



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

Master Minimum Equipment List (MMEL)

Revision: 20
Date: 10/25/2019

Bombardier

CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

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REVISION NO. 20

PAGE NO. I

DATE: 10/25/2019

AIRCRAFT:

CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE OF CONTENTS AND CONTROL PAGE

SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	20	10/25/2019
--	Table of Contents and Control Page	I	20	10/25/2019
--	Log of Revisions	II thru VI	20	10/25/2019
--	Highlights of Change	VII thru X	20	10/25/2019
--	Definitions	XI	20	10/25/2019
--	Preamble	XII	20	10/25/2019
--	Guidelines for (M) and (O) Procedures	XIII	20	10/25/2019
21	Air Conditioning	21-1 thru 51	20	10/25/2019
22	Autoflight	22-1 thru 6	20	10/25/2019
23	Communications	23-1 thru 14	20	10/25/2019
24	Electrical Power	24-1 thru 8	20	10/25/2019
25	Equipment/Furnishings	25-1 thru 16	20	10/25/2019
26	Fire Protection	26-1 thru 10	20	10/25/2019
27	Flight Controls	27-1 thru 13	20	10/25/2019
28	Fuel	28-1 thru 17	20	10/25/2019
29	Hydraulic Power	29-1 thru 6	20	10/25/2019
30	Ice and Rain Protection	30-1 thru 13	20	10/25/2019
31	Indicating/Recording Systems	31-1 thru 6	20	10/25/2019
32	Landing Gear	32-1 thru 7	20	10/25/2019
33	Lights	33-1 thru 18	20	10/25/2019
34	Navigation	34-1 thru 9	20	10/25/2019
35	Oxygen	35-1 thru 4	20	10/25/2019
36	Pneumatic	36-1 thru 22	20	10/25/2019
38	Water/Waste	38-1 thru 2	20	10/25/2019
45	Central Maintenance System	45-1	20	10/25/2019
46	Information Systems	46-1	20	10/25/2019
49	Airborne Auxiliary Power	49-1 thru 7	20	10/25/2019
52	Doors	52-1 thru 15	20	10/25/2019
73	Engine Fuel and Control	73-1 thru 2	20	10/25/2019
74	Ignition	74-1	20	10/25/2019
76	Engine Control	76-1	20	10/25/2019
77	Engine Indicating	77-1	20	10/25/2019
78	Engine Exhaust	78-1	20	10/25/2019
79	Engine Oil	79-1 thru 2	20	10/25/2019
80	Starting	80-1	20	10/25/2019

REVISION NO. 20

PAGE NO. II

DATE: 10/25/2019

AIRCRAFT:

CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	05/27/1993	HIGHLIGHTS OF REV., DEFINITIONS, 21-1,21-2,21-3,21-4,22-1,22-2,23-1,23-2,23-3, 24-1,24-2,24-3,25-1,25-2,25-3,25-4,26-1,26-2, 26-3,27-1,28-1,28-2,29-1,29-2,30-1,30-2,30-3, 30-4,30-5,30-6,30-7,31-1,32-1,33-1,33-2,33-3, 33-4,33-5,34-1,34-2,34-3,35-1,35-2,36-1,49-1, 52-1,73-1,74-1,76-1,77-1,78-1,79-1,80-1.
1	07/12/1993	HIGHLIGHTS OF REV., 30-1,30-2,30-3,30-4,30-5,30-6,30-7.
2	01/10/1994	HIGHLIGHTS OF REV., 21-1,21-2,21-3,21-4,21-5,22-1,22-2,23-1,23-2, 23-3,24-1,24-2,24-3,24-4,24-5,24-6,25-1,25-2, 25-3,25-4,26-1,26-2,26-3,27-1,27-2,28-1,28-2, 28-3,28-4,29-1,29-2,30-1,30-2,30-3,30-4,30-5, 30-6,30-7,30-8,31-1,31-2,32-1,33-1,33-2,33-3, 33-4,33-5,34-1,34-2,34-3,34-4,35-1,35-2,35-3, 36-1,36-2,49-1,52-1,52-2,73-1,74-1,76-1,77-1, 78-1,79-1,80-1.
2a	04/28/1994	HIGHLIGHTS OF REV., 34-1,34-2,34-4.
2b	08/09/1995	HIGHLIGHTS OF REV., DEFINITIONS, 22-2,22-3.
2c	04/15/1996	HIGHLIGHTS OF REV., DEFINITIONS, 34-1,34-2,34-3.
3	06/18/1996	HIGHLIGHTS OF REV., DEFINITIONS, 21-1,21-2,21-3,21-4,21-5,21-6,21-7,21-8,22-3, 23-1,23-2,23-3,23-4,24-1,24-2,24-3,24-4,24-5, 24-6,24-7,25-1,25-2,25-3,25-4,25-5,25-6,26-1, 26-2,26-3,26-4,27-2,27-3,28-1,28-2,28-3,28-4, 28-5,28-6,29-1,29-2,30-1,30-2,30-3,30-4,30-5, 30-6,30-7,30-8,30-9,31-2,32-1,32-2,32-3,33-1, 33-2,33-3,33-4,33-5,33-6,34-1,34-2,34-3,34-4, 34-5,36-1,36-2,73-1,74-1.
4	11/27/1996	HIGHLIGHTS OF REV., DEFINITIONS, 24-1,24-3,24-4,24-5,31-1,31-2.

REVISION NO. 20

PAGE NO. III

DATE: 10/25/2019

AIRCRAFT:

LOG OF REVISIONS

CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

REV NO.	DATE	PAGE NO.
5	05/01/2000	HIGHLIGHTS OF REV., 21-1,21-2,21-3,21-4,21-5,21-6,21-7,21-8,21-9, 21-10,21-11,22-1,22-2,22-3,22-4,23-1,23-2,23-3, 23-4,23-5,24-1,24-2,24-3,24-4,24-5,24-6,24-7, 24-8,24-9,24-10,25-1,25-2,25-3,25-4,25-5,25-6, 26-1,26-2,26-3,26-4,26-5,26-6,27-1,27-2,27-3, 27-4,27-5,27-6,28-1,28-2,28-3,28-4,28-5,28-6, 28-7,28-8,28-9,29-1,29-2,29-3,30-1,30-2,30-3, 30-4,30-5,30-6,30-7,30-8,30-9,30-10,31-1,31-2, 31-3,32-1,32-2,32-3,32-4,33-1,33-2,33-3,33-4, 33-5,33-6,34-1,34-2,34-3,34-4,34-5,34-6,35-1, 35-2,35-3,35-4,36-1,36-2,38-1,45-1,49-1,49-2, 49-3,52-1,52-2,52-3,52-4,73-1,74-1,74-2,76-1, 77-1,78-1,79-1,80-1.
6	05/25/2000	HIGHLIGHTS OF REV., DEFINITIONS, 24-1,24-2,24-3,24-4,24-5,24-6,24-7,24-8,24-9, 24-10,30-1,30-2,30-3,30-4,30-5,30-6,30-7,30-8, 30-10,52-1,52-2,52-3.
7	04/30/2001	HIGHLIGHTS OF REV., DEFINITIONS, 21-1,21-2,21-3,21-4,21-5,21-6,21-7,21-8,21-9, 21-10,21-11,21-12,21-13,21-14,21-15,21-16, 21-17,21-18,21-19,21-20,21-21,21-22,21-23, 21-24,21-25,22-1,22-2,22-3,22-4,23-1,23-2,23-3, 23-4,23-5,23-6,23-7,23-8,24-1,24-2,24-3,24-4, 24-5,24-6,24-7,24-8,24-9,24-10,25-1,25-2,25-3, 25-4,25-5,25-6,25-7,25-8,25-9,25-10,25-11, 25-12,26-1,26-2,26-3,26-4,26-5,26-6,26-7,26-8, 26-9,26-10,27-1,27-2,27-3,27-4,27-5,27-6,28-1, 28-2,28-3,28-4,28-5,28-6,28-7,28-8,28-9,28-10, 28-11,28-12,28-13,28-14,28-15,28-16,28-17,29-1, 29-2,29-3,30-1,30-2,30-3,30-4,30-5,30-6,30-7, 30-8,30-9,30-10,30-11,30-12,31-1,31-2,31-3, 31-4,32-1,32-2,32-3,32-4,33-1,33-2,33-3,33-4, 33-5,33-6,33-7,33-8,34-1,34-2,34-3,34-4,34-5, 34-6,34-7,34-8,34-9,34-10,35-1,35-2,35-3,35-4, 36-1,36-2,36-3,36-4,38-1,38-2,49-1,49-2,49-3, 49-4,49-5,52-1,52-2,52-3,52-4,52-5,73-1,74-1, 74-2,76-1,77-1,78-1,79-1,80-1.
8	08/28/2001	HIGHLIGHTS OF REV., DEFINITIONS, 24-1,24-2,24-3,24-4,24-5,24-6,24-7,24-8,24-9, 30-1,30-2,30-3,30-4,30-5,30-6,30-7,30-8,30-9, 30-10,30-11,30-12,33-1,33-2,33-3,33-4,33-5, 33-6,33-7,33-8,33-9,36-1,36-2,36-3,36-4,49-1, 49-2,49-3,49-4,49-5.

REVISION NO. 20

PAGE NO. IV

DATE: 10/25/2019

AIRCRAFT:

CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
9	01/24/2002	HIGHLIGHTS OF REV., DEFINITIONS, 26-1,26-6,73-1,73-2.
10	12/04/2002	HIGHLIGHTS OF REV., DEFINITIONS, 21-1,21-2,21-3,21-4,21-5,21-6,21-7,21-8,21-9, 21-10,21-11,21-12,21-13,21-14,21-15,21-16, 21-17,21-18,21-19,21-20,21-21,21-22,21-23, 21-24,21-25,21-26,21-27,21-28,21-29,21-30, 21-31,21-32,21-33,21-34,21-35,21-36,21-37,22-2, 22-3,22-4,23-1,23-2,23-3,23-4,23-5,23-6,23-7, 23-8,24-1,24-2,24-3,24-4,24-5,24-6,24-7,24-8, 24-9,24-10,24-11,24-12,24-13,24-14,24-15,24-16, 25-1,25-2,25-3,25-4,25-5,25-6,25-7,25-8,25-9, 25-10,25-11,25-12,25-13,25-14,26-1,26-2,26-3, 26-4,26-5,26-6,26-7,26-8,26-9,26-10,26-11, 26-12,27-1,27-2,27-3,27-4,27-5,27-6,27-7,27-8, 27-9,27-10,27-11,28-1,28-2,28-3,28-4,28-5,28-6, 28-7,28-8,28-9,28-10,28-11,28-12,28-13,28-14, 28-15,28-16,28-17,28-18,28-19,28-20,28-21,29-1, 29-2,30-1,30-2,30-3,30-4,30-5,30-6,30-7,30-8, 30-9,30-10,30-11,30-12,30-13,31-1,31-2,31-3, 31-4,31-5,32-1,32-2,32-3,32-4,32-5,32-6,32-7, 33-1,33-2,33-3,33-4,33-5,33-6,33-7,33-8,33-9, 34-1,34-2,34-3,34-4,34-5,34-6,34-7,34-8,34-9, 34-10,35-1,35-2,35-3,35-4,36-1,36-2,36-3,36-4, 36-5,36-6,36-7,36-8,36-9,38-1,38-2,49-1,49-2, 49-3,49-4,49-5,49-6,52-1,52-2,52-3,52-4,52-5, 52-6,52-7,73-1,73-2,74-1,74-2,76-1,77-1,78-1, 79-1,80-1.
11	09/22/2003	HIGHLIGHTS OF REV., DEFINITIONS, 21-1,21-2,21-3,21-5,21-6,21-8,21-9,21-10,21-11, 21-13,21-14,21-15,21-16,21-17,21-18,21-19, 21-20,21-21,21-22,21-23,21-24,21-25,21-26, 21-27,21-28,21-29,21-30,21-31,21-32,21-33, 21-34,21-35,21-36,21-37,21-38,21-39,21-40, 21-41,21-42,21-43,21-44,21-45,21-46,22-2,22-3, 22-4,25-1,25-10,25-11,25-12,25-13,25-14,27-1, 27-2,27-3,27-4,27-5,27-6,27-7,27-8,27-9,27-10, 27-11,27-12,27-13,27-14,27-15,29-1,29-2,29-3, 31-1,31-2,31-3,31-4,31-5,32-1,32-2,32-3,32-4, 32-5,32-6,32-7,32-8,33-1,33-2,33-3,33-4,33-5, 33-6,33-7,33-8,33-9,33-10,36-1,36-2,36-3,36-4, 36-5,36-6,36-7,36-8,36-9,36-10,36-11,36-12, 36-13,36-14,36-15,36-16,49-1,49-2,49-3,49-4, 49-5,49-6,52-1,52-2,52-3,52-4,52-5,52-6,52-7, 52-8,74-2,78-1.

REVISION NO. 20

PAGE NO. V

DATE: 10/25/2019

AIRCRAFT:

CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
13	09/28/2004	HIGHLIGHTS OF REV., DEFINITIONS, 33-2,33-3,33-4,33-5,33-6,33-7,33-8,33-9,33-10, 33-11,33-12,33-13,33-14,33-15,33-16,34-3,34-4, 34-5,34-7,34-8,34-9,34-10.
13a	11/30/2004	HIGHLIGHTS OF REV., DEFINITIONS, 33-10,34-3,34-4,34-5,34-7,34-8,34-10.
14	11/23/2005	ALL.
15	09/07/2006	TABLE OF CONTENTS, HIGHLIGHTS OF REV., DEFINITIONS 21-6, 23-1, 23-8, 23-9, 24-1, 24-3, 24-4, 24-13, 25-3, 25-8, 25-9, 25-11, 25-12, 25-13, 25-14, 27-4, 27-8, 28-2, 28-3, 28-4 28-5, 28-6, 28-7, 28-8, 28-9, 28-10, 28-11, 28-12, 28-13, 28-14, 28-15, 28-16, 29-5, 30-12, 31-2, 33-8, 33-16, 34-8, 35-1, 49-1, 49-2, 73-1, 74-1, 79-1.
15a	03/07/2007	HIGHLIGHTS OF REV., 28-9.
15b	03/14/2007	HIGHLIGHTS OF REV., 21-3.
16	02/25/2008	HIGHLIGHTS OF REV., 21-5, 21-6, 21-8, 21-27, 23-10, 24-4, 24-5, 24-13, 25-4, 25-6, 25-11, 25-13, 25-14, 27-1, 27-4, 27-6, 27-7, 28-1, 28-2, 28-8, 28-9, 28-11, 28-12, 28-13, 29-1, 29-4, 32-5, 33-3, 33-4, 49-1, 49-2, 49-3, 52-7, 73-2, 74-1, 74-2.
16a	06/10/2008	HIGHLIGHTS OF REV., 27-4, 29-1, 32-5, 32-6, 34-5, 49-2, 49-3.
16b	07/13/2009	TABLE OF CONTENTS, HIGHLIGHTS OF REV., 23-10, 23-11, 23-12, 24-1, 24-2, 27-3, 27-4, 27-5.
17	04/21/2010	HIGHLIGHTS OF REV., 21-8, 21-9, 21-23, 21-26, 22-3, 23-6, 23-7, 24-1, 24-2, 24-3, 24-4, 24-13, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-13, 25-14, 26-1, 26-2, 26-3, 27-1, 27-4, 27-10, 28-11, 28-15, 29-1, 29-4, 30-5, 30-10, 32-6, 34-1, 34-3, 34-8, 34-9, 35-1, 36-5, 46-1, 49-1, 49-2, 49-3, 52-7, 74-2, 78-1, 79-1.
18	07/09/2012	ALL.

REVISION NO. 20

PAGE NO. VI

DATE: 10/25/2019

AIRCRAFT:

CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
19	09/30/2016	Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, Preamble, 21-12, 21-13, 21-14, 21-16, 21-17, 21-19, 21-20, 21-27, 21-28, 21-35, 21-36, 22-1, 22-3, 22-4, 22-5, 22-6. 23-5, 23-6, 23-8, 23-9, 23-10, 23-11, 23-12, 23-13, 23-14, 24-1, 24-3, 25-1, 25-2, 25-7, 25-8, 25-11, 25-12, 27-4, 27-5, 27-10, 29-1, 29-2, 29-4, 30-1, 30-3, 30-4, 30-5, 31-2, 31-3, 32-7, 34-6, 34-9, 34-10, 35-3, 36-1, 36-2, 36-3, 36-4, 36-5, 36-6, 36-7, 36-10, 36-11, 36-12, 36-13, 36-14, 36-15, 36-16, 36-17, 36-18, 38-2, 52-1, 52-2, 52-4, 52-5, 52-6, 52-7, 52-8, 52-9, 52-10, 52-11, 52-12, 73-2.
20	10/25/2019	ALL.

REVISION NO. 20
 DATE: 10/25/2019

PAGE NO. VII

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

HIGHLIGHTS OF CHANGE

The following are the Highlights of Changes for **Revision 20**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 02/20/2018.

PAGE NO.	EXPLANATION OF CHANGE
GENERAL	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion.
THROUGHOUT	Item names changed/updated to include "600-2C10, 600-2C11". (Pages: 21-1 thru 12, 21-14 thru 16, 21-26 thru 27, 21-35 thru 36, 21-38, 21-46 thru 48, 21-50, 22-1, 22-3 thru 5, 23-6, 23-10 thru 11, 23-13, 24-1 thru 5, 24-8, 25-11 thru 12, 26-1, 26-4 thru 9, 27-1, 27-5 thru 9, 27-12, 28-1, 28-3 thru 11, 28-13 thru 14, 28-16 thru 17, 29-2, 29-4 thru 6, 30-1 thru 7, 30-9 thru 10, 30-13, 31-4, 32-2 thru 7, 33-1, 33-4 thru 7, 33-12 thru 13, 34-1, 34-5, 34-7, 34-9, 35-1, 36-1, 36-4, 36-6 thru 7, 36-12 thru 22, 49-1 thru 2, 49-4 thru 7, 52-2 thru 4, 52-8 thru 9, 52-12 thru 14, 73-1, 74-1, 76-1, 79-1 thru 2, 80-1).
ATA 21 Air Conditioning 21-14 thru 22 21-19 thru 22	Item 21-51-01: Expanding operating temperature envelope at lower altitudes (ISA +35). Item 21-51-01: Category change from B to C.
ATA 23 Communications 23-1 23-12	Item 22-01: Relief removed. Item 23-72-01: New relief introduced for Flight Deck Door Visual Surveillance System.
ATA 24 Electrical Power 24-3 24-7	Item 24-31-01: Removed (M) procedure from subitem 2). Item 24-42-01: New relief introduced for external DC power service panel (light functions only).

REVISION NO. 20
 DATE: 10/25/2019

PAGE NO. VIII

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 25 Equipment/Furnishings 25-3 25-9 25-13 25-16	Item: 25-12-01: Added subitem 1) and 2). Item: 25-23-01: Replaced (M) with (O) procedure. Item 51-04-02: Relief for subitem b) revised. Item 70-01: Repair category updated per Policy Letter 116.
ATA 26 Fire Protection 26-6	Item 26-23-01: NOTE added for the Portable Fire Extinguisher installation brackets.
ATA 30 Ice and Rain Protection 30-11	Item 30-41-02: New relief introduced for LH Side Window Anti-Ice System.
ATA 31 Indicating/Recording Systems 31-5	Item 41-02: Added subitems 1) thru 11).
ATA 32 Landing Gear 32-3	Item 32-31-01: Added NOTE for the LDG GEAR lever.
ATA 33 Lights 33-1 33-6 33-7 33-7	Item 33-11-01: Harmonization of text from 14 CFR part 91, § 91.209 – Aircraft Lights. Replaced “at night” with “from sunset to sunrise”. Also added NOTE 1 & 2. Item 33-41-01: Harmonization of text from 14 CFR part 91, § 91.209 – Aircraft Lights. Replaced “at night” with “from sunset to sunrise”. Item 33-41-02: Harmonization of text from 14 CFR part 91, § 91.209 – Aircraft Lights. Replaced “at night” with “from sunset to sunrise”. Item 33-42-01: Harmonization of text from 14 CFR part 91, § 91.209 – Aircraft Lights. Replaced “at night” with “from sunset to sunrise”.

REVISION NO. 20
 DATE: 10/25/2019

PAGE NO. IX

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
33-8	Item 33-43-01: Harmonization of text from 14 CFR part 91, § 91.209 – Aircraft Lights. Replaced “at night” with “from sunset to sunrise”.
33-8	Item 33-44-01: Harmonization of text from 14 CFR part 91, § 91.209 – Aircraft Lights. Replaced “at night” with “from sunset to sunrise”.
33-18	Item 33-51-02: Harmonization of text from 14 CFR part 91, § 91.209 – Aircraft Lights. Replaced “at night” with “from sunset to sunrise”.
ATA 34 Navigation	
34-1	Item 34-12-01: Added new subitem 3) for ISI STD Button.
34-1	Item 34-13-01: New relief introduced for Speed Ref Knob (Air Data Reference Panel).
34-1	Item 34-13-02: New relief introduced for Air Data Ref Panel SPEED REFS knob.
34-3	Item 34-25-01: Deleted relief for Source Select Panel Switches.
34-5	Item 42-01-05: Added relief to sub-item 5.
34-9	Item 61-01-01: Revised relief.
ATA 35 Oxygen	
35-4	Item 31-01: Revised relief.
35-4	Item 31-02: Revised proviso name.
ATA 36 Pneumatic	
36-10 and 11	Item 36-21-01: Subitem 1) is separated for left/right in subitems 1) and 2). Subitems 2) and 3) are renumbered to 3) and 4).
ATA 52 Doors	
52-5	Item 51-01: Updated 14 CFR reference in item name.
	Item 51-02: Revised proviso from 5 flight days to 2 flight days.
52-5 thru 7	Item 51-02: Updated 14 CFR reference in item name.
52-8	Item 51-03: Revised proviso from 5 flight-days to 2 flight-days.

REVISION NO. 20

PAGE NO. X

DATE: 10/25/2019

AIRCRAFT:

CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
52-8 and 9	Item 51-03: Updated 14 CFR reference in item name.
52-9	Item 51-03: Revised proviso from 3 flight-days to 2 flight-days.
ATA 74 Ignition	
74-1	Item 74-11-01: Deleted NOTE from subitem 1b).
ATA 80 Starting	
80-1	Item 80-11-01: Typo correction, the ATA number was missing for the Starter Air Valves.

REVISION NO. 20

PAGE NO. XI

DATE: 10/25/2019

AIRCRAFT:

CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

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.

REVISION NO. 20

PAGE NO. XII

DATE: 10/25/2019

AIRCRAFT:

CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

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.

REVISION NO. 20

PAGE NO. XIII

DATE: 10/25/2019

AIRCRAFT:

CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

GUIDELINES FOR (M) AND (O) PROCEDURES

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operations Procedures for the minimum equipment list (MEL) CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25 (M) and (O) Procedures, published by Bombardier.

