperative, and c) Repairs are made within 10 calendar-days.	
77-0005	77 ENGINE - L ENG BEARING 1 ACCEL INOP (Info)	C	May be displayed provided: a) 77 ENGINE - L ENG TURBINE CTR FRAME ACCEL INOP is not displayed, and b) Only one of the following messages may be displayed: -77 ENGINE - R ENG BEARING 1 ACCEL INOP, or -77 ENGINE - R ENG TURBINE CTR FRAME ACCEL INOP.	
77-0010	77 ENGINE - L ENG FUEL FILTER SENSOR INOP (Info)	A	May be displayed provided: a) 77 ENGINE - R ENG FUEL FILTER SENSOR INOP is not displayed, and b) Repairs are made within 19 flight-hours.	
77-0015	77 ENGINE - L ENG FUEL PRESS SENSOR INOP (Info)	C	May be displayed provided: a) None of the following messages are displayed: -77 ENGINE - R ENG FUEL PRESS SENSOR INOP, -L PRI FUEL PUMP FAIL (Caution), or -L AUX FUEL PUMP FAIL (Advisory), and b) All fuel tank fuel quantity indications are operative.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
77-0020	77 ENGINE - L ENG FUEL STRAINER SENSOR INOP (Info)	C	May be displayed provided none of the following messages are displayed: -77 ENGINE - R ENG FUEL STRAINER SENSOR INOP, -77 ENGINE - L ENG FUEL FILTER SENSOR INOP, or -77 ENGINE - R ENG FUEL FILTER SENSOR INOP.	
77-0030	77 ENGINE - L ENG TURBINE CTR FRAME ACCEL INOP (Info)	C	May be displayed provided: a) 77 ENGINE - L ENG BEARING 1 ACCEL INOP is not displayed, and b) Only one of the following messages is displayed: -77 ENGINE - R ENG BEARING 1 ACCEL INOP, or -77 ENGINE - R ENG TURBINE CTR FRAME ACCEL INOP.	
77-0035	77 ENGINE - R ENG BEARING 1 ACCEL INOP (Info)	C	May be displayed provided: a) 77 ENGINE - R ENG TURBINE CTR FRAME ACCEL INOP is not displayed, and b) Only one of the following messages is displayed: -77 ENGINE - L ENG BEARING 1 ACCEL INOP, or -77 ENGINE - L ENG TURBINE CTR FRAME ACCEL INOP.	
77-0040	77 ENGINE - R ENG FUEL FILTER SENSOR INOP (Info)	A	May be displayed provided: a) 77 ENGINE - L ENG FUEL FILTER SENSOR INOP is not displayed, and b) Repairs are made within 19 flight-hours.	

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**TABLE KEY**

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**CAS Messages**

Sequence No.	Item	1	2	Change Bar
77-0045	77 ENGINE - R ENG FUEL PRESS SENSOR INOP (Info)	C	May be displayed provided: a) None of the following messages are displayed: -77 ENGINE - L ENG FUEL PRESS SENSOR INOP, -R PRI FUEL PUMP FAIL (Caution), or -R AUX FUEL PUMP FAIL (Advisory), and b) All fuel tank fuel quantity indications are operative.	
77-0050	77 ENGINE - R ENG FUEL STRAINER SENSOR INOP (Info)	C	May be displayed provided none of the following messages are displayed: -77 ENGINE - L ENG FUEL STRAINER SENSOR INOP, -77 ENGINE - R ENG FUEL FILTER SENSOR INOP, or -77 ENGINE - L ENG FUEL FILTER SENSOR INOP.	
77-0060	77 ENGINE - R ENG TURBINE CTR FRAME ACCEL INOP (Info)	C	May be displayed provided: a) 77 ENGINE - R ENG BEARING 1 ACCEL INOP is not displayed, and b) Only one of the following messages is displayed: -77 ENGINE - L ENG BEARING 1 ACCEL INOP, or -77 ENGINE - L ENG TURBINE CTR FRAME ACCEL INOP.	
79-0015	79 OIL - L ENG OIL FILTER SENSOR INOP (Info)	C	May be displayed provided none of the following messages are displayed: -79 OIL - R ENG OIL FILTER SENSOR INOP, -79 OIL - L ENG OIL CHIP SENSOR INOP, or -79 OIL - L ENG OIL CHIP DETECTED.	
79-0035	79 OIL - R ENG OIL FILTER SENSOR INOP (Info)	C	May be displayed provided none of the following messages are displayed: -79 OIL - L ENG OIL FILTER SENSOR INOP, -79 OIL - R ENG OIL CHIP SENSOR INOP, or -79 OIL - R ENG OIL CHIP DETECTED.	