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Recirculation Fans					
1)	600-2C10, 600-2C11	C	2	0	(M) May be inoperative provided affected fan(s) is deactivated.	
2)	600-2D15, 600-2D24	C	2	0	(M) May be inoperative provided: a) Affected fan(s) is deactivated, b) Inlet cargo air SOV is operative or secured CLOSED, c) AIR CONDITIONING cargo switch is selected OFF, and d) Live animals are not carried in cargo compartment.	
3)	600-2E25	C	2	0	(M)(O) May be inoperative provided: a) Affected fan(s) is deactivated, and b) Both air conditioning packs are operative.	
23-01	FWD Exhaust Fan					
1)	Galley (600-2B19)	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, and b) AFT exhaust fan is considered inoperative.	
2)	Galley (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M) May be inoperative provided fan is deactivated.	
3) ***	Galley/Lavatory (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M) May be inoperative provided fan is deactivated.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
23-02	AFT Exhaust Fan (Lavatory)					
1)	600-2B19	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, and b) FWD exhaust fan is considered inoperative.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	1	0	(M) May be inoperative provided fan is deactivated.	
24-01	ARINC Supply Fans (Avionics Cooling) (600-2B19)	C	2	1	(M) One may be inoperative provided: a) Exhaust fan (avionics cooling) is verified operative, and b) One air conditioning pack is verified operative. NOTE: Utilization of equipment in the avionics bay without air conditioning and fans should be avoided during ground operation.	
24-02	Display Cooling Fans					
1)	600-2B19	C	3	2	(M) One may be inoperative provided remaining display cooling fans are verified operative.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	2	1	(M)(O) One may be inoperative provided display check valve is verified operative.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
24-03	Exhaust Fan (Avionics Cooling)					
1)	600-2B19	C	1	0	(M) May be inoperative provided: a) Both ARINC supply fans are verified operative, b) Two display cooling fans are verified operative, and c) Both air conditioning packs are verified operative.	
2)	600-2C10, 600-2C11 with ModSum 670T10548 (Dual Fan) 600-2D15, 600-2D24, 600-2E25	C	2	1	(M) May be inoperative provided one air conditioning pack is operative.	
24-04	Display Units Cooling Air SOV (600-2B19)	C	1	0	(M) May be inoperative provided SOV is deactivated and secured OPEN.	
24-05	Inboard Exhaust SOV (600-2B19)	C	1	0	(M) May be inoperative provided SOV is deactivated and secured OPEN.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
24-06	Overboard Exhaust SOV (Avionics Cooling) (600-2B19)					
1)	Without SB 601R-52-001 (Enlarged Vent Flap)	C	1	0	(M)(O) May be inoperative OPEN provided: a) SOV is secured OPEN, b) Operations are conducted unpressurized at or below 10,000 ft MSL, and c) Extended overwater operations are prohibited.	
2)	With SB 601R-52-001 (Enlarged Vent Flap)	C	1	0	(M)(O) May be inoperative OPEN provided: a) SOV is secured OPEN, b) Operations are conducted unpressurized at or below 10,000 ft MSL, and c) Extended overwater operations are prohibited.	
3)	With SB 601R-52-001 (Enlarged Vent Flap)	C	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Inboard exhaust SOV is secured OPEN, c) Both air conditioning packs are operative, d) Service door locking mechanism is verified operative, e) Service door is CLOSED, LATCHED, and LOCKED, and f) Passenger door and service door indication systems are operative.	
24-07	Ground Valve (Avionics Cooling) (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M) May be inoperative CLOSED.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Automatic Cabin Pressurization Controllers					
1)	600-2B19	C	2	1	One may be inoperative provided cabin pressure acquisition module (CPAM) of cabin pressure monitoring subsystem is operative.	
		C	2	0	(O) May be inoperative provided: a) Cabin pressure acquisition module (CPAM) of cabin pressure monitoring subsystem is operative, b) Operations are conducted unpressurized at or below 10,000 ft MSL, and c) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	2	1	(O) One may be inoperative provided: a) Manual control system is verified operative, and b) Cabin pressure controller panel (CPCP) pressure monitoring function of cabin pressure monitoring subsystem is operative.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Automatic Cabin Pressurization Controllers (Cont'd)					
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25 (Cont'd)	C	2	0	(O) Both may be inoperative provided: <ul style="list-style-type: none"> a) Cabin pressure controller panel (CPCP) pressure monitoring function of cabin pressure monitoring subsystem is operative, b) Operations are conducted unpressurized at or below 10,000 ft MSL, c) Procedures are established and used to ensure the cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and d) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching. <p>NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</p>	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
31-02	EMER DEPRESS Switch Guard					
1)	600-2B19	C	1	0	May be inoperative or missing provided: a) Both air conditioning packs are operative, and b) Operations are conducted at or below FL 250.	
		C	1	0	(O) May be inoperative or missing provided operations are conducted unpressurized at or below 10,000 ft MSL.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24	C	1	0	May be inoperative or missing provided: a) Both air conditioning packs are operative, and b) Operations are conducted at or below 15,000 ft MSL.	
		C	1	0	(O) May be inoperative or missing provided: a) Operations are conducted unpressurized at or below 10,000 ft MSL, and b) Procedures are established and used to ensure the cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.	
3)	600-2E25	C	1	0		
NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
31-03	Cabin Pressure Control Manual Mode (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	May be inoperative provided outflow valve is considered inoperative.	
1)	MAN ALT Switch	C	1	0	(O) May be inoperative provided: a) Pressure control is not selected to MAN, b) EMER DEPRESS switch is selected ON, c) Operations are conducted unpressurized at or below 10,000 ft MSL, d) Extended overwater operations are prohibited, and e) Procedures are established and used to ensure the cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
32-01	Outflow Valves					
1)	600-2B19	C	2	0	(M)(O) Both may be inoperative provided: a) Affected valve(s) is secured OPEN, b) Overboard exhaust SOV (avionics cooling) is secured OPEN, c) Operations are conducted unpressurized at or below 10,000 ft MSL, d) Extended overwater operations are prohibited, and e) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching.	
2)	600-2C10, 600-2C11	B	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured OPEN, b) Operations are conducted unpressurized at or below 10,000 ft MSL, and c) Procedures are established and used to ensure the cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
32-01	Outflow Valves (Cont'd)					
3)	600-2D15, 600-2D24, 600-2E25	B	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured OPEN, b) Floatation valve is checked for integrity, c) Operations are conducted unpressurized at or below 10,000 ft MSL, and d) Procedures are established and used to ensure the cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
32-02	Floatation Valve (600-2C10, 600-2C11 with ModSum MM670T11933)	B	1	0	(M) May be inoperative provided valve is removed.	

REVISION NO. 20

PAGE NO. 21-11

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
33-01	Cabin Pressure Monitoring Subsystem					
	Cabin Pressure Acquisition Module (CPAM) (600-2B19)	C	1	0	(M) May be inoperative provided: a) Both automatic cabin pressurization controllers are operative, and b) Operations are conducted at or below FL 300.	
	Cabin Pressure Control Panel (CPCP) Pressure Monitoring Function (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	A	1	0	(O) May be inoperative provided: a) Both automatic cabin pressure controllers are operative, b) Emergency depress system is verified operative, c) Operations are conducted at or below FL 300, and d) Repairs are made within 1 flight-day.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Galley Heating System (600-2B19 with SB 601R-25-012 or SB 601R-25-033, and SB 601R-25-034), (600-2C10, 600-2C11 without ASB 670BA-21-011, or 600-2C10, 600-2C11 with ASB 670BA-21-011 and SB 670BA-21-013), (600-2D15), (600-2D24 without ASB 670BA-21-011, or 600-2D24 with ASB 670BA-21-011 and SB 670BA-21-013) or (600-2C10, 600-2C11, 600-2D15, 600-2D24 with ModSum 670T82406 or 670T040476), (600-2E25)	C	1	0	(M) May be inoperative provided system is deactivated.	
1)	Fan (600-2B19)	C	1	0	May be inoperative provided: a) Galley heating fan switch is selected OFF, and b) Galley heating #1 switch is selected OFF.	
2)	Heater #1 (600-2B19)	C	1	0	May be inoperative provided galley heating #1 switch is selected OFF.	
3)	Heater #2 (600-2B19)	C	1	0	May be inoperative provided galley heating #2 switch is selected OFF.	
50-01 ***	Ground Air Conditioning Connector Cover	B	1	0	(M) May be inoperative or missing provided: a) Connector check valve is verified CLOSED, b) Operations are conducted at or below FL 250, and c) Extended overwater operations are prohibited.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Packs					
1)	600-2B19	C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 250, and c) Ram air SOV is verified operative.	
		C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Operations are conducted at or below FL 250, and c) Ram air SOV is either verified operative or deactivated OPEN.	
		C	2	0	(M)(O) Both may be inoperative provided: a) Both packs are selected OFF, b) Operations are conducted unpressurized at or below 10,000 ft MSL, c) Ram air SOV is either verified operative or deactivated OPEN, d) EMER DEPRESS switch is selected ON, e) Overboard exhaust SOV (avionics cooling) is secured OPEN, and f) Extended overwater operations are prohibited.	
					NOTE: Ground operations should be limited at ambient temperatures greater than 30 °C to prolong service life of avionics components.	
					(Continued)	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Packs (Cont'd)					
2)	600-2C10, 600-2C11	C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 310, c) Ram air SOV is either verified operative or deactivated OPEN, d) Ground operation for left air conditioning pack is conducted using APU bleed, e) Ground operations are not conducted in known or forecast icing conditions, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
		C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 310, c) Ram air SOV is either verified operative or deactivated OPEN, d) Ground operation for left air conditioning pack is conducted using engine bleed, e) Operation is limited to temperature below ISA+35, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Packs (Cont'd)					
2)	600-2C10, 600-2C11 (Cont'd)	C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Operations are conducted at or below FL 310, c) Ram air SOV is either verified operative or deactivated OPEN, d) Ground operation for right air conditioning pack is conducted using APU bleed, e) Ground operations are not conducted in known or forecast icing conditions, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
		C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Operations are conducted at or below FL 310, c) Ram air SOV is either verified operative or deactivated OPEN, d) Ground operation for right air conditioning pack is conducted using engine bleed, e) Operation is limited to temperature below ISA+35, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Packs (Cont'd)					
2)	600-2C10, 600-2C11 (Cont'd)	C	2	0	(O) Both may be inoperative provided: a) Both packs are selected OFF, b) Ram air SOV is either verified operative or deactivated OPEN, c) Operations are conducted unpressurized at or below 10,000 ft MSL, d) Procedures are established and used to ensure the cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and e) Extended overwater operations are prohibited. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Packs (Cont'd)					
3)	600-2D15, 600-2D24	C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 250, c) Ram air SOV is either verified operative or deactivated OPEN, d) Ground operation for left air conditioning pack is conducted using APU bleed, e) Ground operations are not conducted in known or forecast icing conditions, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
		C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Operations are conducted at or below FL 250, c) Ram air SOV is either verified operative or deactivated OPEN, d) Ground operation for left air conditioning pack is conducted using engine bleed, e) Operation is limited to temperature below ISA+35, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Packs (Cont'd)					
3)	600-2D15, 600-2D24 (Cont'd)	C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Operations are conducted at or below FL 250, c) Ram air SOV is either verified operative or deactivated OPEN, and d) Ground operation for right air conditioning pack is conducted using APU bleed, e) Ground operations are not conducted in known or forecast icing conditions, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	
		C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Operations are conducted at or below FL 250, c) Ram air SOV is either verified operative or deactivated OPEN, d) Ground operation for right air conditioning pack is conducted using engine bleed, e) Operation is limited to temperature below ISA+35, and f) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative).	

(Continued)

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Packs (Cont'd)					
3)	600-2D15, 600-2D24 (Cont'd)	C	2	1	(O) RH pack may be inoperative provided: <ol style="list-style-type: none"> a) RH pack is selected OFF, b) Operations are conducted at or below FL 310, c) Maximum number of cabin occupants (including flight attendants) is equal to or less than 82, d) Ram air SOV is either verified operative or deactivated OPEN, e) Ground operation for left air conditioning pack is conducted using engine bleed, f) Operation is limited to temperature below ISA+35, g) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative), and h) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Airplane Dispatch in Single Pack Configuration). 	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Packs (Cont'd)					
3)	600-2D15, 600-2D24 (Cont'd)	C	2	1	(O) LH pack may be inoperative provided: <ol style="list-style-type: none"> a) LH pack is selected OFF, b) Operations are conducted at or below FL 310, c) Maximum number of cabin occupants (including flight attendants) is equal to or less than 82, d) Ram air SOV is either verified operative or deactivated OPEN, e) Ground operation for right air conditioning pack is conducted using APU bleed, f) Ground operations are not conducted in known or forecast icing conditions, g) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative), and h) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Airplane Dispatch in Single Pack Configuration). 	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Packs (Cont'd)					
3)	600-2D15, 600-2D24 (Cont'd)	C	2	1	(O) LH pack may be inoperative provided: <ul style="list-style-type: none"> a) LH pack is selected OFF, b) Operations are conducted at or below FL 310, c) Maximum number of cabin occupants (including flight attendants) is equal to or less than 82, d) Ram air SOV is either verified operative or deactivated OPEN, e) Ground operation for right air conditioning pack is conducted using engine bleed, f) Operation is limited to temperature below ISA+35, g) Operations are conducted in accordance with AFM Supplement (Operations with Airplane Systems Inoperative), and h) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Airplane Dispatch in Single Pack Configuration). 	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Packs (Cont'd)					
3)	600-2D15, 600-2D24 (Cont'd)	C	2	0	(O) Both may be inoperative provided: a) Both packs are selected OFF, b) Ram air SOV is either verified operative or deactivated OPEN, c) Inlet cargo air SOV is operative or secured CLOSED, d) AIR CONDITIONING cargo switch is selected OFF, e) Live animals are not carried in cargo compartment, f) Operations are conducted unpressurized at or below 10,000 ft MSL, g) Procedures are established and used to ensure the cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and h) Extended overwater operations are prohibited. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which can be used as ballast.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Packs (Cont'd)					
4)	600-2E25	C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Ram air SOV is verified operative, c) Operations are conducted at or below FL 250, d) Ground operation for left air conditioning pack is conducted using APU bleed, e) Ground operations are not conducted in known or forecast icing conditions, and f) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).	
		C	2	1	(O) RH pack may be inoperative provided: a) RH pack is selected OFF, b) Ram air SOV is verified operative, c) Operations are conducted at or below FL 250, d) Ground operation for left air conditioning pack is conducted using engine bleed, e) Ground operation is limited to temperature below ISA+10, and f) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Packs (Cont'd)					
4)	600-2E25 (Cont'd)	C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Ram air SOV is verified operative, c) Operations are conducted at or below FL 250, d) Ground operation for right air conditioning pack is conducted using APU bleed, e) Ground operations are not conducted in known or forecast icing conditions, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
		C	2	1	(O) LH pack may be inoperative provided: a) LH pack is selected OFF, b) Ram air SOV is verified operative, c) Operations are conducted at or below FL 250, d) Ground operation for right air conditioning pack is conducted using engine bleed, e) Ground operation is limited to temperature below ISA+10, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Flow Control Valve (FCV)					
1)	600-2C10, 600-2C11	C	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Opposite air conditioning pack is operative, d) Operations are conducted at or below FL 310, e) Ram air SOV is either verified operative or deactivated OPEN, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
		C	2	1	(M)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Opposite air conditioning pack is operative, d) Operations are conducted at or below FL 310, e) Ram air SOV is verified operative, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Flow Control Valve (FCV)					
1)	600-2C10, 600-2C11 (Cont'd)	C	2	0	(M)(O) Both FCVs may be inoperative provided: <ul style="list-style-type: none"> a) Both valves are secured CLOSED, b) Both air conditioning packs are selected OFF, c) Ram air SOV is either verified operative or deactivated OPEN, d) Operations are conducted unpressurized at or below 10,000 ft MSL, e) Procedures are established and used to ensure the cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and f) Extended overwater operations are prohibited. <p>NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</p>	
(Continued)						

REVISION NO. 20

PAGE NO. 21-28

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Flow Control Valve (FCV) (Cont'd)					
2)	600-2D15, 600-2D24	C	2	1	(M)(O) RH FCV may be inoperative provided: <ol style="list-style-type: none"> a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Opposite air conditioning pack is operative, d) Operations are conducted at or below FL 250, e) Ram air SOV is either verified operative or deactivated OPEN, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). 	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Flow Control Valve (FCV) (Cont'd)					
2)	600-2D15, 600-2D24 (Cont'd)	B	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Opposite air conditioning pack is operative, d) Operations are conducted at or below FL 310, e) Maximum number of cabin occupants (including flight attendants) is equal to or less than 82, f) Ram air SOV is either verified operative or deactivated OPEN, g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and h) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Airplane Dispatch in Single Pack Configuration).	
(Continued)						

REVISION NO. 20

PAGE NO. 21-30

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Flow Control Valve (FCV) (Cont'd)					
2)	600-2D15, 600-2D24 (Cont'd)	C	2	1	(M)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Opposite air conditioning pack is operative, d) Operations are conducted at or below FL 250, e) Ram air SOV is verified operative, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
					(Continued)	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Flow Control Valve (FCV) (Cont'd)					
2)	600-2D15, 600-2D24 (Cont'd)	B	2	1	(M)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Opposite air conditioning pack is operative, d) Operations are conducted at or below FL 310, e) Maximum number of cabin occupants (including flight attendants) is equal to or less than 82, f) Ram air SOV is verified operative, g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and h) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Airplane Dispatch in Single Pack Configuration).	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Flow Control Valve (FCV) (Cont'd)					
2)	600-2D15, 600-2D24 (Cont'd)	C	2	0	(M)(O) Both FCVs may be inoperative provided: <ol style="list-style-type: none"> a) Both valves are secured CLOSED, b) Both air conditioning packs are selected OFF, c) Ram air SOV is either verified operative or deactivated OPEN, d) Inlet cargo air SOV is operative or secured CLOSED, e) AIR CONDITIONING cargo switch is selected OFF, f) Live animals are not carried in cargo compartment, g) Operations are conducted unpressurized at or below 10,000 ft MSL, h) Procedures are established and used to ensure the cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and i) Extended overwater operations are prohibited. <p>NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.</p>	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Flow Control Valve (FCV) (Cont'd)					
3)	600-2E25	C	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Ram air SOV is verified operative, d) Operations are conducted at or below FL 250, e) Ground operation for left air conditioning pack is conducted using APU bleed, f) Ground operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).	
		C	2	1	(M)(O) RH FCV may be inoperative provided: a) Valve is secured CLOSED, b) RH pack is selected OFF, c) Ram air SOV is verified operative, d) Operations are conducted at or below FL 250, e) Ground operation for left air conditioning pack is conducted using engine bleed, f) Ground operation is limited to temperature below ISA+10, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).	

(Continued)

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Flow Control Valve (FCV) (Cont'd)					
3)	600-2E25 (Cont'd)	C	2	1	(M)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Ram air SOV is verified operative, d) Operations are conducted at or below FL 250, e) Ground operation for right air conditioning pack is conducted using APU bleed, f) Ground operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).	
		C	2	1	(M)(O) LH FCV may be inoperative provided: a) Valve is secured CLOSED, b) LH pack is selected OFF, c) Ram air SOV is verified operative, d) Operations are conducted at or below FL 250, e) Ground operation for right air conditioning pack is conducted using engine bleed, f) Ground operation is limited to temperature below ISA+10, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-03	Air Conditioning Pack "FAULT/OFF" Switch Lights (Light Function Only)	C	2	0		
51-04	Air Conditioning System					
1)	600-2C10, 600-2C11, 600-2D15, 600-2D24	C	1	1	(M) System redundancy may be degraded as indicated by "L PACK FAULT" and/or "R PACK FAULT" status message(s) provided: a) Associated pack discharge pressure sensor(s) is verified operative once each flight-day, and b) Automatic mode of the associated cockpit/cabin temperature control system is operative and associated MAN mode is not selected. NOTE: Pack discharge temperature readout(s) and/or cockpit TEMP readout(s) and/or cabin TEMP readout(s) and/or cockpit SEL readout(s) and/or cabin SEL readout(s) may be replaced by amber dashes on the EICAS ECS synoptic page.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-04	Air Conditioning System (Cont'd)					
2)	600-2E25	C	1	1	(M) System redundancy may be degraded as indicated by "L PACK FAULT" and/or "R PACK FAULT" status message(s) provided: <ul style="list-style-type: none"> a) Associated pack discharge pressure sensor(s) is verified operative once each flight-day, b) Automatic mode of the associated cockpit/cabin temperature control system is operative and associated MAN mode is not selected, and c) Both air conditioning packs are selected ON. NOTE: Pack discharge temperature readout(s) and/or cockpit TEMP readout(s) and/or cabin TEMP readout(s) and/or cockpit SEL readout(s) and/or cabin SEL readout(s) may be replaced by amber dashes on the EICAS ECS Synoptic page.	
3)	600-2C10, 600-2C11, 600-2D15, 600-2D24	C	1	1	System redundancy may be degraded as indicated by "L PACK FAULT" and/or "R PACK FAULT" status messages provided the associated air conditioning pack(s) is considered inoperative.	
4)	600-2E25	C	1	1	System redundancy may be degraded as indicated by "L PACK FAULT" or "R PACK FAULT" status message provided the associated air conditioning pack is considered inoperative.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-05	Pack Supply Pressure Indication (600-2B19)	C	2	0	(O) NOTE: Pack supply pressure readout on the EICAS ECS synoptic page may show amber dashes and the pack flowline may show black with white outlines.	
52-01	Ram Air SOV					
1)	600-2B19	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram air SOV is deactivated OPEN, b) RH air conditioning pack is operative, c) LH air conditioning pack is selected OFF, and d) Operations are conducted at or below FL 250. NOTE: Ground operations should be limited at ambient temperatures greater than 30 °C to prolong service life of avionics components.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Ram Air SOV (Cont'd)					
1)	600-2B19 (Cont'd)	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram air SOV is deactivated OPEN, b) LH air conditioning pack is selected OFF, c) Operations are conducted unpressurized at or below 10,000 ft MSL, d) EMER DEPRESS switch is selected ON, e) Overboard exhaust SOV (avionics cooling) is secured OPEN, and f) Extended overwater operations are prohibited. NOTE: Ground operations should be limited at ambient temperatures greater than 30 °C to prolong service life of avionics components.	
2)	600-2C10, 600-2C11	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram air SOV is deactivated OPEN, b) LH air conditioning pack is operative, c) RH air conditioning pack is selected OFF, d) Operations are conducted at or below FL 310, and e) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Ram Air SOV (Cont'd)					
2)	600-2C10, 600-2C11 (Cont'd)	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram air SOV is deactivated OPEN, b) RH and LH air conditioning pack are selected OFF, c) Operations are conducted unpressurized at or below 10,000 ft MSL, d) Procedures are established and used to ensure the cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and e) EMER DEPRESS switch is selected ON. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
(Continued)						

REVISION NO. 20

PAGE NO. 21-40

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Ram Air SOV (Cont'd)					
3)	600-2D15, 600-2D24	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram air SOV is deactivated OPEN, b) LH air conditioning pack is operative, c) RH air conditioning pack is selected OFF, d) Operations are conducted at or below FL 250, and e) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Ram Air SOV (Cont'd)					
3)	600-2D15, 600-2D24 (Cont'd)	B	1	0	(M)(O) May be inoperative OPEN provided: a) Ram air SOV is deactivated OPEN, b) LH air conditioning pack is operative, c) RH air conditioning pack is selected OFF, d) Operations are conducted at or below FL 310, e) Maximum number of cabin occupants (including flight attendants) is equal to or less than 82, f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Airplane Dispatch in Single Pack Configuration).	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Ram Air SOV (Cont'd)					
3)	600-2D15, 600-2D24 (Cont'd)	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram air SOV is deactivated OPEN, b) RH and LH air conditioning packs are selected OFF, c) Inlet cargo air SOV is operative or secured CLOSED, d) AIR CONDITIONING cargo switch is selected OFF, e) Live animals are not carried in cargo compartment, f) Operations are conducted unpressurized at or below 10,000 ft MSL, g) Procedures are established and used to ensure the cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits, and h) EMER DEPRESS switch is selected ON. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Ram Air SOV (Cont'd)					
4)	600-2E25	C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram air SOV is deactivated OPEN, b) LH air conditioning pack is operative, c) RH air conditioning pack is selected OFF, d) Operations are conducted at or below FL 250, e) Ground operation for left air conditioning pack is conducted using APU bleed, f) Ground operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).	
		C	1	0	(M)(O) May be inoperative OPEN provided: a) Ram air SOV is deactivated OPEN, b) LH air conditioning pack is operative, c) RH air conditioning pack is selected OFF, d) Operations are conducted at or below FL 250, e) Ground operation for left air conditioning pack is conducted using engine bleed, f) Ground operation is limited to temperature below ISA+10, and g) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Single Pack Operation).	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-02	Air Conditioning Panel RAM AIR "OPEN" Switch Light (Light Function Only)	C	1	0		
52-03	Ram Air Regulating Valve (RARV)					
1)	600-2D15, 600-2D24, 600-2E25	C	2	1	One may be inoperative provided associated air conditioning pack is considered inoperative.	
2)	600-2D15, 600-2D24	C	2	0	Both may be inoperative provided both air conditioning packs are considered inoperative.	
55-01 ***	Cargo Conditioned Air SOV (600-2B19)	D	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING cargo switch is selected OFF.	
		D	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING cargo switch is selected OFF, and b) Procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
55-02 ***	Cargo Fan (600-2B19)	D	1	0	(M) May be inoperative provided live animals are not carried in cargo compartment.	
55-03 1) ***	Cargo Exhaust SOV 600-2B19	D	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING cargo switch is selected OFF.	
		D	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING cargo switch is selected OFF, and b) Procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
55-03	Cargo Exhaust SOV (Cont'd)					
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in aft cargo compartment, and c) AIR CONDITIONING cargo switch is selected OFF.	
		C	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING cargo switch is selected OFF, and b) Procedures are established and used to ensure the aft cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
55-04	Cargo Air SOV					
1) ***	Recirculated (600-2B19)	D	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in cargo compartment, and c) AIR CONDITIONING cargo switch is selected to COND AIR or OFF.	
		D	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING cargo switch is selected OFF, and b) Procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
2)	Inlet (600-2C10, 600-2C11)	C	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in aft cargo compartment, and c) AIR CONDITIONING cargo switch is selected OFF.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
55-04	Cargo Air SOV (Cont'd)					
2)	Inlet (600-2C10, 600-2C11) (Cont'd)	C	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING cargo switch is selected OFF, and b) Procedures are established and used to ensure the aft cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
3)	Inlet (600-2D15, 600-2D24, 600-2E25)	C	1	0	(M) May be inoperative CLOSED provided: a) SOV is secured CLOSED, b) Live animals are not carried in aft cargo compartment, and c) AIR CONDITIONING cargo switch is selected OFF.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
55-04	Cargo Air SOV (Cont'd)					
3)	Inlet (600-2D15, 600-2D24, 600-2E25) (Cont'd)	C	1	0	May be inoperative OPEN provided: a) AIR CONDITIONING cargo switch is selected OFF, b) Both recirculation fans are operative, c) Both air conditioning packs are operative, d) Both flow control valves are operative, e) Both pressure regulating SOVs are operative, f) Both high pressure valves are operative, and g) Procedures are established and used to ensure the aft cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
55-05 ***	AFT Cargo Compartment Temperature Control System					
1)	600-2B19	D	1	0	May be inoperative provided: a) Live animals are not carried in cargo compartment, and b) AIR CONDITIONING cargo switch is selected to FAN or OFF.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	D	1	0	May be inoperative provided: a) Live animals are not carried in cargo compartment, and b) AIR CONDITIONING cargo switch is selected to AIR or OFF.	
61-01	Cabin/Cockpit Temperature Control Systems	C	2	1	(O) One may be inoperative provided associated air conditioning pack is considered inoperative.	
1)	Automatic Mode	C	2	1	(M) One automatic control may be inoperative provided: a) Associated manual control is operative, and b) Associated duct temperature indication is operative.	
		C	2	0	(M) Both automatic controls may be inoperative provided: a) Both manual controls are operative, and b) Both duct temperature indications are operative.	
(Continued)						

<p>AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Cabin/Cockpit Temperature Control Systems (Cont'd)					
2)	Manual Mode	C	2	1	(M) One manual control may be inoperative provided: <ol style="list-style-type: none"> a) Associated automatic control is operative, and b) Associated duct temperature indication is operative. 	
		C	2	0	(M) Both manual controls may be inoperative provided: <ol style="list-style-type: none"> a) Both automatic controls are operative, and b) Both duct temperature indications are operative. 	
61-02	EICAS "CABIN TEMP" Indication (600-2B19)	C	1	0		
1)	Upper Cabin Temperature Sensor (A/C with SB 601R-21-039)	D	1	0	May be inoperative provided indication is switched to lower cabin temperature sensor.	
2)	Lower Cabin Temperature Sensor (A/C with SB 601R-21-039)	D	1	0	May be inoperative provided indication is switched to upper cabin temperature sensor.	
61-03	Duct Temperature Indications (COCKPIT and CABIN) (600-2B19)	C	2	0	Both may be inoperative provided associated cockpit and/or cabin automatic temperature control mode is operative.	
61-04	Air Conditioning Panel CKPT/CABIN Temperature Control "MAN" Switch Lights (Light Function Only)	C	2	0		

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Autopilot System	B	1	0	Except where enroute operations or approach procedures require its use, may be inoperative provided altitude alerting system is operative. NOTE 1: Autopilot is required for RVSM operations. NOTE 2: Relief for inoperative individual flight guidance operational modes is provided by item 22-10-02, Flight Directors.	
10-02	Flight Directors	B	2	1	(O) Except where enroute operations or approach procedures require its use, may be inoperative provided autopilot is considered inoperative. NOTE 1: Windshear escape guidance function will be available from the remaining flight director. NOTE 2: The TOGA switches will not be affected by the inoperative flight director.	
1)	600-2B19, 600-2C10, 600-2C11, 600-2D15, 600-2D24	B	2	0	(O) Except where enroute operations or approach procedures require its use, may be inoperative provided: a) Autopilot is considered inoperative, and b) TOGA switches are considered inoperative. NOTE: Windshear escape guidance will be inoperative. However, all remaining windshear functions will be available.	

(Continued)

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Flight Directors (Cont'd)					
2)	600-2E25	A	2	0	(O) Except where enroute operations or approach procedures require its use, may be inoperative provided: <ul style="list-style-type: none"> a) Autopilot is considered inoperative, b) TOGA switches are considered inoperative, c) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and d) Repairs are made within 1 flight-day. NOTE: Windshear escape guidance will be inoperative. However, all remaining windshear functions will be available.	
3)	Flight Director Modes	C	-	-	Except where enroute operations or approach procedures require its use, individual flight director modes may be inoperative provided altitude alerting system is operative. NOTE 1: Flight director altitude hold mode is required for RVSM operations. NOTE 2: Any flight director mode which operates normally may be used.	
11-01	Autopilot Disconnect Switches (Control Wheel)	C	2	1	(O) May be inoperative provided the autopilot is not utilized at less than initial approach altitude.	
		C	2	0	(O) May be inoperative provided autopilot system is considered inoperative.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-02	Flight Director Sync Switches	C	2	0		
11-03	Takeoff/Go-Around (TOGA) Switches (On Thrust Levers)					
1)	600-2B19, 600-2C10, 600-2C11, 600-2D15, 600-2D24	C	2	0	(O) Both may be inoperative provided alternate procedures are established and used. NOTE 1: All normal flight director modes are available. NOTE 2: Windshear escape guidance is not affected by the loss of the TOGA function and remains operative during the approach and takeoff phases of flight.	
2)	600-2E25	C	2	0	(O) Both may be inoperative provided: a) Alternate procedures are established and used, and b) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). NOTE 1: All normal flight director modes are available. NOTE 2: Windshear escape guidance is not affected by the loss of the TOGA function and remains operative during the approach and takeoff phases of flight.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
12-01	V-Speed Auto-Synchronization System	C	1	0	May be inoperative provided V-speed settings are made manually by each pilot.	
12-02	Integrated Avionics Processor System (IAPS) Input/Output Concentrator (IOC)					
1)	600-2B19	C	4	3	(M) One IAPS IOC may be inoperative provided remaining IOCs are verified operative before the first flight of the day. NOTE 1: "IAPS DEGRADED" status message will be displayed on EICAS. NOTE 2: Although takeoff configuration warning system remains operative, "T/O CONFIG OK" advisory message is inhibited.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	4	3	(M)(O) One IAPS IOC may be inoperative provided remaining IOCs are verified operative before the first flight of the day. NOTE: "IAPS DEGRADED" status message will be displayed on EICAS.	
21-01	Mach Trim System	C	1	0	Except where enroute operations require its use, may be inoperative provided operations are conducted at or below 250 KIAS/.7 M when autopilot is disengaged.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Yaw Dampers					
1)	(600-2C10, 600-2C11, 600-2D15, 600-2D24)					
a)	Without Modsum 670T122231 or SB 670BA-22-007	C	2	2	Must be operative for dispatch.	
b)	With Modsum 670T122231 or SB 670BA-22-007	C	2	1	(M) May be inoperative provided the affected damper is verified not engaged.	
2)	(600-2E25)	C	2	1	(M) May be inoperative provided the affected yaw damper is verified not engaged.	
30-01	Autothrottle System (600-2B19 with STC ST01698NY)	C	1	0	(M) May be inoperative provided the autothrottle system is deactivated.	
		D	1	0	(M) May be inoperative provided: a) Autothrottle system is deactivated, and b) Routine procedures do not require its use.	
1)	Autothrottle Disconnect Pushbutton Switch (On Thrust Lever)	C	2	1	(O) May be inoperative provided the engage/disengage pushbutton switch is verified operative.	
		C	2	0	May be inoperative provided the autothrottle system is considered inoperative.	
(Continued)						

REVISION NO. 20

PAGE NO. 22-6

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Autothrottle System (600-2B19 with STC ST01698NY) (Cont'd)					
2)	Autothrottle Mode Status Display (MSD)	C	2	1	May be inoperative on the non-flying pilot side and autothrottle system is not used on that side.	
		C	2	0	May be inoperative provided the autothrottle system is considered inoperative.	
3)	Autothrottle Engage LED Annunciator	C	2	1		
		C	2	0	May be inoperative provided the mode status display (MSD) on the flying pilot side is operative.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
11-01	VHF Communication Systems	D	-	-	Any in excess of those required by regulations may be inoperative provided it is not powered by the battery bus and not required for emergency procedures.	
12-01 ***	HF Communication Systems	D	-	-	Any in excess of those required by regulations may be inoperative.	
21-01 ***	Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
	Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
22-02 ***	Automatic Flight Information System (AFIS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any portion of system which operates normally may be used.	
22-03 ***	Printer	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided routine procedures do not require its use.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Passenger Address System	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 call switch lights and flight attendant audio alerting system of crewmember interphone system are operative. NOTE: Any station function(s) that operates normally may be used.	
1)	Passenger Address "PA" Switch Lights (Interphone Control Unit and Flight Attendant Stations) (Light Function Only)	C	-	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant call switch lights and flight attendant audio alerting system of crewmember interphone system are operative. NOTE: Any station function(s) that operates normally may be used.	
2)	Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
31-02	Flight Attendant Handsets	B	-	1	(O) May be inoperative provided: a) Operative handset is located at an operative flight attendant seat assembly, and b) Alternate communication procedures for affected flight attendant station are established and used. NOTE: Any handset function(s) that operates normally may be used.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
32-01 ***	Prerecorded Announcement and Boarding Music System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
40-01	Crewmember Interphone System					
1)	Interphone Voice Communication Function					
a)	Flight Deck to Cabin (Audio Control Panel(s) to Cabin)	B	3	1	(O) May be inoperative provided: a) Either pilot or co-pilot flight deck to cabin interphone voice communication function (two-way) operates normally, and b) Alternate procedures for communication with cabin are established and used. NOTE: Any station function(s) that operates normally may be used.	
b)	Cabin to Flight Deck (Flight Attendant Station(s) to Flight Deck)	B	-	1	(O) May be inoperative provided: a) Cabin to flight deck interphone voice communication function (two-way) operates normally at least at one flight attendant station, b) Unaffected flight attendant station(s) has an operative flight attendant seat assembly, c) Unaffected flight attendant station(s) has an operative flight attendant handset, and d) Alternate communication procedures for the affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	

(Continued)

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Crewmember Interphone System (Cont'd)					
1)	Interphone Voice Communication Function (Cont'd)					
c)	Cabin to Cabin (Flight Attendant Station(s) to Flight Attendant Station(s))	B	-	0	(O) May be inoperative provided alternate communication procedures for the affected flight attendant station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	
d)	Flight Deck to Ground (Audio Control Panel(s) to Ground)					
i)	Large Turbojet Powered Airplanes Operating under Part 121	C	3	1	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Pilot or co-pilot audio control panel service interphone function operates normally.	
		B	3	0	(O) May be inoperative provided alternate procedures are established and used.	
ii)	All other Aircraft/Operations	C	3	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	3	0	May be inoperative provided procedures do not require its use.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Crewmember Interphone System (Cont'd)					
1)	Interphone Voice Communication Function (Cont'd)					
e)	Ground to Flight Deck (Maintenance Interphone Station(s) to Flight Deck)					
i)	Large Turbojet Powered Airplanes Operating under Part 121	C	4	1	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) External AC service panel service interphone jacks operate normally.	
		B	4	0	(O) May be inoperative provided alternate procedures are established and used.	
ii)	All other Aircraft/Operations	C	4	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	4	0	May be inoperative provided procedures do not require its use.	
2)	Interphone Alerting Function					
a)	Flight Deck Call Switch Lights ("CALL" and "EMER") (600-2B19)	B	2	0	May be inoperative provided the flight compartment audio alerting system (chime) is operative. NOTE 1: Flight deck audio alerting system (chime) must always be operative. NOTE 2: Any flight deck call switch light function(s) that operates normally may be used.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Crewmember Interphone System (Cont'd)					
2)	Interphone Alerting Function (Cont'd)					
b)	Flight Deck Call Switch Lights ("CALL" and "EMER") (Light Function Only) (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	B	2	0	May be inoperative provided the flight compartment audio alerting system (chime) is operative. NOTE 1: Flight deck audio alerting system (chime) must always be operative. NOTE 2: Any flight deck call switch light function(s) that operates normally may be used.	
c)	Flight Attendant Call Switch Lights ("ATT", "FLT", and "EMG") (Light Function Only)	B	3	0	(O) May be inoperative provided: a) Passenger address system is operative, and b) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishings (NEF). NOTE 2: Any flight attendant call switch light function(s) that operates normally may be used.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Crewmember Interphone System (Cont'd)					
2)	Interphone Alerting Function (Cont'd)					
d)	Mid Cabin Flight Attendant Call Lights (Cockpit, Lavatory, Cabin)	B	6	0	(O) May be inoperative provided passenger address system is operative. NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishings (NEF). NOTE 2: Any flight attendant call switch light function(s) that operates normally may be used.	
e)	Flight Attendant Audio Alerting System (Chime)	B	1	0	(O) May be inoperative provided: a) Passenger address system is operative, and b) Alternate procedures for contacting flight attendants are established and used. NOTE: Passenger to attendant call system is considered nonessential equipment and furnishings (NEF).	
f)	Mechanic Call Switch Lights (CKPT "CALL" and MECH "CALL")	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided procedures do not require its use. NOTE: Any mechanic call switch light function(s) that operates normally may be used.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Handheld Microphones					
1)	Holder of an Air Carrier or Commercial Operator Certificate	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	-	Any in excess of those required by regulations may be inoperative.	
2)	Operator other than a Holder of an Air Carrier or Commercial Operator Certificate	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	-	Any in excess of those required by regulations may be inoperative.	
51-02	RT/IC Switches					
1)	Pilot/Co-pilot's RT/IC Switches	C	4	2	Two may be inoperative provided: a) Switch is not failed in transmit mode, b) One RT/IC switch operates normally for each crewmember, and c) Handheld microphone on affected side is operative.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-02	RT/IC Switches (Cont'd)					
2)	Observer's RT/IC Switch	A	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Switch is not failed in transmit mode, b) Seat is acceptable to the FAA inspector for the performance of official duties, c) Required minimum safety equipment (oxygen and safety belt) is available, and d) Repairs are made within 2 flight-days. <p>NOTE 1: These provisos are intended to provide for occupancy of the above seats by a FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.</p> <p>NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat.</p>	
51-03	Flight Compartment Speakers	C	2	0	Both may be inoperative provided all flightcrew members on flight deck duty utilize headsets.	

<p>AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-04	Boom Microphones					
1)	Holder of an Air Carrier or Commercial Operator Certificate	A	-	0	May be inoperative provided: a) Associated handheld microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
2)	Operator other than a Holder of an Air Carrier or Commercial Operator Certificate	A	-	0	May be inoperative provided: a) Associated handheld microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
51-05	Headsets (600-2B19 with both SBs 601R-23-004 and 601R-34-013), (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)					
1)	Holder of an Air Carrier or Commercial Operator Certificate	C	-	1	May be inoperative provided associated flight compartment speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
a)	Active Noise Cancelling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-05	Headsets (600-2B19 with both SBs 601R-23-004 and 601R-34-013), (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25) (Cont'd)					
2)	Operator other than a Holder of an Air Carrier or Commercial Operator Certificate	C	-	1	May be inoperative provided associated flight compartment speaker operates normally.	
a)	Active Noise Cancelling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
51-06	Observer's Audio Control Panel	A	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Seat is acceptable to the FAA inspector for the performance of official duties, b) Required minimum safety equipment (oxygen and safety belt) is available, and c) Repairs are made within 2 flight-days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
71-01	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight data recorder is operative, and b) Repairs are made within 3 flight-days.	
1) ***	Independent Power Source	C	1	0		
72-01 ***	Flight Deck Door Visual Surveillance System					
1)	Cockpit Door Surveillance System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days.	
					NOTE: Any portion of the system which operates normally may be used.	
		B	1	0	(O) May be inoperative provided: a) Flight deck door viewing port operates normally, and b) Alternate procedures are established and used.	
					NOTE: Any portion of the system which operates normally may be used.	
		D	1	0	(M) May be inoperative provided procedures do not require its use.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
81-01	#2 Radio Tuning Unit (RTU)					
1)	(600-2B19), (600-2C10, 600-2C11, 600-2D15, 600-2D24 without ModSum 670T122173 or 670T31608)	C	1	0	May be inoperative provided: a) COM/NAV standby tuning unit is operative, b) Cross-side tuning from RTU #1 is operative, c) For single HF installation, operations do not require the use of HF, and d) RTU #2 is de-selected using its RTU INHIBIT switch to ensure cross-side tuning by RTU #1.	
		C	1	0	(O) May be inoperative provided: a) Backup tuning control on at least one FMS is operative, b) Cross-side tuning from RTU #1 is operative, c) For single HF installation, operations do not require the use of HF, and d) RTU #2 is de-selected using its RTU INHIBIT switch to ensure cross-side tuning by RTU #1.	
2)	(600-2C10, 600-2C11, 600-2D15, 600-2D24 with ModSum 670T122173 or 670T31608), (600-2E25)	C	1	0	(O) May be inoperative provided: a) Cross-side tuning from RTU #1 is operative, b) Backup tuning control on at least one FMS is operative, c) For single HF installation, operations do not require the use of HF, and d) RTU #2 is de-selected using its RTU INHIBIT switch to ensure cross-side tuning by RTU #1.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
82-01	COM/NAV Standby Tuning Unit (600-2B19), (600-2C10, 600-2C11, 600-2D15, 600-2D24 without ModSum 670T122173 or 670T31608)	C	1	0	May be inoperative provided RTU #2 is operative.	
		C	1	0	(O) May be inoperative provided: a) Backup tuning control on at least one FMS is operative, and b) FMS TUNE INHIBIT switch is operative.	
82-02	FMS TUNE INHIBIT Switch	C	1	0	May be inoperative in ON (INHIBIT) position provided both RTUs are operative. NOTE: Tuning function of the FMS will be inhibited. FMS navigation performance may be degraded if GPS is not available.	
1)	(600-2B19), (600-2C10, 600-2C11, 600-2D15, 600-2D24 without ModSum 670T122173 or 670T31608)	C	1	0	May be inoperative in ON (INHIBIT) position provided COM/NAV standby tuning unit is operative. NOTE: Tuning function of the FMS will be inhibited. FMS navigation performance may be degraded if GPS is not available.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Integrated Drive Generator (IDG) Systems					
1)	Constant Speed Drives (CSD) (600-2B19)	A	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Respective GEN 1/2 switch is selected to OFF/RESET, b) Respective IDG is disconnected, c) APU generator is operated continuously throughout flight, d) AFM performance corrections for APU ON are applied, e) APU battery and APU battery charger system is operative, f) Cross-side hydraulic motor pump (ACMP) is selected ON, g) Same side hydraulic AC motor pump (ACMP) is operative, h) Repairs are made within 30 flight-hours (cumulative), and i) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). 	
2)	Constant Speed Drives (CSD) (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	A	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Respective GEN 1/2 switch is selected to OFF/RESET, b) Respective IDG is disconnected, c) APU generator is operated continuously throughout flight, d) AFM performance corrections for APU ON are applied, e) Operations are conducted at or below FL 320, and f) Repairs are made within 100 flight-hours (cumulative). 	

(Continued)

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Integrated Drive Generator (IDG) Systems (Cont'd)					
3)	Generators, Generator Control Units (GCU) (600-2B19)	B	2	1	(M) One may be inoperative provided: a) Respective GEN 1/2 switch is selected to OFF/RESET, b) APU generator is operated continuously throughout flight, c) AFM performance corrections for APU ON are applied, d) APU battery and APU Battery charger system is operative, e) Cross-side hydraulic motor pump (ACMP) is selected ON, f) Same side hydraulic AC motor pump (ACMP) is operative, and g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
4)	Generators, Generator Control Units (GCU) (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	B	2	1	One may be inoperative provided: a) Respective GEN 1/2 switch is selected to OFF/RESET, b) APU generator is operated continuously throughout flight, c) AFM performance corrections for APU ON are applied, and d) Operations are conducted at or below FL 320.	
11-02	IDG 1/2 "FAULT/DISC" Switch Lights (Light Function Only)	C	2	0		

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
22-01	APU Generator System	C	1	0	May be inoperative provided: a) IDG 1 and IDG 2 are operative, and b) APU GEN switch is selected to OFF/RESET. NOTE: IDG is considered inoperative when either the Generator/GCU system or the CSD system is inoperative.	
23-01	Air Driven Generator (ADG) Auto-Deploy System	C	1	0	(M) May be inoperative provided system is deactivated.	
1)	ADG Deployment Squib (600-2B19 without ModSum TC 601R14177 (Wet ADG))	C	1	0	(M) May be inoperative provided deployment squib is deactivated.	
24-01	AUTO XFER "FAIL/OFF" Switch Lights (Light Function Only)	C	2	0		
31-01	Transformer Rectifier Units (TRU)					
1)	600-2B19	B	5	4	(M)(O) One may be inoperative provided ESS TRU 1 and TRU 1 are operative.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	B	4	3		
(Continued)						

<p>AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
31-02	TRU Cooling Fans					
1)	600-2B19	C	5	3	(M) One or two cooling fans may be inoperative provided: a) One ESS TRU cooling fan is operative, and b) Forward equipment doors are OPENED for stationary ground operations at temperatures greater than 30 °C.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	4	0	(M)	
32-01	Main Battery and Main Battery Charger System					
1)	600-2B19 (AHRs Equipped Aircraft or Aircraft with ModSum TC601R15209)	A	1	0	(M)(O) May be inoperative provided: a) Main battery and main battery charger system is deactivated, b) APU air intake door is secured fully OPEN, c) AFM performance corrections for APU ON are applied, d) APU is operated continuously during flight or aircraft speed is limited to 300 KIAS if APU is OFF, e) APU battery and APU battery charger system is operative, f) APR is selected OFF, g) Operations are conducted in accordance with AFM APR OFF performance data, and h) Repairs are made within 1 flight-day.	
					NOTE 1: DG mode heading slew function will be inoperative.	
					NOTE 2: Service lights will be inoperative.	
					NOTE 3: Maintenance lights will be inoperative.	
					(Continued)	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
32-01	Main Battery and Main Battery Charger System (Cont'd)					
1)	600-2B19 (AHS Equipped Aircraft or Aircraft with ModSum TC601R15209) (Cont'd)	A	1	0	(M)(O) May be inoperative provided: a) Main battery and main battery charger system is deactivated, b) APU air intake door is secured fully CLOSED, c) APU is not used, d) APU battery and apu battery charger system is operative, e) APR is selected OFF, f) Operations are conducted in accordance with AFM APR OFF performance data, and g) Repairs are made within 1 flight-day. NOTE 1: DG mode heading slew function will be inoperative. NOTE 2: Service lights will be inoperative. NOTE 3: Maintenance lights will be inoperative.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24 600-2E25	A	1	0	(M) May be inoperative provided: a) Main battery and main battery charger system is deactivated, and b) Repairs are made within 1 flight-day.	
32-02	Main Battery Charger				Combined with item 24-32-01, Main Battery and Main Battery Charger System.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
32-03	APU Battery and APU Battery Charger System (600-2B19)	A	1	0	(M) May be inoperative provided: a) APU battery and APU battery charger system is deactivated, b) Main battery and main battery charger system is operative, c) AFM performance corrections for APU ON are applied when APU is used, and d) Repairs are made within 1 flight-day. NOTE: External DC power will be required to start the APU and for pressure refueling.	
32-04	APU Battery Charger (600-2B19)				Combined with item 24-32-03, APU Battery and APU Battery Charger System.	
33-01	DC TIE 1/2 "CLOSED" Switch Lights (Light Function Only) (600-2B19)	C	2	0		
33-02	DC ESS TIE "CLOSED" Switch Light (Light Function Only) (600-2B19)	C	1	0		
41-01	External AC Power "AVAIL/IN USE" Switch Light (Overhead Panel) (Light Function Only)	C	1	0		
41-02	External AC Power "AVAIL/IN USE" Switch Light (Service Panel) (Light Function Only)	C	1	0		
41-03	External AC Power System	C	1	0		

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
42-01	External DC Power (Service Panel) (Light Function Only)					
1)	“AVAIL/IN USE” Switch Light	C	1	0		
2)	“BATT ON” Light	C	1	0	(O) May be inoperative provided battery power is verified to be ON from the cockpit and available prior to each push back.	
3)	“PKG BRK ON” Light	C	1	0	(O) May be inoperative provided parking brake set and release conditions are verified at the cockpit prior to each push back.	
42-02	External DC Power System (600-2B19)	C	1	0		
50-01	AC Service Bus (600-2B19) Except for Aircraft with Photoluminescent Floor Proximity Emergency Escape Path Marking System Installed	C	1	0	(M) May be inoperative provided: a) Lavatory door is locked CLOSED and placarded “INOPERATIVE - DO NOT ENTER”, b) Lavatory is not used for any purpose, c) DC ESS TIE switch light is selected CLOSED, d) Sufficient lighting is operative for cabin crew to perform required duties, and e) Lighting configuration at dispatch is acceptable to the flightcrew. NOTE: Cabin interior lights will be inoperative.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
50-02	Synoptic Page AC Service Bus Indication (600-2B19)	C	1	0	May be inoperative provided: a) "DC TIE 1/2" and "DC ESS TIE" are not displayed on EICAS, and b) DC SERVICE BUS on EICAS is powered normally.	
50-03 ***	Load Shedding System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	D	1	0		
51-01	AC ESS XFER "ALTN" Switch Light (Light Function Only)	C	1	0		
51-02	AC Essential Power Transfer Relay (K3XD) (600-2B19)	B	1	0	May be inoperative provided: a) IDG1 and IDG2 are operative, b) ESS TRU 2 is operative, and c) EICAS "AC ESS BUS" caution message is not displayed. NOTE: IDG is considered inoperative when either the generator/GCU system or the CSD system is inoperative.	
61-02	DC Utility Bus (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	May be inoperative provided cabin right side reading lights are considered inoperative.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
00-01	"FASTEN SEAT BELT WHILE SEATED" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	
11-01	Pilot Seats					
1)	Lumbar Supports	C	2	0	May be inoperative in lowest position provided seat is acceptable to affected crewmember.	
2)	Armrests	C	4	0	(M) May be inoperative or missing provided: a) Egress is not impaired, and b) Seat is acceptable to affected crewmember.	
3)	Height Adjustments	B	2	0	(M) May be inoperative provided: a) Seat is secured in vertical position acceptable to affected crewmember, b) Fore/aft adjustments are verified operative, c) Egress is not impaired, and d) If HGS is installed and required for flight, the vertical position of the seat must be acceptable to affected crewmember.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Pilot Seats (Cont'd)					
4)	Fore/Aft Adjustments	B	2	0	(M) May be inoperative provided: a) Seat is secured in fore/aft position acceptable to affected crewmember, b) Height adjustments are verified operative, c) Egress is not impaired, and d) If HGS is installed and required for flight, the fore/aft adjustment seat must be acceptable to affected crewmember.	
5)	Recline Adjustments	B	2	0	(M) May be inoperative provided: a) Backrest is secured in a position acceptable to affected crewmember, and b) If HGS is installed and required for flight, the recline adjustments of the seat must be acceptable to affected crewmember.	
6)	Thigh Supports	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Observer's Seat					
1)	Observer Seat Required by 14 CFR (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to the FAA inspector for performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within 2 flight-days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat.	
2)	Observer Seat Not Required by 14 CFR (Including Associated Equipment)	D	-	0	NOTE: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

<p>AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
18-01	Cockpit Sunvisors	C	2	0	May be inoperative provided affected sunvisor does not obstruct either pilot's field of view for takeoff and landing.	
		C	2	0	May be inoperative provided affected sunvisor is properly secured or removed from aircraft.	
18-02	Cockpit Chart Holders (Control Column and Window)	C	4	0	May be inoperative provided affected holder does not impede associated crewmember to perform his or her duties.	
		C	4	0	(M) May be inoperative provided affected holder is removed.	
		B	2	1	One holder may be inoperative or missing provided the EFB on the same side is operative.	
21-01	Passenger Seats	D	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of flight attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seat(s).</p>	

(Continued)

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Seats (Cont'd)					
1)	Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seatback is immovable in full upright position.	
		D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the upright position.	
2)	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", c) Restraining bar does not restrict any passenger from access to main aircraft aisle or emergency exit, and d) Procedures are established to alert cabin crew of inoperative restraining bar.	
3)	Armrest					
a)	Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Seats (Cont'd)					
3)	Armrest (Cont'd)					
b)	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
c)	Downlock Mechanism	D	-	-	May be inoperative and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
22-01	Flight Attendant Seat Assembly					
1)	Single Seat Configuration (600-2B19)	A	1	0	(M)(O) May be inoperative provided: a) Affected seat is not occupied, b) Flight attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat is stowed or is secured in the retracted position, e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within 2 flight-days.	

(Continued)

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Flight Attendant Seat Assembly (Cont'd)					
1)	Single Seat Configuration (600-2B19) (Cont'd)	A	1	0	<p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable regulations are met.</p>	
		D	1	0	<p>(M) May be inoperative provided:</p> <ol style="list-style-type: none"> a) Flight attendant is not required by 14 CFR, b) Affected seat is not occupied, and c) Folding type seat stows automatically or is secured in the retracted position. <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p>	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Flight Attendant Seat Assembly (Cont'd)					
2)	Required Flight Attendant Seats	B	-	-	(M)(O) One seat position may be inoperative provided: <ol style="list-style-type: none"> a) Affected seat position is not occupied, b) Flight attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY". <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable regulations are met.</p>	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Flight Attendant Seat Assembly (Cont'd)					
3)	Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: Inoperative automatic stow feature of a folding seat renders the seat inoperative. NOTE 2: A seat with a missing or inoperative safety belt (including shoulder harness) or headrest renders the seat inoperative.	
23-01	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets	C	-	-	(O) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.	

(Continued)

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)	C	-	-	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) For nonretractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and f) Passengers are briefed that affected bin, compartment, or closet is not used. <p>NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p> <p>NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.</p>	
1) ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
32-01	Galley/Cabin Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) 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.	
40-01	Lavatory Door Ashtray	A	-	0	May be missing provided it is replaced within 3 consecutive calendar-days.	
40-02	Lavatory Waste Compartment Access Door/Flap Assembly	C	-	0	May be inoperative or missing provided associated lavatory fire extinguishing system is considered inoperative.	
42-01	Lavatory Door Springs	D	-	0	(O) May be inoperative or missing provided: a) Door is verified operative (open and close) without interference, b) Associated lavatory door is locked before each takeoff and landing, and c) Alternate procedures to close door(s) when required are established and used.	
51-01 ***	Baggage Retrieval Modules (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	D	2	0	(M) One or both may be inoperative provided affected module(s) is/are secured at the bulkhead position.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Cargo Compartment Door Restraint Nets (Including Associated Equipment)	C	-	0	May be damaged or missing provided affected cargo compartment is empty.	
		C	-	0	(M) May be damaged or missing provided cargo in affected cargo compartment is secured. NOTE: Associated equipment includes snap latches, restraint net brackets, and floor pan fitting rings/posts.	
51-03 ***	Aft Cargo Compartment Dividing Nets (Including Associated Equipment)					
1)	600-2B19	D	-	0	May be damaged or missing provided affected cargo compartment is empty.	
		D	-	0	(M) NOTE: Associated equipment includes quick release attachments, anchor plates, net posts, narrow-hooks, and floor pan fitting ring/posts.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	D	-	0	NOTE: Associated equipment includes quick release attachments, anchor plates, and cam buckles.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
51-04	Fwd Cargo Compartment Dividing Net (Including Associated Equipment)					
1)	600-2C10, 600-2C11	D	1	0	NOTE: Associated equipment includes quick release attachments, snap latches, anchor plates, and floor pan fitting rings/posts. May be damaged or missing provided fwd cargo compartment is empty.	
2)	600-2D15, 600-2D24, 600-2E25					
a)	Middle Nets (Attached to Door Restrain Nets)	D	2	0		
b)	Divider Net (Located between Fwd Cargo Compartment Doors)	C	1	0		
52-01	Cargo Compartment Liners and Floor Panels	C	-	0	(M) May be damaged (punctured, torn, or deformed) provided: a) Affected area is visually inspected for damage, and b) Procedures are established and used to ensure the associated cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
61-01 ***	Megaphones	D	-	-	Any in excess of those required by regulations may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.	
61-02	Emergency Medical Equipment					
1)	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
2)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
(Continued)						

AIRCRAFT:
CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
61-02	Emergency Medical Equipment (Cont'd)					
3)	First Aid Kit (FAK) and/or Associated Equipment	A	-	0	(O) If more than one is required by regulation, only one of the required first aid kits may be incomplete, missing, or inoperative provided: <ul style="list-style-type: none"> 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 one flight. 	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
61-04	Flashlights/Flashlight Holders					
1)	Flashlights	C	-	0	(O) May be inoperative or missing provided a flashlight of equivalent characteristics is readily available.	
2)	Flashlight Holders	C	-	0	(M)(O) May be inoperative or missing provided alternate stowage means are provided.	
62-01 ***	Emergency Locator Transmitter (ELT)	A	-	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) System is deactivated, and b) Repairs are made within 90 days. 	
		A	-	0	May be missing provided 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.	

REVISION NO. 20

PAGE NO. 25-16

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
64-01 ***	Flotation Equipment (Crew and Passenger)	C	-	-	As required by regulations.	
70-01	Nonessential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

<p>AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
00-01	FIDEEX System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	1	System redundancy may be degraded as indicated by "FIRE SYS FAULT" status message.	
00-02	FIDEEX Control Unit ARINC Communication (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	May be inoperative provided FIRE DETECTION/FIREX MONITOR pilot initiated test is performed prior to each flight.	
11-01	Engine Fire Detection Loops (600-2B19)	C	4	2	One loop (A or B) may be inoperative on each engine provided fire detection switch is selected to the operative loop.	
11-02	Jet Pipe Fire Detection Loops (600-2B19)	C	4	2	One loop (A or B) may be inoperative on each engine provided fire detection switch is selected to the operative loop.	
12-01	APU Fire Detection Loops					
1)	600-2B19	C	2	1	(M) One loop (A or B) may be inoperative provided APU fire detection switch is selected to the operative loop.	
		C	2	0	Both loops A and B may be inoperative provided APU is considered inoperative.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	2	0	Both loops A and B may be inoperative provided APU is considered inoperative.	
		C	2	0	(M) Both loops A and B may be inoperative provided: a) APU is used on ground (for engine start only), b) APU access doors are opened, c) APU is visually monitored, d) APU is pneumatically loaded only, and e) Total APU operating time shall not exceed 5 minutes.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
12-02	APU Fire Warning Horn (600-2B19)	C	1	0	May be inoperative provided a qualified operator remains in the cockpit to monitor the APU fire warning system while the APU is running.	
14-01	Main Landing Gear Bay Overheat Detection System	B	1	0	(O) May be inoperative provided: a) MLG BAY OVHT warning message is not displayed, b) EICAS brake temperature monitoring readouts are operative, c) Landing gear is left extended for a minimum of 10 minutes after takeoff, d) Takeoff performance is in accordance with AFM Supplement (Flight with Landing Gear Down), and e) Takeoff is not conducted in icing conditions.	
		B	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) EICAS brake temperature monitoring readouts are operative, c) Landing gear is left extended for a minimum of 10 minutes after takeoff, d) Takeoff performance is in accordance with AFM Supplement (Flight with Landing Gear Down), and e) Takeoff is not conducted in icing conditions.	

(Continued)

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
14-01	Main Landing Gear Bay Overheat Detection System (Cont'd)	A	1	0	(M) May be inoperative provided: a) Operations are conducted in accordance with AFM Supplement (Flight with Landing Gear Down), b) Ground lock pins are installed to ensure that all three landing gears are locked down throughout flight, c) Operations are not conducted in known or forecast icing conditions, d) In-flight performance information given in the Flight Planning and Cruise Control Manual is used, e) Extended overwater operations are prohibited, f) Both headsets are worn, and g) Repairs are made within 1 flight-day.	
15-01	Cargo Compartment Smoke Detectors					
1)	600-2B19	C	2	0	(M) Both may be inoperative provided procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
a)	A/C with ModSum TC601R101264	C	2	1	(M)(O) One may be inoperative provided remaining detector is verified operative prior to each flight.	

(Continued)

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
15-01	Cargo Compartment Smoke Detectors (Cont'd)					
1)	600-2B19 (Cont'd)					
b)	A/C without ModSum TC601R101264	C	2	1	(M)(O) Forward smoke detector may be inoperative provided aft smoke detector is verified operative prior to each flight.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25 (FWD CARGO)				NOTE: Relief for single or dual fwd cargo compartment smoke detector failure is covered by item 26-00-01, FIDEEX System, with the FIRE SYS FAULT status message shown.	
		C	3	0	(M) All may be inoperative provided procedures are established and used to ensure the fwd cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
					(Continued)	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
15-01	Cargo Compartment Smoke Detectors (Cont'd)					
3)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25 (AFT CARGO)				NOTE: Relief for single aft cargo compartment smoke detector failure is covered by item 26 00-01, FIDEEX System. (M) All may be inoperative provided procedures are established and used to ensure the aft cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
16-01	Lavatory Smoke Detection System	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked CLOSED and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers. NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
22-01	APU Fire Extinguishing System					
1)	600-2B19	C	1	0	May be inoperative provided APU is considered inoperative.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	1	0	May be inoperative provided APU is considered inoperative.	
		C	1	0	(M) May be inoperative provided: a) APU is used on ground (for engine start only), b) APU access doors are opened, c) APU is visually monitored, d) APU fire detection system is operative, e) APU is pneumatically loaded only, and f) Total APU operating time shall not exceed 5 minutes.	
23-01	Portable Fire Extinguishers (Including Associated Equipment)	D	-	-	Any in excess of those required by regulations may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	
					NOTE: Associated equipment includes portable fire extinguisher installation brackets with snap latches.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
25-01	Cargo Compartment Fire Extinguishing System					
1)	600-2B19	C	1	0	May be inoperative provided procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	1	0	May be inoperative provided procedures are established and used to ensure the cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
25-02	Cargo Compartment Fire Extinguisher Squibs					
1)	600-2B19	A	4	3	One may be inoperative provided: a) Cargo fire test is performed prior to each flight, and b) Repairs are made within 3 flight-days.	
		C	4	0	All may be inoperative provided procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25					
a)	Fwd Squibs	C	2	0	All may be inoperative provided procedures are established and used to ensure the fwd cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
(Continued)						

REVISION NO. 20

PAGE NO. 26-9

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
25-02	Cargo Compartment Fire Extinguisher Squibs (Cont'd)					
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25 (Cont'd)					
b)	Aft Squibs	C	2	0	All may be inoperative provided procedures are established and used to ensure the aft cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	

REVISION NO. 20

PAGE NO. 26-10

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-01	Lavatory Fire Extinguishing System	C	-	-	For each lavatory, the lavatory fire extinguishing system may be inoperative provided lavatory smoke detection system operates normally.	
		C	-	-	(M)(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided: <ul style="list-style-type: none"> a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked CLOSED and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers. NOTE 2: A lavatory fire extinguishing system is not required for all-cargo operations.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Aileron Trim System					
1)	600-2B19	B	1	0	May be inoperative provided: a) Autopilot is operative, b) Both power crossflow SOVs are operative, and c) Aileron trim system is centered.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	B	1	0	May be inoperative provided: a) Autopilot is operative, b) XFlow pump is operative, and c) Aileron trim system is centered.	
15-02	Aileron Flutter Dampers	A	2	0	(O) One per surface may indicate low reservoir fluid provided: a) Each individual PCU is verified operative prior to further flight, and b) Repairs are made within 1 flight-day.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Rudder System (600-2E25)	A	1	1	System redundancy may be degraded as indicated by RUDDER FAULT status message provided: a) Only one of the following indications or messages is also present: <ul style="list-style-type: none"> • Rad alt red flag with SPLR/STAB FAULT status message, • IAPS DEGRADED status message, • FLAP HALFSPEED status message, • SLAT HALFSPEED status message, • L FADEC FAULT 1(2) status message, • R FADEC FAULT 1(2) status message, • A/SKID INBD caution message, or • A/SKID OUTBD caution message, and b) Repairs are made within 3 flight-days.	
24-01	EICAS Rudder Control Surface Position Indication (600-2B19)	C	1	0	(M) May be inoperative provided visual inspection of affected control surface for correct operation is made before each departure.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
24-02	Rudder Pedal Adjustment Systems	B	2	1	(O) One may be inoperative provided: a) Pedals are in position acceptable to affected crewmember, b) EICAS rudder control surface position indication is operative, and c) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations.	
		B	2	1	(M)(O) One may be inoperative provided: a) Pedals are adjusted to position acceptable to affected crewmember, b) EICAS rudder control surface position indication is operative, and c) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations.	
34-01	EICAS Elevator Control Surface Position Indication (600-2B19)	C	1	0	(M) May be inoperative provided visual inspection of affected control surface for correct operation is made before each departure.	
35-01	Stall Warning Switch Lights (Light Function Only)	C	2	1	(O) May be inoperative provided shaker and pusher are checked operative prior to each flight.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Flap Electronic Control Unit (FECU) Channels (600-2B19)					
1)	A/C without ModSum TC601R15447 or TC601R15318	C	2	1	May be inoperative provided flap power drive unit motor on the opposite side is operative. NOTE: Flap will operate at half-speed.	
a)	Flap Power Drive Unit (PDU) Motors	B	2	1	NOTE: Flap will operate at half-speed.	
2)	A/C with ModSum TC601R15447 or TC601R15318	C	2	1	May be inoperative provided: a) Flap power drive unit motor on the opposite side is operative, and b) Skew detection system is considered inoperative. NOTE: Flap will operate at half-speed.	
		C	2	1	(M) May be inoperative provided: a) Flap power drive unit motor on the opposite side is operative, and b) Skew detection system is verified operative before each flight. NOTE: Flap will operate at half-speed.	
a)	Flap Power Drive Unit (PDU) Motors	B	2	1	May be inoperative provided skew detection system is considered inoperative. NOTE: Flap will operate at half-speed.	
		B	2	1	(M) May be inoperative provided skew detection system is verified operative before each flight. NOTE: Flap will operate at half-speed.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Slat/Flap System					
1)	(600-2C10, 600-2C11, 600-2D15, 600-2D24 without ModSum 670T31732)					
a)	Flap Subsystem	C	1	1	(M) System redundancy may be degraded as indicated by "FLAPS HALFSPEED" status message provided: a) Both flap PDU brakes are verified operative, b) "SLATS HALFSPEED" status message is not displayed, and c) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). NOTE: Flaps will operate at half-speed.	
b)	Slat Subsystem	C	1	1	(M) System redundancy may be degraded as indicated by "SLATS HALFSPEED" status message provided: a) Both slat PDU brakes are verified operative, b) "FLAPS HALFSPEED" status message is not displayed, and c) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). NOTE: Slats will operate at half-speed.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Slat/Flap System (Cont'd)					
2)	(600-2C10, 600-2C11, 600-2D15, 600-2D24 with ModSum 670T31732), (600-2E25)					
a)	Flap Subsystem	C	1	1	System redundancy may be degraded as indicated by "FLAPS HALFSPEED" status message provided: <ol style="list-style-type: none"> a) "SLATS HALFSPEED" and/or "FLAP FAULT" status messages are not displayed, and b) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). NOTE: Flaps will operate at half-speed.	
b)	Slat Subsystem	C	1	1	System redundancy may be degraded as indicated by "SLATS HALFSPEED" status message provided: <ol style="list-style-type: none"> a) "FLAPS HALFSPEED" and/or "FLAP FAULT" status messages are not displayed, and b) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). NOTE: Slats will operate at half-speed.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
51-03	Skew Detection System (600-2B19 with ModSum TC601R15447 or TC601R15318)	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Flaps are visually checked before each flight.	
		B	1	0	(M)(O) May be inoperative provided: a) System reset is performed before each flight, b) Flaps are visually checked before each flight, and c) EICAS "FLAPS FAIL" caution message is not displayed. NOTE 1: On the aircraft without ModSum TC601R15059 or TC601R15010 (Non-EICAS 2000), flap will operate at half-speed. NOTE 2: On the aircraft with ModSum TC601R15059 or TC601R15010 (EICAS 2000), flap may operate at half-speed if the skew detection system DC power supply fails.	
51-04	Slat Disconnect Detection System (600-2C10, 600-2C11, 600-2D15, 600-2D24 600-2E25)	A	1	0	(M)(O) May be inoperative as indicated by "SLAT FAULT" status message provided: a) Slats are inspected once each flight-day to ensure no mechanical disconnect is present, b) Slats are inspected before next flight to ensure no mechanical disconnect is present if 0g or less is encountered as result of pilot maneuvering in last flight, and c) Repairs are made within 3 flight-days.	

<p>AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
51-05	Flap System					
1)	(600-2C10, 600-2C11, 600-2D15, 600-2D24 without ModSum 670T31732)	C	1	1	(M) System redundancy may be degraded as indicated by "FLAP FAULT" status message provided nondispatchable flap system failures are verified not present before each flight.	
2)	(600-2C10, 600-2C11, 600-2D15, 600-2D24 with ModSum 670T31732), (600-2E25)	C	1	1	System redundancy may be degraded as indicated by "FLAP FAULT" status message.	
53-01	Flap Actuator Heater System (600-2B19 with STC 03032NY)	D	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Flap actuator heater system is deactivated, and b) Flap actuator heater system is visually inspected for damage. 	
54-01	Flap Position Potentiometers (600-2B19)					
1)	A/C without ModSum TC601R15447 or TC601R15318	C	2	1	(M) May be inoperative provided affected potentiometer is deactivated.	
2)	A/C with ModSum TC601R15447 or TC601R15318					
a)	L/H	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Affected potentiometer is deactivated, b) R/H flap position potentiometer is operative, and c) Skew detection system is considered inoperative. 	
b)	R/H	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Affected potentiometer is deactivated, and b) L/H flap position potentiometer is operative. 	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
60-01	EICAS Ground Spoilers Control Surface Position Indications	C	4	0	(M) Any may be inoperative provided: a) GLD auto and manual modes are visually verified operative prior to each flight, and b) GLD spoilers are verified stowed before each flight.	
62-01	Spoiler Electronic Control Unit (SECU) Channels (600-2B19)					
1)	Flight Spoiler Channels	B	2	1	(M)(O) One may be inoperative provided: a) INBD and OUTBD ground spoilers are verified operative prior to each flight, b) Flight spoilers are verified operative prior to each flight, c) EICAS "R/L FLIGHT SPOILER", "FLIGHT SPOILERS", and "FLIGHT SPOILER DEPLOY" caution messages are not displayed, and d) T/O configuration warning system is verified operative before first flight each day.	
2)	Ground Spoiler Channels	B	4	2	(O) One per SECU may be inoperative provided: a) INBD and OUTBD ground spoilers are verified operative prior to each flight, and b) T/O configuration warning system is verified operative before first flight each day.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Spoiler Electronic Control Unit (SECU) Channels (600-2B19) (Cont'd)					
3)	Spoileron Channels	A	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Spoilerons are verified operative prior to each flight, b) Remaining SECU spoileron channel is controlled by SECU p/n 49-164-05, 49-164-07, or 49-164-21, c) EICAS "SPOILERONS ROLL", "SPOILERONS", and "R/L SPOILERON" caution messages are not displayed, d) T/O configuration warning system is verified operative before first flight each day, and e) Repairs are made within 3 flight-days. 	
62-02	Flight Spoiler PCUs (600-2B19)	B	4	2	(M)(O) One flight spoiler PCU per surface may be inoperative provided: <ol style="list-style-type: none"> a) INBD and OUTBD ground spoilers are confirmed operative prior to each flight, b) Flight spoilers are confirmed operative prior to each flight, c) Both SECU channels are operative, d) EICAS "R/L FLIGHT SPOILER", "FLIGHT SPOILERS", and "FLIGHT SPOILER DEPLOY" caution messages are not displayed, and e) T/O configuration warning system is verified operative before first flight each day. 	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
62-03	Spoileron PCUs (600-2B19)	A	4	2	(M)(O) One per surface may be inoperative provided: <ol style="list-style-type: none"> a) Spoilerons are verified operative prior to each flight, b) One spoileron PCU per surface is operative and controlled by SECU p/n 49-164-05, 49-164-07, or 49-164-21, c) EICAS "SPOILERONS ROLL", "SPOILERONS", and "R/L SPOILERON" caution messages are not displayed, d) T/O configuration warning system is verified operative before first flight each day, and e) Repairs are made within 3 flight-days. 	
65-01	Ground Spoilers (Inboard or Outboard Pair)					
1)	600-2B19	C	2	1	(M)(O) One pair of ground spoilers inboard (IB) or outboard (OB) may be inoperative in the RETRACTED position provided: <ol style="list-style-type: none"> a) All remaining spoiler surfaces are operative in GLD auto and manual modes, b) Affected inboard or outboard ground spoiler pair is secured stowed, c) Both surfaces of the inoperative pair are verified fully retracted prior to each flight, and d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). 	

(Continued)

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
65-01	Ground Spoilers (Inboard or Outboard Pair) (Cont'd)					
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	B	2	1	(M)(O) One pair of ground spoilers inboard (IB) or outboard (OB) may be inoperative in the RETRACTED position provided: <ul style="list-style-type: none"> a) All MFS and the remaining ground spoiler pair is operative in GLD AUTO and manual ARM modes, b) Affected inboard or outboard ground spoiler pair is secured stowed, c) Both surfaces of the inoperative pair are verified fully retracted prior to each flight, d) Both thrust reversers are operative, e) No other GS, MFS status messages are displayed, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). 	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
65-02	Spoiler and Stabilizer Control System (SSCS)					
1)	SSCU 1 Channels (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	2	1	May be inoperative as indicated by "SSCU 1 FAULT" status message provided both SSCU 2 channels are operative.	
2)	SSCU 2 Channels (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	2	1	May be inoperative as indicated by "SSCU 2 FAULT" status message provided both SSCU 1 channels are operative.	
3)	Spoiler/Stabilizer Subsystem					
a)	A/C without ModSum 670T31194 (600-2C10, 600-2C11, 600-2D15, 600-2D24)	C	1	1	(M) System redundancy may be degraded as indicated by "SPLR/STAB FAULT" status message provided: a) Both SSCU 1 channels and both SSCU 2 channels are operative, and b) Nondispatchable spoiler/stabilizer subsystem failures are verified not present once each flight-day.	
b)	A/C with ModSum 670T31194 (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	1	System redundancy may be degraded as indicated by "SPLR/STAB FAULT" status message provided both SSCU 1 channels and both SSCU 2 channels are operative.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
13-01	APU Fuel Feed SOV					
1)	600-2B19	C	1	0	(M) May be inoperative CLOSED provided APU is considered inoperative.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	1	0	(M) May be inoperative CLOSED provided APU is considered inoperative.	
		C	1	0	(M)(O) May be inoperative OPEN provided: a) APU is used for engine starting on ground only, b) APU is shutdown after one engine start, c) APU is not used in flight, d) APU fire detection system is operative, and e) APU fire extinguishing system is operative.	
13-02	XFLOW AUTO OVERRIDE "MAN" Switch Light (Light Function Only)	C	1	0		
13-03	XFLOW L/R "ON/FAIL" Switch Lights (Light Function Only)	C	2	0		
13-04	GRAVITY XFLOW "OPEN/FAIL" Switch Light (Light Function Only)	C	1	0		

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
13-06	Power Crossflow SOVs (600-2B19)	C	2	0	(O) May be inoperative CLOSED provided: a) All fuel quantity readouts are operative, and b) Gravity crossflow SOV is verified operative before each flight.	
13-07	Transfer Ejectors (Center Tank)					
1)	600-2B19	B	2	1	(M) One may be inoperative provided: a) Center tank is empty, and b) EICAS center tank fuel quantity readout is operative.	
		B	2	1	(M) One may be inoperative provided: a) Center tank contains less than 500 lb of fuel prior to each flight, b) Remaining fuel in center tank is considered unusable, c) Aircraft range is limited accordingly, d) EICAS center tank fuel quantity readout is operative, e) Both power crossflow SOVs are operative, and f) XFLOW/APU fuel pump is operative.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
13-07	Transfer Ejectors (Center Tank) (Cont'd)					
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	B	2	1	(M) One may be inoperative provided: a) Center tank is empty, and b) EICAS center tank fuel quantity readout is operative.	
		B	2	1	(M) One may be inoperative provided: a) Center tank contains less than 500 lb of fuel prior to each flight, b) Remaining fuel in center tank is considered unusable, c) Aircraft range is limited accordingly, d) EICAS center tank fuel quantity readout is operative, and e) Flightcrew monitors center tank fuel quantity for proper transfer.	
13-08	Fuel Transfer SOVs (Center Tank)					
1)	600-2B19	B	2	1	(M) One may be inoperative CLOSED provided: a) Center tank is empty, and b) EICAS center tank fuel quantity readout is operative.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
13-08	Fuel Transfer SOVs (Center Tank) (Cont'd)					
1)	600-2B19 (Cont'd)	B	2	1	(M) One may be inoperative CLOSED provided: a) Center tank contains less than 500 lb of fuel prior to each flight, b) Remaining fuel in center tank is considered unusable, c) Aircraft range is limited accordingly, d) EICAS center tank fuel quantity readout is operative, e) Both power crossflow SOVs are operative, and f) XFLOW/APU fuel pump is operative.	
a)	Without ModSum TC601R12716	C	2	0	(M) Both may be inoperative OPEN provided center tank is empty.	
b)	With ModSum TC601R12716	C	2	0	(M) Both may be inoperative OPEN.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	B	2	1	(M) One may be inoperative CLOSED provided: a) Center tank is empty, b) Opposite transfer ejector (center tank) is operative, and c) EICAS center tank fuel quantity readout is operative.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
13-08	Fuel Transfer SOVs (Center Tank) (Cont'd)					
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25 (Cont'd)	B	2	1	(M) One may be inoperative CLOSED provided: a) Center tank contains less than 500 lb of fuel prior to each flight, b) Opposite transfer ejector (center tank) is operative, c) Remaining fuel in center tank is considered unusable, d) Aircraft range is limited accordingly, e) EICAS center tank fuel quantity readout is operative, and f) Flightcrew monitors center tank fuel quantity for proper transfer.	
		C	2	0	(M) Both may be inoperative OPEN provided center tank is empty.	
13-10	XFlow Pump (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M)(O) May be inoperative provided: a) All EICAS fuel tank quantity readouts are operative, and b) Gravity crossflow SOV is verified operative.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Fuel Boost Pumps					
1)	600-2B19	B	2	1	(M) One may be inoperative provided: a) Inoperative boost pump is selected OFF, b) Inoperative boost pump is deactivated, c) XFLOW/APU fuel pump is operative, and d) Power crossflow SOVs are operative.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	B	2	1	(M) One may be inoperative provided: a) Inoperative boost pump is deactivated, and b) XFlow pump is operative.	
23-02	Fuel Boost Pumps "ON/INOP" Switch Lights (Light Function Only)	C	2	0		
24-01	XFLOW/APU Fuel Pump (600-2B19)	C	1	0	(M) May be inoperative provided: a) APU is considered inoperative, b) Power crossflow SOVs are considered inoperative, c) All fuel quantity readouts are operative, and d) Operations are conducted in accordance with AFM if fuel crossflow is required.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
24-01	XFLOW/APU Fuel Pump (600-2B19) (Cont'd)	C	1	0	(M)(O) May be inoperative provided: a) Satisfactory APU operations with both engines OFF is established before each departure by starting the APU using fuel boost pumps, selecting APU bleed ON, selecting both air conditioning packs ON, and verifying the APU operates normally, b) Power crossflow SOVs are considered inoperative, c) All fuel quantity readouts are operative, d) Operations are conducted in accordance with AFM if fuel crossflow is required, and e) APU battery and APU battery charger system is operative. NOTE: Auto and manual power crossflow are inoperative for either option.	
24-02	APU Negative Gravity Feed Check Valve (600-2B19)	C	1	0	(O) May be inoperative provided flight operations are not dependent on use of the APU.	
24-03	APU Fuel Pump (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M) May be inoperative provided APU is considered inoperative.	
24-04	APU PWR FUEL "PUMP FAIL/SOV FAIL" Switch Light (Light Function Only)	C	1	0		

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
25-01	External Single Point Pressure Refueling System (Refuel/Defuel Control Panel)	C	1	0	May be inoperative provided internal single point pressure refueling system is operative.	
1)	(600-2B19)	C	1	0	(O) May be inoperative provided gravity refueling procedures are used. NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.	
a)	Automatic Mode	C	1	0	(O) May be inoperative provided manual or gravity refueling procedure is used.	
b)	Manual Mode	C	1	0	(O) May be inoperative provided automatic or gravity refueling procedure is used.	
c)	Fuel Quantity Display Indication	C	1	0	(O) May be inoperative provided: a) Manual or gravity refueling procedure is used, and b) All EICAS fuel tank quantity readouts are operative.	
		C	1	0	(O) May be inoperative provided: a) Manual or gravity refueling procedure is used, and b) All MLIs are operative.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
25-01	External Single Point Pressure Refueling System (Refuel/Defuel Control Panel) (Cont'd)					
2)	(600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	May be inoperative provided gravity refueling procedures are used.	
					NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.	
a)	Automatic Mode	C	1	0	May be inoperative provided manual or gravity refueling procedure is used.	
b)	Manual Mode	C	1	0	May be inoperative provided automatic or gravity refueling procedure is used.	
c)	Fuel Quantity Display Indication	C	1	0	May be inoperative provided: a) Manual or gravity refueling procedure is used, and b) All EICAS fuel tank quantity readouts are operative.	
		C	1	0	May be inoperative provided: a) Manual or gravity refueling procedure is used, and b) All MLIs are operative.	
25-02	Refuel/Defuel Adapter Cap	C	1	0	(M) May be inoperative (missing) provided: a) Pressure refueling adapter door is not missing, b) Refuel/defuel adapter is visually checked for contamination prior to each refueling, and c) No leakage can be detected after refueling is complete.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
25-03	Refuel SOVs					
1)	600-2B19	C	3	0	(M) May be inoperative CLOSED provided gravity refueling procedures are used. NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.	
2)	Wing (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	2	0	(M) May be inoperative CLOSED provided gravity refueling procedures are used for the affected tank(s). NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.	
3)	Center (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	May be inoperative provided center tank remains empty when remaining fuel is consumed.	
25-04	High Level Sensors					
1)	600-2B19	C	3	0	May be inoperative provided gravity refueling procedures are used for affected tank. NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
25-04	High Level Sensors (Cont'd)					
2)	Wing (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	2	0	(O) Both may be inoperative provided: a) Gravity refueling procedures are used for affected wing tank, b) All EICAS fuel tank quantity readouts are operative, c) XFlow pump is operative, d) Both transfer ejectors are operative, and e) Both transfer SOVs are operative. NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.	
		C	2	0	(M)(O) Both may be inoperative provided: a) Manual refueling procedures are used for affected wing tank, b) All EICAS fuel tank quantity readouts are operative, c) XFlow pump is operative, d) Both transfer ejectors are operative, and e) Both transfer SOVs are operative.	
3)	Center (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	May be inoperative provided center tank remains empty.	
25-05 ***	Internal Single Point Pressure Refueling System (Refuel/Defuel Control Panel)	D	1	0		

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-01	EICAS Bulk Fuel Temperature Indication	C	1	0	(O) May be inoperative provided: a) TAT is used as an indication of fuel temperature, b) TAT is monitored during flight, c) For the first flight of the day, the ambient temperatures during last 10 hours were above -29 °C for A/C last fueled with Jet A or above -36 °C for A/C last fueled with Jet A-1, and d) On subsequent flights, when refueling activities are to be conducted, local temperatures are to be above -25 °C for A/C using Jet A or above -32 °C for A/C using Jet A-1 for at least 10 hours prior to the refueling.	
41-01	EICAS Fuel Tank Quantity Readouts (Left, Right, and Total)					
1)	600-2B19	B	3	1	(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided: a) Both LH and RH tanks are completely filled, b) XFLOW auto-override is selected to MANUAL, and c) Aircraft is refueled using single point pressure refueling system.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
41-01	EICAS Fuel Tank Quantity Readouts (Left, Right, and Total) (Cont'd)					
1)	600-2B19 (Cont'd)	B	3	1	(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided: <ol style="list-style-type: none"> a) Total fuel carried includes at least 10% more than the fuel load required for the planned flight and this extra fuel is considered unusable, b) Manual or gravity refueling mode is used, c) MLIs are used to verify main tank quantities prior to each flight, and d) XFLOW auto-override is selected to MANUAL. <p>NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling.</p> <p>CAUTION: Ensure FCOM MLI Chart, lb or kg column, is used as applicable.</p>	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	B	3	1	(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided: <ol style="list-style-type: none"> a) Both LH and RH tanks are completely filled, b) XFLOW auto-override is selected to MANUAL, c) Airplane is refueled using single point pressure refueling system, d) Associated high level sensor is operative, e) Opposite side transfer ejector is operative, and f) Opposite side fuel transfer SOV is operative. 	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
41-01	EICAS Fuel Tank Quantity Readouts (Left, Right, and Total) (Cont'd)					
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25 (Cont'd)	B	3	1	(M)(O) One main fuel tank quantity readout plus total quantity readout may be inoperative provided: <ul style="list-style-type: none"> a) Total fuel carried includes at least 10% more than the fuel load required for the planned flight, b) Manual or gravity refueling mode is used, c) MLIs are used to verify main tank quantities before each flight, d) XFLOW auto-override is selected to MANUAL, e) Associated high level sensor is operative, f) Opposite side transfer ejector is operative, and g) Opposite side fuel transfer SOV is operative. NOTE: Refer to AFM for reduced fuel quantity available when using gravity refueling. CAUTION: Ensure FCOM MLI Chart, lb or kg column, is used as applicable.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
41-02	EICAS Fuel Tank Quantity Readouts (Center and Total)					
1)	600-2B19	B	2	0	(M) Both may be inoperative provided: a) Center tank remains empty, b) Left and right EICAS fuel tank quantity readouts are operative, and c) MLI is used to verify that center tank is empty once each flight-day.	
		B	2	0	(M) Both may be inoperative provided: a) Center tank is completely filled, b) Left and right EICAS fuel tank quantity readouts are operative, and c) Aircraft is refueled using single point pressure refueling system.	
		B	2	0	(M) Both may be inoperative provided: a) Center tank is refueled using single point pressure refueling system, b) MLI is used to verify center tank quantity prior to each flight, and c) Left and right EICAS fuel tank quantity readouts are operative.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
41-02	EICAS Fuel Tank Quantity Readouts (Center and Total) (Cont'd)					
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	B	2	0	(M)(O) Both may be inoperative provided: a) Center fuel tank remains empty, b) Left and right EICAS fuel tank quantity readouts are operative, and c) MLI is used to verify that center tank is empty once each flight-day.	
		B	2	0	(M)(O) Both may be inoperative provided: a) Center fuel tank is completely filled, b) Left and right EICAS fuel tank quantity readouts are operative, and c) Aircraft is refueled using single point pressure refueling system.	
		B	2	0	(M)(O) Both may be inoperative provided: a) Center fuel tank is refueled using single point pressure refueling system, b) MLI is used to verify center tank quantity before each flight, and c) Left and right EICAS fuel tank quantity readouts are operative.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
41-03	Fuel Computer Channels					
1)	FSC (600-2B19)	B	2	1	One may be inoperative provided: a) Both transfer ejectors (center tank) are operative, b) Both fuel transfer SOVs (center tank) are operative, c) Both fuel flow "FF" readouts are operative, and d) Fuel used readout on synoptic page is operative and reset prior to each flight.	
2)	FQGC (600-2C10, 600-2C11 with SB 670BA-28-008, 600-2D15, 600-2D24, 600-2E25)	B	2	1	(O) One may be inoperative provided: a) Remaining fuel in center tank is considered unusable, b) Center tank contains less than 500 lb of fuel at dispatch, and c) Gravity crossflow SOV is verified operative.	
41-04	Magnetic Level Indicators	C	5	0	All may be inoperative provided associated EICAS fuel tank quantity readouts are operative.	
41-05	Fuel Pitch and Roll Inclinometers	C	2	0	May be inoperative provided all EICAS fuel tank quantity readouts (left, right, center, and total) are operative.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Engine Driven Pumps (EDP) (Systems 1 and 2)					
1)	600-2B19	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Hydraulic AC motor pump (ACMP) 1B and hydraulic AC motor pump (ACMP) 2B are operated continuously during flight, b) All hydraulic AC motor pumps (ACMP) are operative, c) Affected pump is mechanically removed and a blanking plate is installed, d) Both integrated drive generators (IDG) are operative, and e) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). NOTE: IDG is considered inoperative when either the generator/GCU system or the CSD system is inoperative.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Engine Driven Pumps (EDP) (Systems 1 and 2) (Cont'd)					
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	A	2	1	(M)(O) One may be inoperative provided: a) Same side hydraulic AC motor pump (ACMP) is operated continuously during flight, b) All hydraulic AC motor pumps (ACMP) are operative, c) Affected pump is mechanically removed and a blanking plate is installed, d) Flexible hydraulic lines at the pylon quick-disconnects are disconnected, capped, and stowed, and e) Repairs are made within 1 flight-day.	
11-02	Hydraulic AC Motor Pumps (ACMP) (Systems 1 and 2) (600-2B19)					
1)	ACMP 1B	C	1	0	(M) May be inoperative provided: a) All other hydraulic pumps are operative, b) Affected pump is selected OFF, c) Inboard ground spoiler pair is operative, d) Nose wheel steering is operative, and e) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	

(Continued)

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
11-02	Hydraulic AC Motor Pumps (ACMP) (Systems 1 and 2) (600-2B19) (Cont'd)					
2)	ACMP 2B	C	1	0	(M) One may be inoperative provided: a) All other hydraulic pumps are operative, b) Affected pump is selected OFF, c) Outboard ground spoiler pair is operative, d) Nose wheel steering is operative, e) Both Thrust reverser systems are operative, f) Inboard antiskid (system) channel is operative, g) Takeoff or landing is not conducted from a contaminated runway, and h) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
11-03	Hydraulic Heat Exchanger Cooling Fan	C	1	0	May be inoperative provided hydraulic temperature of #1 and #2 systems on the synoptic page is monitored not to exceed 96 °C during ground operations.	
11-04	Hydraulic Switches "AUTO" Function (Hydraulic AC Motor Pumps)	C	3	0	All may be inoperative provided affected pumps are manually selected ON before each takeoff and landing.	
11-05	Hydraulic Accumulator Pressure Gauges (Systems 1, 2, and 3)	C	3	0	(M) All may be inoperative provided accumulator pre-charge pressure is checked using a suitable ground gauge each flight-day.	

REVISION NO. 20

PAGE NO. 29-4

DATE: 10/25/2019

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
11-06	Hydraulic Accumulators (Systems 1 and 2)	B	2	0		
11-08	Hydraulic Firewall SOVs (Systems 1 and 2)					
1)	600-2B19	C	2	1	(M) May be inoperative provided: a) Affected hydraulic firewall SOV is deactivated, b) Flexible hydraulic lines at the pylon quick-disconnects are disconnected, capped, and stowed, c) Same side engine driven pump (EDP) is considered inoperative, and d) Engine driven pump (EDP) on the opposite side is operative.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	A	2	1	(M) May be inoperative provided: a) Affected hydraulic firewall SOV is deactivated, b) Same side engine driven pump (EDP) is considered inoperative, c) Engine driven pump (EDP) on the opposite side is operative, and d) Repairs are made within 1 flight-day.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Hydraulic AC Motor Pump (ACMP) 3A					
1)	600-2B19	B	1	0	(M)(O) May be inoperative provided: a) Hydraulic AC motor pump (ACMP) 3B is operated continuously during flight, b) Both integrated drive generators (IDG 1 and IDG 2) are operative, c) All other hydraulic pumps are operative, and d) Takeoff and landing performance is in accordance with the AFM Supplement (Flight with Landing Gear Down). NOTE: IDG is considered inoperative when either the generator/GCU system or the CSD system is inoperative.	
2)	600-2C10, 600-2C11	A	1	0	(M)(O) May be inoperative provided: a) Hydraulic AC motor pump (ACMP) 3B is operated continuously during flight, b) All other hydraulic pumps are operative, and c) Repairs are made within 1 flight-day.	
(Continued)						

AIRCRAFT:
CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Hydraulic AC Motor Pump (ACMP) 3A (Cont'd)					
3)	600-2D15, 600-2D24, 600-2E25	A	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Hydraulic AC motor pump (ACMP) 3B is operated continuously during flight, b) All other hydraulic pumps are operative, c) CAT II and CAT III operations are prohibited, d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and e) Repairs are made within 1 flight-day. 	
31-01	EICAS Hydraulic Pressure Readouts (Systems 1, 2, and 3) (600-2B19, 600-2C10, 600-2C11, 600-2D15, 600-2D24)	C	3	0	(O) All may be inoperative provided associated pressure switches are operative.	
32-01	EICAS Hydraulic Reservoir Quantity Readouts (Systems 1, 2, and 3)	C	3	0	(O) All may be inoperative provided quantity in associated reservoir(s) is checked on reservoir sight glass prior to each flight.	
34-01	Hydraulic Pump Low Pressure Switches (Systems 1, 2, and 3)	C	6	3	Three may be inoperative provided: <ol style="list-style-type: none"> a) At least one low pressure switch is operative for each hydraulic system, b) Hydraulic AC motor pump(s) B of the associated system(s) is operated continuously throughout flight, and c) Associated hydraulic pressure and quantity readouts are monitored during flight. 	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Wing Anti-Ice Modulating and SOVs	C	2	0	(M) Both may be inoperative provided: a) Valves are secured CLOSED, b) Operations are not conducted in known or forecast icing conditions, and c) Both ice detection systems are operative.	
1)	600-2B19	C	2	1	(M) May be inoperative CLOSED provided: a) Valve is secured CLOSED, and b) 14 th stage ISOL valve is operative and selected OPEN.	
2)	(600-2C10, 600-2C11, 600-2D15, 600-2D24 without ModSum 670T11216)	C	2	1	(M)(O) May be inoperative CLOSED provided: a) Air conditioning pack on the affected side is operative and is operated continuously throughout flight, b) Wing crossbleed valve is operative, c) Wing crossbleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Wing Anti-Ice Modulating and SOVs (Cont'd)					
3)	(600-2C10, 600-2C11, 600-2D15, 600-2D24 with ModSum 670T11216), (600-2E25)	C	2	1	(M) May be inoperative CLOSED provided: a) Wing crossbleed valve is operative, b) Wing crossbleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and c) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
12-02	14 th Stage ISOL Valve (600-2B19)	C	1	0	(M) May be inoperative OPEN provided: a) Valve position indication is operative, b) Both ice detection systems are operative, c) Both 14 th stage SOVs are operative, and d) Both wing anti-ice modulating and SOVs are operative.	
12-03	Wing Anti-Ice System (600-2B19 with ModSum TC601R15010 or TC601R15059)	C	1	0	May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Both ice detection systems are operative.	
1)	Normal Control (600-2B19 with or without ModSum TC601R15010 or TC601R15059)	C	1	0	(M)(O) May be inoperative provided: a) Standby control is verified operative prior to each flight, b) Both ice detection systems are operative, and c) 14 th stage isolation valve is operative.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
12-03	Wing Anti-Ice System (600-2B19 with ModSum TC601R15010 or TC601R15059) (Cont'd)					
2)	Standby Control (600-2B19 with or without ModSum TC601R15010 or TC601R15059)	C	1	0	(M) May be inoperative provided normal control is operative.	
12-04	Wing Anti-Ice Temperature Sensor Elements					
1)	Inboard/Outboard (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	8	0	May be inoperative provided: a) Wing anti-ice system is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) Both ice detection systems are operative. NOTE: Caution message(s) will revert to a status "WING A/I FAULT" upon selection of wing anti-ice system to OFF.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
12-04	Wing Anti-Ice Temperature Sensor Elements (Cont'd)					
2)	Inboard					
a)	(600-2C10, 600-2C11, 600-2D15, 600-2D24 without ModSum 670T11216)	C	4	2	(O) Two elements in one sensor pair may be inoperative provided: a) Air conditioning pack on the affected side is operative and is operated continuously throughout flight, b) Wing crossbleed valve is operative, c) Wing crossbleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
b)	(600-2C10, 600-2C11, 600-2D15, 600-2D24 with ModSum 670T11216), (600-2E25)	C	4	2	(O) Two elements in one sensor pair may be inoperative provided: a) Wing crossbleed valve is operative, b) Wing crossbleed selector switch is selected to the opposite side (FROM LEFT or FROM RIGHT), and c) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
3)	Outboard (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	4	2	(O) One element per sensor pair may be inoperative.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
12-05	Wing Crossbleed Valve (Anti-Ice) (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M) May be inoperative CLOSED provided: a) Both wing anti-ice modulating SOVs are operative, b) Wing crossbleed valve is secured closed, c) Operations are not conducted in known or forecast icing conditions, and d) Both ice detection systems are operative.	
1)	(600-2C10, 600-2C11, 600-2D15, 600-2D24 without ModSum 670T11216)	C	1	0	(M)(O) May be inoperative OPEN provided: a) Wing crossbleed valve is secured open, b) Air conditioning pack on the non-selected side is operative and is operated continuously throughout flight, and c) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
2)	(600-2C10, 600-2C11, 600-2D15, 600-2D24 with ModSum 670T11216, (600-2E25)	C	1	0	(M) May be inoperative OPEN provided: a) Wing crossbleed valve is secured open, and b) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
12-06	Anti-Ice/Bleed Leak Detection Controller (AIRC) Channels (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	2	1		
12-07	BLEED AIR 14 th Stage ISOL "OPEN" Switch Light (Light Function Only) (600-2B19)	C	1	0		
12-08	Outboard Low Heat Switches (600-2B19 with ModSum TC601R17364 or TC601R17494)	C	4	0	(O) May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Both ice detection systems are operative.	
		C	4	2	(M) One switch per wing may be inoperative provided: a) Switch failed in closed state is deactivated, and b) Remaining switch is verified operative.	
22-01	Engine Cowl Anti-Ice SOVs	C	2	1	(M) One may be inoperative provided: a) Valve is secured CLOSED, b) Both ice detection systems are operative, c) Operations are not conducted in known or forecast icing conditions, and d) Operations are conducted in accordance with AFM Limitations.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
22-02	Engine Cowl Anti-Ice Pressure Relief Valves (Blow-Off Valves) (600-2B19)	B	2	1	One may be inoperative OPEN provided: a) Both ice detection systems are operative, b) Associated thrust reverser is operative, c) Associated bleed air 14 th stage SOV is operative, and d) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
		C	2	1	May be inoperative OPEN provided: a) Associated engine cowl anti-ice SOV is selected OFF, b) Both ice detection systems are operative, and c) Operations are not conducted in known or forecast icing conditions.	
22-03	Cowl Anti-Ice Double Wall Duct Pressure Transducers (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	2	1	One may be inoperative provided: a) Associated engine cowl anti-ice SOV is selected OFF and considered inoperative, b) Both ice detection systems are operative, and c) Operations are not conducted in known or forecast icing conditions.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Probe Heaters					
1)	Pitot/Static Probe Heaters	B	2	1	(M) Except where enroute operations require its use, one may be inoperative provided: a) Standby pitot head heater is operative, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) Both ice detection systems are operative, and e) Operations are conducted in day VMC only.	
2)	Static Port Heaters	B	2	1	(M) Except where enroute operations require its use, one may be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both ice detection systems are operative, and d) Operations are conducted in day VMC only.	

(Continued)

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Probe Heaters (Cont'd)					
3)	Angle of Attack Vane Heaters	B	2	1	(M) One may be inoperative provided: <ul style="list-style-type: none"> a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both ice detection systems are operative, and d) Operations are conducted in day VMC only. 	
4)	TAT Probe Heater					
a)	600-2B19	B	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both ice detection systems are operative, and d) Operations are conducted in day VMC only. 	
b)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	B	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both ice detection systems are operative, d) Operations are conducted in day VMC only, and e) Both engines' T2 sensors and T2 heaters are operative. 	

(Continued)

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Probe Heaters (Cont'd)					
5)	Base Heaters (600-2B19)	B	2	0	(M) Both may be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both ice detection systems are operative, and d) Operations are conducted in day VMC only.	
6)	Standby Pitot Head Heater	B	1	0	(M) May be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both ice detection systems are operative, and d) Operations are conducted in day VMC only.	
7)	Engine T2 Probe Heaters (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	B	2	1	(M) May be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both ice detection systems are operative, and d) Operations are conducted in day VMC only.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Air Data Sensor Heater Controllers	B	3	2	(M) One may be inoperative provided: a) Operations are not conducted in visible moisture (including standing water and slush) in any form, b) Operations are not conducted in known or forecast icing conditions, c) Both ice detection systems are operative, and d) Operations are conducted in day VMC only.	
41-01	Windshield and Side Window Anti-Ice Systems	C	4	3	(M) One may be inoperative provided: a) Affected anti-ice controller is deactivated, b) Operations are not conducted in known or forecast icing conditions, and c) Pilot's (left) side window heating is operative.	
		C	4	2	(M) Two may be inoperative provided: a) Affected anti-ice controllers are deactivated, b) Operations are not conducted in known or forecast icing conditions, c) Pilot's (left) side window heating is operative, and d) Both ice detection systems are operative.	
41-02	LH Side Window Heating System	A	1	0	(M) May be inoperative provided: a) Affected anti-ice controller is deactivated, b) Operations are not conducted in known or forecast icing conditions, and c) Repairs are made within 1 flight-day.	

<p>AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Windshield Wipers	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) Position of the affected wiper blade is acceptable to the associated pilot, and b) Any function that operates normally may be used. 	
71-01	Aft Waste Service Panel Heater (600-2B19)	C	1	0		
71-02	Drain Mast Heater	C	-	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Associated sink is not used, and b) Sink and/or coffee water supply is turned off. 	
71-03	Potable Water Freeze Protection Systems (600-2B19)					
1)	Galley Water System Freeze Protection (Excluding Water Tank Heater)	C	1	0	(M) May be inoperative provided the galley water tank is drained.	
2)	Lavatory Water System Freeze Protection (Excluding Water Tank Heater)	C	1	0	(M) May be inoperative provided lavatory water tank is drained.	
3)	Galley Water Tank Heater	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Heater is deactivated, and b) Galley water system is drained if ground operations below 0 °C (32 °F) ambient will exceed 3 hours. 	
4)	Lavatory Water Tank Heater	C	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Heater is deactivated, and b) Lavatory water system is drained. 	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
81-01	Ice Detection Systems	C	2	1	(M) One may be inoperative provided wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated.	
		A	2	0	(M) Both may be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, b) Wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated or when any ice buildup on the aircraft is observed, and c) Repairs are made within 1 flight-day.	
1)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	A	2	0	(M) Both may be inoperative provided: a) Operations are conducted during the day, b) Wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated or when any ice buildup on the aircraft is observed, and c) Repairs are made within 1 flight-day.	

REVISION NO. 20

PAGE NO. 31-1

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
14-01	Master Warning Switch Lights (Glareshield) (Light Function Only)	C	2	1		
14-02	Master Caution Switch Lights (Glareshield) (Light Function Only)	C	2	1		
21-01	Clocks	C	2	1	As required by regulations.	
		A	2	0	(O) Both may be inoperative provided: <ul style="list-style-type: none"> a) Both pilot and co-pilot have ready access to a reliable timepiece which displays seconds (a wristwatch is acceptable), b) Approach procedures do not require timing, c) FDR is considered inoperative, and d) Repairs are made within 1 flight-day. 	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Flight Data Recorder (FDR) System					
1)	Holder of an Air Carrier or Commercial Operator Certificate	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
a)	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	A	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Cockpit voice recorder (CVR) operates normally, b) Aircraft is not dispatched from a designated airport as listed in the operator's MEL unless: <ol style="list-style-type: none"> 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful, c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days. 	
b)	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: <ol style="list-style-type: none"> a) Cockpit voice recorder (CVR) operates normally, and b) Repairs are made within 20 consecutive calendar-days. 	
c)	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Flight Data Recorder (FDR) System (Cont'd)					
2)	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 CFR.	
31-02 ***	Quick Access Recorder (QAR)	D	1	0		
41-01	Data Concentrator Units (DCU)					
1)	600-2B19	C	-	2	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Inoperative DCU is deactivated, b) Associated AUDIO WARNING DISABLE switch is selected, and c) Two separate audio warning channels are verified operative before each flight. NOTE 1: In the event of a DCU1 failure, both master warning and master caution lights will not test during the lamp 1 test. NOTE 2: In the event of a DCU2 failure, master warning and master caution lights will not test during the lamp 2 test.	
(Continued)						

REVISION NO. 20

PAGE NO. 31-4

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Data Concentrator Units (DCU) (Cont'd)					
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	-	2	(M) May be inoperative provided: a) Inoperative DCU is deactivated, and b) Associated AUDIO WARNING DISABLE switch is selected. NOTE 1: In the event of a DCU1 failure, both master warning and master caution lights will not test during the lamp 1 test. NOTE 2: In the event of a DCU2 failure, master warning and master caution lights will not test during the lamp 2 test.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-02	EICAS Control Panel (ECP) Discrete Buttons					
1)	ECS	B	1	0	Each may be inoperative provided PRIM, STAT, CAS, and STEP buttons are verified operative.	
2)	HYD	B	1	0	Each may be inoperative provided PRIM, STAT, CAS, and STEP buttons are verified operative.	
3)	ELEC	B	1	0	Each may be inoperative provided PRIM, STAT, CAS, and STEP buttons are verified operative.	
4)	FUEL	B	1	0	Each may be inoperative provided PRIM, STAT, CAS, and STEP buttons are verified operative.	
5)	F/CTL	B	1	0	Each may be inoperative provided PRIM, STAT, CAS, and STEP buttons are verified operative.	
6)	A/ICE	B	1	0	Each may be inoperative provided PRIM, STAT, CAS, and STEP buttons are verified operative.	
7)	DOORS	B	1	0	Each may be inoperative provided PRIM, STAT, CAS, and STEP buttons are verified operative.	
8)	SEL	B	1	0	Each may be inoperative provided PRIM, STAT, CAS, and STEP buttons are verified operative.	
9)	MENU	B	1	0	Each may be inoperative provided PRIM, STAT, CAS, and STEP buttons are verified operative.	
10)	UP	B	1	0	Each may be inoperative provided PRIM, STAT, CAS, and STEP buttons are verified operative.	
11)	DN	B	1	0	Each may be inoperative provided PRIM, STAT, CAS, and STEP buttons are verified operative.	

REVISION NO. 20

PAGE NO. 31-6

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-03	Lamp Driver Unit Channels	C	2	1	(M) One channel may be inoperative provided: a) Affected channel is deactivated, and b) Remaining channel is tested operative.	
41-04	Data Concentration Units (DCU) Fans	C	-	0		
41-05	AUDIO WARNING DCU Switch Guards	C	-	1	May be inoperative provided DCU associated with operative switch guard is operative.	
61-01	EICAS Display Units (ED #1 or ED #2)	B	2	1		

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Landing Gear Retraction System					
1)	600-2B19	A	1	0	(M) May be inoperative provided: a) Operations are conducted in accordance with AFM Supplement (Flight with Landing Gear Down), b) Operations are not conducted in known or forecast icing conditions, c) Ground lock pins are installed to ensure that all three landing gears are locked down throughout flight, d) In-flight performance information given in Flight Planning and Cruise Control Manual (FPCCM) is used, e) Extended overwater operations are prohibited, f) Both headsets are worn, g) Flight compartment and cabin interphone systems are operative, h) Both flap electronic control unit channels are operative, i) Both flap power drive unit motors are operative, j) CAT II and CAT III operations are prohibited, and k) Repairs are made within 1 flight-day.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Landing Gear Retraction System (Cont'd)					
2)	600-2C10, 600-2C11 600-2D15, 600-2D24, 600-2E25	A	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Operations are conducted in accordance with AFM Supplement (Flight with Landing Gear Down), b) Operations are not conducted in known or forecast icing conditions, c) Ground lock pins are installed to ensure that all three landing gears are locked down throughout flight, d) In-flight performance information given in the Flight Planning and Cruise Control Manual (FPCCM) or the computerized in-flight performance (CIFP) is used, e) Extended overwater operations are prohibited, f) Both headsets are worn, g) Flight compartment and cabin interphone systems are operative, h) Both flap channels of the slat flap electronic control unit are operative, i) Both flap power drive unit motors are operative, j) Both slat channels of the slat flap electronic control unit are operative, k) Both slat power drive unit motors are operative, l) CAT II and CAT III A operations are prohibited, and m) Repairs are made within 1 flight-day. 	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Landing Gear Selector Handle Anti-Retracton Mechanism	C	1	0	(M) May be inoperative in LOCKED position (down) provided downlock release mechanism is verified operative. NOTE: In order to retract the landing gear, push down lock release button to allow the LDG GEAR lever to be selected to the UP position.	
40-01 ***	Tire Pressure Indicator (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	D	6	0	(M)	
42-01	Nose Wheel Spin Down Straps (600-2C10, 600-2C11, 600-2D15, 600-2D24)	C	2	0	(M) May be inoperative provided: a) Straps are removed, and b) Nose wheel tires are visually checked for damage.	
43-01	Brake Accumulator Pressure Gauges	C	2	0	(M) Both may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge each flight-day.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
44-01	Antiskid System Channels					
1)	600-2B19, 600-2C10, 600-2C11	B	2	1	(M)(O) Either the inboard or outboard channel may be inoperative provided: <ul style="list-style-type: none"> a) Nose wheel steering is operative, b) Both pairs of ground spoilers are operative, c) Both thrust reversers are operative, d) Both inboard and outboard wheel brakes are verified operative, e) Both EICAS brake temperature monitoring readouts associated with the operative antiskid channel are operative, f) Reduced thrust takeoff operations are prohibited, g) Takeoff or landing is not conducted from a contaminated runway, and h) Operations are conducted in accordance with AFM Supplement (Operations with Antiskid Inoperative). 	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
44-01	Antiskid System Channels (Cont'd)					
2)	600-2D15, 600-2D24, 600-2E25	B	2	1	(M)(O) Either the inboard or outboard channel may be inoperative provided: <ol style="list-style-type: none"> a) Nose wheel steering is operative, b) Both pairs of ground spoilers are operative, c) Both thrust reversers are operative, d) Both inboard and outboard wheel brakes are verified operative, e) Both EICAS brake temperature monitoring readouts associated with the operative antiskid channel are operative, f) Reduced thrust takeoff operations are prohibited, g) Takeoff is not conducted from a wet runway, h) Takeoff or landing is not conducted from a contaminated runway, and i) Operations are conducted in accordance with AFM Supplement (Operations with Antiskid Inoperative). 	
45-01	Parking Brake Handle Locking Positions (Clockwise and Counter-Clockwise)	B	2	1	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Parking brake system is verified operative, b) Remaining locking position is verified operative before each flight, and c) Inoperative locking position is legibly placarded. 	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
46-01	EICAS Brake Temperature Monitoring Readouts	B	4	0	(O) May be inoperative for indication "----" provided: a) AFM quick turn-around landing weight charts are used, and b) Minimum brake cooling times (AFM Performance) are observed.	
		C	4	2	One per each side may be inoperative for indication "----".	
		C	4	0	(M)(O) May be inoperative for inaccurate indication provided: a) Affected sensor is deactivated, b) AFM quick turn-around landing weight charts are used, and c) Minimum brake cooling times (AFM Performance) are observed.	
		C	4	2	(M) One per each side may be inoperative for inaccurate indication provided affected sensor is deactivated.	
46-02	A/SKID Subsystem (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	(M)(O) May be inoperative as indicated by "A/SKID FAULT" status message on EICAS.	

REVISION NO. 20

PAGE NO. 32-7

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
47-01	EICAS Brake Pressure Readouts	C	2	0	(M) Both may be inoperative provided: a) Brake accumulator(s) nitrogen pressure is verified 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) EICAS hydraulic pressure readouts are operative.	
60-01	Proximity Sensing System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25 with Modsum 670T31999)	C	1	1	System redundancy may be degraded as indicated by "PROX SYS FAULT 2" status message.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting Systems (Excluding EFIS)	C	-	-	Individual lights may be inoperative provided remaining lights are: <ul style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to flightcrew. 	
		D	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is not operated from sunset to sunrise, and b) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from the relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>	
13-01	Cockpit Dome Lights					
1)	600-2B19	C	1	0		
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	3	0		

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Cabin Interior Lights					
1)	600-2B19					
a)	A/C without ModSum TC601R101452, TC601R101462, or TC601R101520	C	-	-	May be inoperative provided: a) Sufficient lighting is operative for cabin crew to perform required duties, and b) Lighting configuration at dispatch is acceptable to the flightcrew.	
b)	A/C with or without ModSum TC601R101576 and either ModSum TC601R101452, TC601R101462, or TC601R101520	C	-	-	(O) Up to 25% of galley light individual lamps, up to 25% of sidewall downwash lights, and up to 25% of ceiling lights may be inoperative provided: a) No more than two adjacent and no opposite ceiling lights may be inoperative, b) No more than two adjacent and no opposite sidewall downwash lights may be inoperative, c) Cabin interior light brightness control is operative or failed in a bright state, d) Sufficient lighting is operative for cabin crew to perform required duties, e) Lighting configuration at dispatch is acceptable to the flightcrew, and f) Procedures for charging the photoluminescent floor proximity emergency escape path marking system before the first flight of the day are observed.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Cabin Interior Lights (Cont'd)					
1)	600-2B19 (Cont'd)					
c)	A/C with ModSum TC601R101576 with either ModSum TC601R101452, TC601R101462, or TC601R101520	C	-	-	(O) Up to 25% of galley light individual lamps and up to 25% of sidewall downwash lights may be inoperative provided: <ul style="list-style-type: none"> a) All ceiling lights are operative, b) No more than two adjacent and no opposite sidewall downwash lights may be inoperative, c) Cabin interior light brightness control is operative or failed in a bright state, d) Sufficient lighting is operative for cabin crew to perform required duties, e) Lighting configuration at dispatch is acceptable to the flightcrew, and f) Procedures for charging the photoluminescent floor proximity emergency escape path marking system before the first flight of the day are observed. 	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Cabin Interior Lights (Cont'd)					
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25					
a)	A/C with Fluorescent Lights	C	-	-	All sidewall downwash lights and up to 50% of ceiling lights may be inoperative provided: <ul style="list-style-type: none"> a) No more than two adjacent and no opposite ceiling lights may be inoperative, b) Cabin interior light brightness control is operative or failed in a bright state, c) Sufficient lighting is operative for cabin crew to perform required duties, and d) Lighting configuration at dispatch is acceptable to the flightcrew. 	
b)	A/C with LED Lights	C	-	-	(O) Up to 50% of total length of ceiling upwash lights and up to 50% of sidewall downwash lights may be inoperative provided: <ul style="list-style-type: none"> a) Inoperative lighting configuration is verified acceptable, b) Brightest state of cabin interior light brightness control is available, c) Sufficient lighting is operative for cabin crew to perform required duties, and d) Lighting configuration at dispatch is acceptable to the flightcrew. 	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
21-02	Stair Lights	D	3	0		
23-01	Boarding Lights (600-2B19)	D	-	0		
23-02	Entrance Lights (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	D	3	0	May be inoperative provided sufficient lighting for cabin crew is available to perform required duties.	
24-01	Passenger Notice System (No Smoking/ Fasten Seat Belts)	C	1	0	(O) May be inoperative provided: a) PA system is operative, and b) Procedures are established and used to alert flight attendants and notify passengers when seat belts are to be fastened and smoking is prohibited.	
1)	Automatic Function	C	1	0	(O) May be inoperative provided: a) Manual control function is verified operative, and b) Alternate procedures are established and used.	
2)	No Smoking/ Fasten Seat Belt Signs	C	-	0	(O) May be inoperative provided: a) PA system is operative, and b) Procedures are established and used to alert flight attendants and notify passengers when seat belts are to be fastened and smoking is prohibited.	
		C	-	-	(O) One or more may be inoperative provided passenger or flight attendant seats from which a sign is illegible or missing shall not be occupied and must be blocked and placarded "DO NOT OCCUPY".	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Service Lights	D	-	0		
32-01	Maintenance Lights	D	-	0		
41-01	Landing Lights					
1)	600-2B19	C	4	3		
		C	4	2	Two may be inoperative provided: a) Both taxi/recognition lights are operative, and b) Taxi/recognition lights are switched OFF whenever airplane is stationary in excess of 10 minutes.	
		C	4	0	All may be inoperative provided aircraft is not operated from sunset to sunrise.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25					
a)	Nose Light	C	1	0	May be inoperative provided: a) Both wing landing lights are operative, and b) Both taxi/recognition lights are operative.	
		C	1	0	May be inoperative provided aircraft is not operated from sunset to sunrise.	
b)	Wing Lights	C	2	1	One may be inoperative provided the associated taxi/recognition light is operative.	
		C	2	0	Both may be inoperative provided aircraft is not operated from sunset to sunrise.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Taxi/Recognition Lights	C	2	0	Both may be inoperative provided aircraft is not operated from sunset to sunrise.	
1)	600-2B19	C	2	0	Both may be inoperative provided two landing lights are operative.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	2	0	Both may be inoperative provided all landing lights are operative.	
41-03 ***	Pulsating Landing Lights System (600-2B19)	D	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Landing light system is verified operative.	
42-01	Navigation Lights					
1)	Wingtip Position Light Bulbs	C	4	2	One light bulb may be inoperative at each wingtip.	
		C	4	0	All may be inoperative provided aircraft is not operated from sunset to sunrise.	
2)	Aft Position Light Bulbs	C	2	1		
		C	2	0	Both may be inoperative provided aircraft is not operated from sunset to sunrise.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
43-01	Wing Inspection Lights	C	2	0	Both may be inoperative provided: a) Ground deicing procedures do not require their use, and b) A portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.	
		C	2	0	Both may be inoperative provided aircraft is not operated from sunset to sunrise.	
44-01	High Intensity Anticollision Strobe Lights	C	3	0	May be inoperative provided aircraft is not operated from sunset to sunrise.	
44-02	Low Intensity Red Beacon Lights	B	2	1	Bottom light may be inoperative.	
45-01 ***	Sterile Light System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
46-01 ***	Tail Flood Lights (Logo Lights)	D	2	0		

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Cabin Emergency Lights	A	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Assigned aircraft crew are the only occupants of the aircraft, b) No crew occupies area of affected lights, c) Alternate procedures are established and used, and d) Repairs are made within one flight. 	
1)	600-2B19					
a)	Ceiling Level Emergency Floodlights	C	4	2	Two ceiling floodlights may be inoperative provided they are not adjacent to each other.	
b)	Floor Level Emergency Floodlights (A/C without ModSum TC601R101462, TC601R101470, or TC601R101520)	C	2	2	Three out of five bulbs within each floodlight may be inoperative.	
c)	Floor Level Emergency Floodlights (A/C with ModSum TC601R101462, TC601R101470, or TC601R101520)	C	1	1	Three out of five bulbs within each floodlight may be inoperative.	
d)	Ceiling Level Lighted Exit Signs (Curved Signs)	C	3	3	Each exit sign may have 50% of its internal lights inoperative, except that both tip lights in exit sign must be operative.	
(Continued)						

REVISION NO. 20

PAGE NO. 33-10

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Cabin Emergency Lights (Cont'd)					
1)	600-2B19 (Cont'd)					
e)	Lighted Exit Signs	C	4	4	Each exit sign may have 50% of its internal lights inoperative.	
f)	Floor Level Lighted Exit Signs (A/C with ModSum TC601R101462, TC601R101470, or TC601R101520)	C	4	4	Three out of five bulbs within each sign may be inoperative.	
g)	Electroluminescent Floor Proximity Emergency Escape Path Marking System (A/C without ModSum TC601R101462, TC601R101452, or TC601R101520)	C	1	1	Up to 50% of the individual floor-mounted lighting strips may be inoperative provided they are not adjacent to each other. Strips with orange overlays at the service door must be operative.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Cabin Emergency Lights (Cont'd)					
1)	600-2B19 (Cont'd)					
h) ***	Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape (A/C with ModSum TC601R101462, TC601R101452, or TC601R101520)	C	1	1	May be damaged or segment(s) missing provided: <ul style="list-style-type: none"> a) Length of the affected section(s) does not exceed 8 in (20 cm), b) Affected section(s) is not attached to the overwing exit marker cross sections, c) Overwing exit marker cross sections are not affected, d) Aft cabin cross-aisle section is not affected, e) Interval between affected sections on the same side is not less than 128 in (326 cm), f) Interval between affected sections on the opposite side is not less than 60 in (153 cm), and g) Maximum total length of the affected sections on both sides does not exceed 48 in (120 cm). <p>NOTE: For the purpose of this item, the term "damaged" implies a degradation of the path marking system strip/tape that prevents the system from performing its intended functions (permanent stain masking the path marking system strip/tape).</p>	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Cabin Emergency Lights (Cont'd)					
2)	600-2C10, 600-2C11					
a)	Ceiling Level Emergency Floodlights	C	-	-	Two lights may be inoperative provided they are not adjacent to each other.	
b)	Floor Level Emergency Floodlights	C	2	0		
c)	Ceiling Level Lighted Exit Signs (Curved Signs)	C	3	3	Each exit locator may have 50% of its internal lights inoperative, except that tip lights in exit sign must be operative.	
d)	Lighted Exit Signs	C	4	4	Each exit sign may have 50% of its internal lights inoperative.	
e)	Floor Level Lighted Exit Signs	C	4	4	Each floor proximity exit sign may have 50% of its internal lights inoperative.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Cabin Emergency Lights (Cont'd)					
2)	600-2C10, 600-2C11 (Cont'd)					
f)	Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape	C	1	1	May be damaged or segment(s) missing provided: <ul style="list-style-type: none"> a) Length of the affected section(s) does not exceed 8 in (20 cm), b) Affected section(s) is not attached to the overwing exit marker cross sections, c) Overwing exit marker cross sections are not affected, d) Interval between affected sections on the same side is not less than 128 in (326 cm), e) Interval between affected sections on the opposite side is not less than 60 in (153 cm), and f) Maximum total length of the affected sections on both sides does not exceed 72 in (180 cm). <p>NOTE: For the purpose of this item, the term "damaged" implies a degradation of the path marking system strip/tape that prevents the system from performing its intended functions (permanent stain masking the path marking system strip/tape).</p>	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Cabin Emergency Lights (Cont'd)					
3)	600-2D15, 600-2D24					
a)	Ceiling Level Emergency Flood Lights	C	8	5	Three lights may be inoperative provided they are not adjacent to each other.	
b)	Floor Level Emergency Floodlights	C	2	0		
c)	Ceiling Level Lighted Exit Signs (Curved Signs)	C	3	3	Each exit locator may have 50% of its internal lights inoperative, except that tip lights in exit sign must be operative.	
d)	Lighted Exit Signs	C	6	6	Each exit sign may have 50% of its internal lights inoperative.	
e)	Floor Level Lighted Exit Signs	C	6	6	Each floor proximity exit sign may have 50% of its internal lights inoperative.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Cabin Emergency Lights (Cont'd)					
3)	600-2D15, 600-2D24 (Cont'd)					
f)	Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape	C	1	1	May be damaged or segment(s) missing provided: a) Length of the affected section(s) does not exceed 8 in (20 cm), b) Affected section(s) is not attached to the overwing exit marker cross sections, c) Overwing exit marker cross sections are not affected, d) Interval between affected sections on the same side is not less than 128 in (326 cm), e) Interval between affected sections on the opposite side is not less than 60 in (153 cm), and f) Maximum total length of the affected sections on both sides does not exceed 88 in (220 cm). NOTE: For the purpose of this item, the term "damaged" implies a degradation of the path marking system strip/tape that prevents the system from performing its intended functions (permanent stain masking the path marking system strip/tape).	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Cabin Emergency Lights (Cont'd)					
4)	600-2E25					
a)	Ceiling Level Emergency Floodlights	C	-	-	Up to five lights may be inoperative provided they are not adjacent to each other.	
b)	Floor Level Emergency Floodlights	C	2	0		
c)	Ceiling Level Lighted Exit Signs (Curved Signs)	C	3	3	Each exit locator may have 50% of its internal lights inoperative, except that tip lights in exit sign must be operative.	
d)	Lighted Exit Signs	C	-	-	Each exit sign may have 50% of its internal LED lights inoperative.	
e)	Floor Level Lighted Exit Signs	C	6	6	Each floor proximity exit sign may have 50% of its internal LED lights inoperative.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Cabin Emergency Lights (Cont'd)					
4)	600-2E25 (Cont'd)					
f)	Photoluminescent Floor Proximity Emergency Escape Path Marking System Strip/Tape	C	1	1	May be damaged or segment(s) missing provided: <ul style="list-style-type: none"> a) Length of the affected section(s) does not exceed 8 in (20 cm), b) Affected section(s) is not attached to the overwing exit marker cross sections, c) Overwing exit marker cross sections are not affected, d) Interval between affected sections on the same side is not less than 128 in (326 cm), e) Interval between affected sections on the opposite side is not less than 60 in (153 cm), and f) Maximum total length of the affected sections on both sides does not exceed 88 in (220 cm). <p>NOTE: For the purpose of this item, the term "damaged" implies a degradation of the path marking system strip/tape that prevents the system from performing its intended functions (permanent stain masking the path marking system strip/tape).</p>	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Exterior Emergency Lights	C	-	0	All may be inoperative provided aircraft is not operated from sunset to sunrise.	
		A	-	0	(O) May be inoperative provided: a) Assigned aircraft crew are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within 1 flight-day.	
1)	600-2B19	C	8	6	One of two rearward overwing lights on each side of the aircraft may be inoperative.	
2)	600-2D15, 600-2D24, 600-2E25	C	8	6	The forward overwing emergency light on each side of the aircraft may be inoperative.	
51-03	Emergency Lights "OFF" Light (Light Function Only) (600-2B19)	C	1	0		

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
12-01 ***	Integrated Standby Instruments (ISI) (600-2B19, 600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)					
1)	NAV Function	C	1	0		
2)	Attitude Function	B	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast VFR-on-top conditions, and c) Source selector is selected to NORMAL with each side fed from its onside AHRS/IRS.	
3) ***	STD Button	C	1	0	(O) May be inoperative provided ISI BARO knob operates normally.	
13-01	Air Data Ref Panel SPEED REFS Function	C	2	1	(O) May be inoperative provided speeds reference can be set using the opposite panel.	
13-02	Air Data Ref Panel SPEED REFS Knob	C	-	-	May be inoperative provided speeds can be set using the opposite knob.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
14-01	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Aircraft does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days.	
		C	-	1		
1)	1) Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
2)	2) Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
21-01	Attitude Heading Reference System (AHRS) Fans	C	2	0		

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Nonstabilized Magnetic Compass (Standby Compass)	B	1	0	(O) May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, and b) Operations are conducted with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operate, and used in conjunction with approved free gyro navigation techniques.	
23-01	Standby Attitude Indicator (600-2B19)	B	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Source selector is selected to NORMAL with each side fed from its onside AHRS/IRS.	
25-01	Source Select Panel Switches					
1)	ATTD/HDG, DSPL CONT				Deleted, Revision 20.	
2)	AIR DATA				Deleted, Revision 20.	
30-01	Microwave Landing System (MLS) Receiver (600-2B19)	D	-	0	As required by regulations.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
32-01 ***	Head-Up Guidance System	D	1	0	(M) May be inoperative provided approach procedures are not dependent on its use.	
41-01	Weather Radar System	C	1	-	As required by regulations.	
41-02	Weather Radar Control Panels	C	-	1		
		C	-	-	As required by regulations.	
42-01	Ground Proximity Warning System	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
1)	Modes 1—4 (Terrain Avoidance)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
3)	Glideslope Deviation (Mode 5)	B	1	0		
4)	Advisory Callouts (Mode 6)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Ground Proximity Warning System (Cont'd)					
5)	Windshear Mode (Mode 7)				May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
a)	600-2B19 (A/C without ModSum TC601R15984 and without ModSum TC601R17138)	C	1	0	(M)(O) May be inoperative provided: a) Alternate procedures are established and used, b) Flap position transmitters are verified operative, and c) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
b)	600-2B19 (A/C with ModSum TC601R15984 or TC601R17138) 600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
6) ***	TAWS (EGPWS)	C	-	0		
42-02 ***	GRND PROX TERRAIN Switch Guard	C	1	0		
42-03 ***	GRND PROX FLAP Switch Guard	C	1	0	May be inoperative provided the switch is verified pressed out or not illuminated prior to each departure and approach.	

<p>AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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	-	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. 	
		C	-	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Not required by regulations, 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 Systems(s)	C	2	1	May be inoperative on the non-flying pilot side provided: <ol style="list-style-type: none"> a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side. 	
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Traffic alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use. 	
3)	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. 	
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	

REVISION NO. 20

PAGE NO. 34-7

DATE: 10/25/2019

AIRCRAFT:
CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
44-01	Radio Altimeter					
1)	600-2B19	C	-	1	(M) May be inoperative provided approach minimums are not dependent on its use.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	-	1	(M) May be inoperative provided: a) Approach minimums are not dependent on its use, and b) Spoiler/stabilizer subsystem of SSCS is considered inoperative. NOTE: "SPLR/STAB FAULT" status message will be displayed on EICAS.	
44-02	Radio Altimeter Test Switches					
1)	Single Radio Altimeter Installation	C	2	1	One may be inoperative provided RAD ALT test function on the operative side is performed prior to each flight.	
2) ***	Dual Radio Altimeter Installation	C	2	1	One may be inoperative provided: a) RAD ALT test function on the operative side is performed prior to each flight, and b) Associated radio altimeter with the operative test switch is operative.	
45-01 ***	IRS Fan (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	2	0		

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
50-01	Long Range Navigation Systems					
1)	INS/IRS (Navigation Function Only)	C	-	0	(O) May be inoperative provided: a) Procedures do not require its use, b) Affected IRS navigation function is disabled through FMS, and c) For any IRS in ATT mode, the associated flight director modes are considered inoperative.	
2)	LORAN, GPS, etc.	C	-	-	As required by regulations.	
51-01	Marker Beacon Systems	C	2	0	May be inoperative provided approach procedures do not require its use.	
51-02	VHF Navigation Systems (VOR/ILS)	C	2	-	As required by regulations.	
52-01	Automatic Direction Finding (ADF) System	C	-	-	As required by regulations.	
53-01	Distance Measuring Equipment Systems (DME)	C	2	-	As required by regulations.	
54-01	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by regulations may be inoperative.	
1)	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by Regulations	A	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
54-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B Out) (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	2	0	(O) May be inoperative where routine procedures require its use provided alternate procedures are established and used. NOTE: Any ADS-B Out function which operates normally may be used.	
		D	2	0	May be inoperative provided operating regulations do not require its use.	
61-01 ***	Flight Management Systems (600-2B19, 600-2C10, 600-2C11, 600-2D15, 600-2D24), (600-2E25)	C	-	-	(M)(O) Except where enroute operations require its use, all may be inoperative provided: a) Alternate procedures are established and used, b) Alternate means for initializing IRS is available for IRS equipped aircraft, and c) Both RTUs are operative.	
1)	Navigation Databases	A	-	-	(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.	
61-02 ***	FMS/MDC Data Loader	D	1	0		

<p>AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Observer's Oxygen System	A	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Observer's seat is considered inoperative, and b) Repairs are made within 2 flight-days. 	
10-02	"OXY LO PRESS" Caution Message	A	1	1	(O) May be displayed provided: <ol style="list-style-type: none"> a) Oxygen pressure is checked to be above minimum required oxygen pressure before each flight, b) EICAS crew oxygen pressure readout is operative, c) Crew oxygen pressure is monitored during flight, and d) Repairs are made within 1 flight-day. 	
11-02	Oxygen Pressure Switch (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	B	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Oxygen cylinder pre-charged pressure is checked prior to each flight, b) Oxygen cylinder control valve is verified OPEN prior to each flight, and c) Pilot and co-pilot masks are verified operative prior to each flight. 	
12-01	Flightcrew Oxygen Pressure Indications					
1)	EICAS Readout	C	1	0	(M)(O) May be inoperative provided ground service panel pressure gauge or bottle pressure gauge is operative and checked prior to each flight.	
2)	Ground Service Panel Pressure Gauge	C	1	0	May be inoperative provided EICAS readout is operative and checked prior to each flight.	
		C	1	0	(M) May be inoperative provided bottle pressure gauge is operative and checked prior to each flight.	
3)	Bottle Pressure Gauge	C	1	0		

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
12-02	High Pressure Discharge Indicator	C	1	0	(O) May be damaged or missing provided: a) At least two pressure indications are verified operative after failure occurrence, and b) Crew oxygen bottle pressure is checked within limits before each flight.	
20-01	Passenger Oxygen System	B	1	0	(O) May be inoperative provided: a) All components of cabin pressurization warning and indicating systems are operative, b) Operations are conducted so that minimum enroute altitude is at or below 14,000 ft MSL, c) Operations are conducted at or below FL 250, d) Portable oxygen units are provided for all crewmembers and for 10% of the passengers for 30 minutes (supplemental oxygen), e) Operational procedures are established to ensure that passengers are appropriately briefed to accommodate revised equipment, and f) Both air conditioning packs are verified operative.	
		B	1	0	May be inoperative provided flight is conducted at or below 10,000 ft MSL.	

(Continued)

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Passenger Oxygen System (Cont'd)					
1)	Automatic Deployment	C	1	0	(M) May be inoperative provided: a) Manual deployment is operative, and b) Operations are conducted at or below FL 300.	
2)	Passenger Service Units (PSU)	C	-	0	(M)(O) Individual PSUs may be inoperative with no flight altitude restriction provided: a) Associated seats are blocked and placarded to prevent occupancy, b) PSUs for flight attendant locations operate normally, and c) If two or more inoperative PSUs are adjacent (forward and aft, left and right), seat rows forward and aft of the inoperative PSUs are blocked and placarded to prevent occupancy.	
20-02	Passenger Oxygen (Masks Deployed) "ON" Light	C	1	0		
20-03	Lavatory Passenger Oxygen System	C	-	0	(O) May be inoperative provided: a) Lavatory is not used for any purpose, and b) Lavatory door is locked and placarded "INOPERATIVE - DO NOT ENTER".	
		C	-	0	(O) May be inoperative provided flight is conducted at or below FL 250.	
NOTE: These provisos are not intended to preclude lavatory inspections by a crewmember.						

REVISION NO. 20

PAGE NO. 35-4

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Portable Oxygen Dispensing Units	D	-	-	Any in excess of those required by regulations 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.	
31-02	Portable Protective Breathing Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-02	Pressure Regulating SOV (PRSOV)					
1)	600-2C10, 600-2C11	C	2	1	(M)(O) May be inoperative provided: a) Associated PRSOV is secured CLOSED, b) Opposite HPV is operative, c) Opposite engine cowl anti-ice SOV is operative, d) APU is operative, e) APU load control valve is operative, f) Operations are conducted at or below FL 310, g) Operations are not conducted in known or forecast icing conditions, and h) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
2)	600-2D15, 600-2D24	C	2	1	(M)(O) May be inoperative provided: a) Associated PRSOV is secured CLOSED, b) Opposite HPV is operative, c) Opposite engine cowl anti-ice SOV is operative, d) APU is operative, e) APU load control valve is operative, f) Operations are conducted at or below FL 250, g) Operations are not conducted in known or forecast icing conditions, and h) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	

(Continued)

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-02	Pressure Regulating SOV (PRSOV) (Cont'd)					
2)	600-2D15, 600-2D24 (Cont'd)	B	2	1	(M)(O) May be inoperative provided: a) Associated PRSOV is secured CLOSED, b) Opposite HPV is operative, c) Opposite engine cowl anti-ice SOV is operative, d) APU is operative, e) APU load control valve is operative, f) Operations are conducted at or below FL 310, g) Maximum number of cabin occupants (including flight attendants) is equal to or less than 82, h) Operations are not conducted in known or forecast icing conditions, and i) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and j) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Airplane Dispatch in Single Pack Configuration).	
(Continued)						

REVISION NO. 20

PAGE NO. 36-3

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-02	Pressure Regulating SOV (PRSOV) (Cont'd)					
3)	600-2E25	C	2	1	(M)(O) May be inoperative provided: a) Associated PRSOV is secured CLOSED, b) Opposite HPV is operative, c) Opposite engine cowl anti-ice SOV is operative, d) Operations are conducted at or below FL 250, e) Ground operation for air conditioning is conducted using APU bleed, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplements (Performance Penalties for Operation with Airplane Systems Inoperative).	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-03	High Pressure Valve (HPV)					
1)	600-2C10, 600-2C11	C	2	1	(M)(O) May be inoperative provided: a) Associated HPV is secured CLOSED, b) Opposite engine cowl anti-ice SOV is operative, c) APU is operative, d) APU load control valve is operative, e) Operations are conducted at or below FL 310, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
2)	600-2D15, 600-2D24	C	2	1	(M)(O) May be inoperative provided: a) Associated HPV is secured CLOSED, b) Opposite engine cowl anti-ice SOV is operative, c) APU is operative, d) APU load control valve is operative, e) Operations are conducted at or below FL 250, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-03	High Pressure Valve (HPV) (Cont'd)					
2)	600-2D15, 600-2D24 (Cont'd)	B	2	1	(M)(O) May be inoperative provided: a) Associated HPV is secured CLOSED, b) Opposite engine cowl anti-ice SOV is operative, c) APU is operative, d) APU load control valve is operative, e) Operations are conducted at or below FL 310, f) Maximum number of cabin occupants (including flight attendants) is equal to or less than 82, g) Operations are not conducted in known or forecast icing conditions, h) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and i) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Airplane Dispatch in Single Pack Configuration).	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-03	High Pressure Valve (HPV) (Cont'd)					
3)	600-2E25	C	2	1	(M)(O) May be inoperative provided: a) Associated HPV is secured CLOSED, b) Opposite engine cowl anti-ice SOV is operative, c) Operations are conducted at or below FL 250, d) Ground operation for air conditioning is conducted using APU bleed, e) Operations are not conducted in known or forecast icing conditions, and f) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
11-04	Pack Inlet Pressure Sensors (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	2	0		
12-01	Bleed Air L/R 14 th Stage SOVs (600-2B19)	C	2	1	(M) One may be inoperative provided: a) Affected valve is secured CLOSED, b) Both ice detection systems are operative, c) Associated thrust reverser is deactivated, stowed, and LOCKED in forward thrust position, d) Operations are not conducted in known or forecast icing conditions, and e) Operations are conducted in accordance with AFM performance data for one thrust reverser inoperative.	

REVISION NO. 20

PAGE NO. 36-7

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-02	Bleed Air ISOL Valve (Crossbleed Valve)					
1)	600-2C10, 600-2C11	C	1	0	(M)(O) May be inoperative OPEN provided: a) ISOL valve is secured OPEN, b) Bleed source selector switch is selected either to L ENG or R ENG, c) Bleed valves selector switch is selected to MANUAL, d) PRSOV and HPV on selected side are operative, e) Operations are conducted at or below FL 310, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-02	Bleed Air ISOL Valve (Crossbleed Valve) (Cont'd)					
2)	600-2D15, 600-2D24	C	1	0	(M)(O) May be inoperative OPEN provided: a) ISOL valve is secured OPEN, b) Bleed source selector switch is selected either to L ENG or R ENG, c) Bleed valves selector switch is selected to MANUAL, d) PRSOV and HPV on selected side are operative, e) Operations are conducted at or below FL 250, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-02	Bleed Air ISOL Valve (Crossbleed Valve) (Cont'd)					
2)	600-2D15, 600-2D24 (Cont'd)	B	1	0	(M)(O) May be inoperative OPEN provided: a) ISOL valve is secured OPEN, b) Bleed source selector switch is selected either to L ENG or R ENG, c) Bleed valves selector switch is selected to MANUAL, d) PRSOV and HPV on selected side are operative, e) Operations are conducted at or below FL 310, f) Maximum number of cabin occupants (including flight attendants) is equal to or less than 82, g) Operations are not conducted in known or forecast icing conditions, and h) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and i) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Airplane Dispatch in Single Pack Configuration).	
(Continued)						

<p>AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-02	Bleed Air ISOL Valve (Crossbleed Valve) (Cont'd)					
3)	600-2E25	C	1	0	(M)(O) May be inoperative OPEN provided: a) ISOL valve is secured OPEN, b) Bleed valves selector switch is selected to MANUAL, c) PRSOV and HPV on selected side are operative, d) Operations are conducted at or below FL 250, e) Ground operation for air conditioning is conducted using APU, f) Operations are not conducted in known or forecast icing conditions, and g) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
21-01	Bleed Air Leak Detection System (600-2B19)					
1)	Left 10 th Stage Sensing Loops (A and B)	C	2	1	(O) Either loop A or B may be inoperative provided neither loop is failed OPEN.	
2)	Right 10 th Stage Sensing Loops (A and B)	C	2	1	(O) Either loop A or B may be inoperative provided neither loop is failed OPEN.	
3)	14 th Stage Sensing Loops	C	2	1	(M) May be inoperative provided affected bleed air 14 th stage SOV is considered inoperative.	
(Continued)						

REVISION NO. 20

PAGE NO. 36-11

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Bleed Air Leak Detection System (600-2B19) (Cont'd)					
4)	Anti-Ice Sensing Loop	C	1	0	(M) May be inoperative provided: a) Wing ANTI-ICE switch is selected OFF, b) Both ice detection systems are operative, and c) Operations are not conducted in known or forecast icing conditions.	
21-02	BLEED AIR 14 th Stage "L/R DUCT FAIL/CLOSED" Switch Lights (Light Function Only) (600-2B19)	C	2	0		
21-04	BLEED AIR 10 th Stage "DUCT FAIL/CLOSED" Switch Lights (Light Function Only) (600-2B19)	C	2	0		
21-05	BLEED AIR 10 th Stage ISOL "OPEN" Switch Light (Light Function Only) (600-2B19)	C	1	0		

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Air Leak Detection System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	1	System redundancy may be degraded as indicated by "DUCT MON FAULT" status message.	
1)	Anti-Ice Loops	C	2	0	Both loops (A and B) may be inoperative provided: a) Wing ANTI-ICE switch is selected OFF, and b) Operations are not conducted in known or forecast icing conditions.	
2)	Cowl Loops					
a)	Left	C	2	0	Both loops (A and B) may be inoperative provided: a) At least one right cowl loop is operative, b) Right cowl anti-ice SOV is operative, c) Right PRSOV is operative, d) Right HPV is operative, e) Left cowl ANTI-ICE switch is selected OFF, and f) Operations are not conducted in known or forecast icing conditions.	
b)	Right	C	2	0	Both loops (A and B) may be inoperative provided: a) At least one left cowl loop is operative, b) Left cowl anti-ice SOV is operative, c) Left PRSOV is operative, d) Left HPV is operative, e) Right cowl ANTI-ICE switch is selected OFF, and f) Operations are not conducted in known or forecast icing conditions.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Air Leak Detection System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25) (Cont'd)					
3)	Bleed Loops					
a)	Left (600-2C10, 600-2C11)	C	2	0	(O) Both loops (A and B) may be inoperative provided: a) At least one right bleed loop (A or B) is operative, b) Right PRSOV is operative, c) Right HPV is operative, d) Right air conditioning pack is operative, e) Bleed source selector switch is selected to the R ENG, f) Bleed air ISOL valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU load control valve is operative, j) Crossbleed start procedure is not used for engine start, k) Operations are conducted at or below FL 310, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Air Leak Detection System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25) (Cont'd)					
3)	Bleed Loops (Cont'd)					
b)	Left (600-2D15, 600-2D24)	C	2	0	(O) Both loops (A and B) may be inoperative provided: <ol style="list-style-type: none"> a) At least one right bleed loop (A or B) is operative, b) Right PRSOV is operative, c) Right HPV is operative, d) Right air conditioning pack is operative, e) Bleed source selector switch is selected to the R ENG, f) Bleed air ISOL valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU load control valve is operative, j) Crossbleed start procedure is not used for engine start, k) Operations are conducted at or below FL 250, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative). 	

(Continued)

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Air Leak Detection System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25) (Cont'd)					
3)	Bleed Loops (Cont'd)					
b)	Left (600-2D15, 600-2D24) (Cont'd)	B	2	0	(O) Both loops (A and B) may be inoperative provided: a) At least one right bleed loop (A or B) is operative, b) Right PRSOV is operative, c) Right HPV is operative, d) Right air conditioning pack is operative, e) Bleed source selector switch is selected to the R ENG, f) Bleed air ISOL valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU load control valve is operative, j) Crossbleed start procedure is not used for engine start, k) Operations are conducted at or below FL 310,	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Air Leak Detection System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25) (Cont'd)					
3)	Bleed Loops (Cont'd)					
b)	Left (600-2D15, 600-2D24) (Cont'd)	B	2	0	l) Maximum number of cabin occupants (including flight attendants) is equal to or less than 82, m) Operations are not conducted in known or forecast icing conditions, n) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and o) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Airplane Dispatch in Single Pack Configuration).	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Air Leak Detection System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25) (Cont'd)					
3)	Bleed Loops (Cont'd)					
c)	Left (600-2E25)	C	2	0	(O) Both loops (A and B) may be inoperative provided: <ol style="list-style-type: none"> a) At least one right bleed loop (A or B) is operative, b) Both PRSOV are operative, c) Both HPV are operative, d) Both engine cowl anti-ice SOVs are operative, e) Right air conditioning pack is operative, f) Operations are conducted at or below FL 250, g) Ground operation for right air conditioning pack is conducted using engine bleed, h) Operations are not conducted in known or forecast icing conditions, and i) Operations are conducted in accordance with AFM Supplements (Performance Penalties for Operation with Airplane Systems Inoperative) and (Air Conditioning – Single Pack Operation). 	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Air Leak Detection System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25) (Cont'd)					
3)	Bleed Loops (Cont'd)					
d)	Right (600-2C10, 600-2C11)	C	2	0	(O) Both loops (A and B) may be inoperative provided: a) At least one left bleed loop (A or B) is operative, b) Left PRSOV is operative, c) Left HPV is operative, d) Left air conditioning pack is operative, e) Bleed source selector switch is selected to the L ENG, f) Bleed air ISOL valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU load control valve is operative, j) Crossbleed start procedure is not used for engine start, k) Operations are conducted at or below FL 310, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Air Leak Detection System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25) (Cont'd)					
3)	Bleed Loops (Cont'd)					
e)	Right (600-2D15, 600-2D24)	C	2	0	(O) Both loops (A and B) may be inoperative provided: a) At least one left bleed loop (A or B) is operative, b) Left PRSOV is operative, c) Left HPV is operative, d) Left air conditioning pack is operative, e) Bleed source selector switch is selected to the L ENG, f) Bleed air ISOL valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, h) APU is operative, i) APU load control valve is operative, j) Crossbleed start procedure is not used for engine start, k) Operations are conducted at or below FL 250, l) Operations are not conducted in known or forecast icing conditions, and m) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative).	
(Continued)						

REVISION NO. 20

PAGE NO. 36-20

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Air Leak Detection System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25) (Cont'd)					
3)	Bleed Loops (Cont'd)					
e)	Right (600-2D15, 600-2D24) (Cont'd)	B	2	0	O) Both loops (A and B) may be inoperative provided: <ol style="list-style-type: none"> a) At least one left bleed loop (A or B) is operative, b) Left PRSOV is operative, c) Left HPV is operative, d) Left air conditioning pack is operative, e) Bleed source selector switch is selected to the L ENG, f) Bleed air ISOL valve is operative and selected CLOSED, g) Bleed valves selector switch is selected to MANUAL, 	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--	--

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Air Leak Detection System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25) (Cont'd)					
3)	Bleed Loops (Cont'd)					
e)	Right (600-2D15, 600-2D24) (Cont'd)	B	2	0	h) APU is operative, i) APU load control valve is operative, j) Crossbleed start procedure is not used for engine start, k) Operations are conducted at or below FL 310, l) Maximum number of cabin occupants (including flight attendants) is equal to or less than 82, m) Operations are not conducted in known or forecast icing conditions, n) Operations are conducted in accordance with AFM Supplement (Performance Penalties for Operation with Airplane Systems Inoperative), and o) Operations are conducted in accordance with AFM Supplement (Air Conditioning – Airplane Dispatch in Single Pack Configuration).	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--	--

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Air Leak Detection System (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25) (Cont'd)					
3)	Bleed Loops (Cont'd)					
f)	Right (600-2E25)	C	2	0	(O) Both loops (A and B) may be inoperative provided: a) At least one left bleed loop (A or B) is operative, b) Both PRSOV are operative, c) Both HPV are operative, d) Both engine cowl anti-ice SOVs are operative, e) Left air conditioning pack is operative, f) Operations are conducted at or below FL 250, g) Ground operation for left air conditioning pack is conducted using APU or engine bleed, h) Operations are not conducted in known or forecast icing conditions, and i) Operations are conducted in accordance with AFM Supplements (Performance Penalties for Operation with Airplane Systems Inoperative) and (Air Conditioning – Single Pack Operation).	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which 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.	
30-01	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.	

(Continued)

REVISION NO. 20

PAGE NO. 38-2

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Lavatory Waste System (Cont'd)	C	-	-	(M) Associated lavatory system(s) may be inoperative provided: <ol style="list-style-type: none"> a) Associated components are deactivated or isolated to prevent leaks, b) Pilot in command will determine if flight duration is acceptable with a forward lavatory unusable, and c) Associated lavatory door is secured closed and placarded "INOPERATIVE - DO NOT ENTER". NOTE: These provisos are not intended to prohibit inspections by crewmembers.	
30-02	Lavatory Service Indicator Lights	C	-	0	May be inoperative provided alternate procedures are established and used. NOTE: Waste tanks require a pre-charge of 8.7 L (2.3 gal).	

REVISION NO. 20

PAGE NO. 45-1

DATE: 10/25/2019

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--	--

45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Maintenance Diagnostic Computer (MDC)	B	1	0	(M) May be inoperative provided alternate procedures are established and used.	
45-02	MAINT Switch Guard	B	1	0	May be inoperative, broken, or missing.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
20-01 ***	Electronic Flight Bag Systems (EFBs) (Class 2)					
1)	Data Connectivity	C	2	0	(O) May be inoperative provided alternative procedures are established and used.	
		D	2	0	May be inoperative provided procedures do not require its use.	
2)	Power Connection	C	2	0	(O) May be inoperative provided alternative procedures are established and used.	
		D	2	0	May be inoperative provided procedures do not require its use.	
3)	Mounting Device	C	2	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternative procedures are established and used.	
		D	2	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.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Auxiliary Power Unit (APU)					
1)	600-2B19	C	1	0	(M) May be inoperative provided: a) APU is deactivated, b) Intake door is visually verified CLOSED, and c) Both integrated drive generators (IDG) are operative. NOTE: IDG is considered inoperative when either the generator/GCU system or the CSD system is inoperative.	
		C	1	0	(M) May be inoperative provided: a) APU is deactivated, b) Aircraft speed is limited to 300 knots, and c) Both integrated drive generators (IDG) are operative. NOTE: IDG is considered inoperative when either the generator/GCU system or the CSD system is inoperative.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24	C	1	0	(M) May be inoperative provided: a) APU is deactivated, b) Intake door is visually verified CLOSED, and c) Both integrated drive generators (IDG) are operative. NOTE: IDG is considered inoperative when either the generator/GCU system or the CSD system is inoperative.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Auxiliary Power Unit (APU) (Cont'd)					
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24 (Cont'd)	C	1	0	(M) May be inoperative provided: a) APU is deactivated, b) Aircraft speed is limited to 220 knots, and c) Both integrated drive generators (IDG) are operative. NOTE: IDG is considered inoperative when either the generator/GCU system or the CSD system is inoperative.	
3)	600-2E25	C	1	0	(M)(O) May be inoperative provided: a) APU is deactivated, b) Intake door is visually verified CLOSED, c) Both integrated drive generators (IDG) are operative, and d) Cabin occupants limited per table. NOTE: IDG is considered inoperative when either the generator/GCU system or the CSD system is inoperative.	
		C	1	0	(M)(O) May be inoperative provided: a) APU is deactivated, b) Aircraft speed is limited to 220 knots, c) Both integrated drive generators (IDG) are operative, and d) Cabin occupants limited per table. NOTE: IDG is considered inoperative when either the generator/GCU system or the CSD system is inoperative.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--	--

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
14-01	APU Air Intake Door Linear Actuator					
1)	600-2B19	C	1	0	May be inoperative provided: a) APU is not used, b) Aircraft speed is limited to 300 knots, and c) Both Integrated drive generators (IDG) are operative. NOTE: IDG is considered inoperative when either the generator/GCU system or the CSD system is inoperative.	
		C	1	0	(M) May be inoperative provided: a) Intake door is deactivated CLOSED and b) APU is considered inoperative.	
		C	1	0	(M)(O) May be inoperative provided: a) Intake door is deactivated OPEN, b) APU is operated continuously during flight or aircraft speed is limited to 300 knots if APU is OFF, c) AFM performance corrections for APU ON are applied, and d) APU battery and APU battery charger system is operative.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
14-01	APU Air Intake Door Linear Actuator (Cont'd)					
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	1	0	(O) May be inoperative provided: a) APU is not used, b) Aircraft speed is limited to 220 knots, and c) Both integrated drive generators (IDG) are operative. NOTE: IDG is considered inoperative when either the generator/GCU system or the CSD system is inoperative.	
		C	1	0	(M)(O) May be inoperative provided: a) Intake door is deactivated OPEN, b) APU is operated continuously during flight or aircraft speed is limited to 220 knots if APU is OFF, and c) AFM performance corrections for APU ON are applied.	
3)	600-2C10, 600-2C11, 600-2D15, 600-2D24	C	1	0	(M) May be inoperative provided: a) Intake door is deactivated CLOSED, and b) APU is considered inoperative.	
4)	600-2E25	C	1	0	(M)(O) May be inoperative provided: a) Intake door is deactivated CLOSED, and b) APU is considered inoperative.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
43-01	APU START/STOP "START/AVAIL" Switch Light (Light Function Only)	C	1	0		
51-01	APU Load Control Valve (LCV)					
1)	600-2B19	C	1	0	(M) May be inoperative provided it is secured CLOSED. NOTE: APU is available as source of electrical power only, if required.	
2)	600-2C10, 600-2C11, 600-2D15, 600-2D24	C	1	0	(M) May be inoperative provided: a) APU LCV is secured CLOSED, and b) Bleed valves are selected to "Manual" on the bleed air control panel. NOTE: APU is available as a source of electrical power only, if required.	
3)	600-2E25	C	1	0	(M)(O) May be inoperative provided: a) APU LCV is secured CLOSED, and b) Bleed valves are selected to "Manual" on the bleed air control panel. NOTE: APU is available as a source of electrical power only, if required.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
51-02	APU Surge Control Valve (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0	May be inoperative CLOSED provided: a) APU is not operated above 17,000 ft, and b) Operations are not dependent on use of APU.	
51-03	APU LCV "FAIL/OPEN" Switch Light (Light Function Only) (600-2B19)	C	1	0		
61-01	Electronic Control Unit (ECU)	C	1	0	May be inoperative provided APU is considered inoperative.	
61-02	APU Subsystem (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)					
1)	EGT Sensors	C	2	1	One may be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.	
2)	Speed Sensors	C	2	1	One may be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.	
3)	Fuel Filter Delta Pressure Switch	C	2	0	May be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.	

(Continued)

REVISION NO. 20

PAGE NO. 49-7

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
61-02	APU Subsystem (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25) (Cont'd)					
4)	APU Oil Filter Delta Pressure Switch	C	1	0	May be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.	
5)	Generator Oil Filter Bypass Indicator	C	1	0	May be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.	
6)	Oil Temperature Sensor	C	1	0	May be inoperative provided: a) APU is operative (start and shutdown normally), and b) Operations are not dependent on use of APU.	
7)	Time Totalizing Meter	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Passenger Door Power Assist System					
1)	Power Assist Subsystem	C	1	0	(M)(O) May be inoperative provided: a) Door is verified manually operative (opens and closes) without any interference, b) Counterbalance forward and aft sides are operative, and c) Alternate procedures are established and used.	
2)	Counterbalance Subsystem					
a)	Forward Side	C	1	0	(M)(O) May be inoperative provided: a) Door is verified manually operative (opens and closes) without any interference, b) Counterbalance aft side is operative, and c) Alternate procedures are established and used.	
b)	Aft Side	C	1	0	(M)(O) May be inoperative provided: a) Door is verified manually operative (opens and closes) without any interference, b) Counterbalance forward side is operative, and c) Alternate procedures to control manually the support wheel or to support door with cable kit are established and used.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
11-05	Passenger Door Handrail Quick-Release Pins (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	2	1	(M) May be missing provided the associated cable is stowed.	
11-06	Passenger Door Support Wheel Assembly	C	1	0	(M)(O) May be inoperative or missing provided: a) Support wheel assembly is deactivated, b) Alternate procedures to support door with cable kit are established and used, and c) Placarded stairway loading limitations are maintained.	
21-01	Doors and Overwing Emergency Exits	A	-	-	(O) One overwing emergency exit or one door may be inoperative provided: a) No passengers are carried except aircraft crew, b) Affected door or emergency exit is verified CLOSED, LATCHED, and LOCKED before each departure, and c) Repairs are made within 3 flight-days.	
31-01	Balance Springs					
1)	Cargo Compartment Door (600-2B19)	C	2	1	(M) May be inoperative provided door is verified operative (opens and closes) without interference and affected spring is deactivated. NOTE: Door may close faster.	
2)	Aft Cargo Compartment Door (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	2	1	(M) May be inoperative provided door is verified operative (opens and closes) without any interference and affected spring is deactivated. NOTE: Door may close faster.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
35-01	Forward Cargo Compartment Protector Kits (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)					
1)	A/C without ModSum LE670T11781 (Door Protector Kit)	D	-	0	(M) May be inoperative provided: a) Affected protector kit is removed, b) Associated cargo compartment door is visually inspected for damage and checked for correct operation, and c) Associated cargo compartment or subcompartment remains empty.	
		D	-	0	(M) May be inoperative provided: a) Affected protector kit is removed, b) Associated cargo compartment door is visually inspected for damage and checked for correct operation, and c) Associated cargo compartment door restraint nets are verified operative and properly installed after every cargo/baggage loading.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
35-01	Forward Cargo Compartment Protector Kits (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25) (Cont'd)					
2)	A/C with ModSum LE670T11781 (Vent Flap Protector Kit)	D	-	0	(M) May be inoperative provided: a) Affected protector kit is removed, b) Associated vent flap mechanism is visually inspected for damage and checked for correct operation, and c) Associated cargo compartment or subcompartment remains empty.	
		D	-	0	(M) May be inoperative provided: a) Affected protector kit is removed, b) Associated vent flap mechanism is visually inspected for damage and checked for correct operation, and c) Associated cargo compartment door restraint nets are verified operative and properly installed after every cargo/baggage loading.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Flight Deck Security Door (14 CFR Part 25, § 25.795 Compliant)					
1)	Door Latch	A	1	0	May be inoperative provided: a) Door deadbolt is operative, b) Door deadbolt is used to lock and unlock the door, and c) Repairs are made within 2 flight-days.	
2)	Flight Deck Door Panel Pressure Relief Latches	A	-	0	May be inoperative in the latched position provided repairs are made within 2 flight-days.	
3)	Deadbolt	A	1	0	May be inoperative provided repairs are made within 2 flight-days.	
51-02 ***	C&D Zodiac Enhanced Flight Deck Security Door Automatic Locking/Access/Control Systems (14 CFR Part 25, § 25.795 Compliant) (ST01408LA) (600-2B19)	A	1	0	(M)(O) May be inoperative provided: a) Electronic lock/unlock system is deactivated, b) Door deadbolt operates normally and is used to lock and unlock the door, c) Alternate procedures are established and used for locking and unlocking door using the deadbolt, and d) Repairs are made within 2 flight-days.	
1)	Flight Deck Access Panel System (Keypad, Door Chime)	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
a)	LEDs	C	3	0	(O) May be inoperative provided alternate procedures are established and used.	
b)	Door Bell Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
51-02 ***	C&D Zodiac Enhanced Flight Deck Security Door Automatic Locking/Access/Control Systems (14 CFR Part 25, § 25.795 Compliant) (ST01408LA) (600-2B19) (Cont'd)					
2)	Flight Deck Door LOCK FAIL Light	C	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.	
3)	Flight Deck Door AUTO UNLK Light	C	1	0	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally.	
4)	Flight Deck Door Latch	A	1	0	(M)(O) May be inoperative provided: a) Door deadbolt is operative, b) Door deadbolt is used to lock and unlock the door, and c) Repairs are made within 2 flight-days.	
5)	Flight Deck Door Panel Pressure Relief Panels	A	2	0	May be inoperative provided: a) Panels are in latched position, and b) Repairs are made within 2 flight-days.	
6)	Deadbolt	C	1	0	(O) May be inoperative provided automatic lock controls operate normally.	
(Continued)						

REVISION NO. 20

PAGE NO. 52-7

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
51-02 ***	C&D Zodiac Enhanced Flight Deck Security Door Automatic Locking/Access/Control Systems (14 CFR Part 25, § 25.795 Compliant) (ST01408LA) (600-2B19) (Cont'd)					
7)	Flight Deck Door Viewing Port	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days.	
		C	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.	

<p>AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
51-03 ***	C&D Zodiac Enhanced Flight Deck Security Door Automatic Locking/Access/Control Systems (14 CFR Part 25, § 25.795 Compliant) (ST01415LA) (600-2C10, 600-2C11 600-2D15, 600-2D24, 600-2D25)	A	1	0	(M)(O) May be inoperative provided: a) Electronic lock/unlock system is deactivated, b) Door deadbolt operates normally and is used to lock and unlock the door, c) Alternate procedures are established and used for locking and unlocking door using the deadbolt, and d) Repairs are made within 2 flight-days.	
1)	Flight Deck Access Panel System (Keypad, Door Chime)	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
a)	LEDs	C	3	0	(O) May be inoperative provided alternate procedures are established and used.	
b)	Door Bell Mode	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Flight Deck Door LOCK FAIL Light	C	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.	
3)	Flight Deck Door AUTO UNLK Light	C	1	0	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally.	
4)	Flight Deck Door Latch	A	1	0	(M)(O) May be inoperative provided: a) Door deadbolt is operative, b) Door deadbolt is used to lock and unlock the door, and c) Repairs are made within 2 flight-days.	
(Continued)						

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
51-03 ***	C&D Zodiac Enhanced Flight Deck Security Door Automatic Locking/Access/Control Systems (14 CFR Part 25, § 25.795 Compliant) (ST01415LA) (600-2C10, 600-2C11 600-2D15, 600-2D24, 600-2D25) (Cont'd)					
5)	Flight Deck Door Panel Pressure Relief Panels	A	2	0	May be inoperative provided: a) Panels are in latched position, and b) Repairs are made within 2 flight-days.	
6)	Deadbolt	C	1	0	(O) May be inoperative provided automatic lock controls operate normally.	
7)	Flight Deck Door Viewing Port	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
		C	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-01	Passenger Door Indication System					
1)	600-2B19 without ModSum TC601R13193 (Phase IV Door)	A	1	0	(O) May be inoperative provided before each flight: a) Door is CLOSED, LATCHED, and LOCKED, b) Internal green witness marks on six door latch pins are aligned, c) Green witness marks on two upper roll latches are aligned, d) Door lock flag indicator indicates LOCKED, e) Inner knob is verified STOWED, f) External handle is verified STOWED, g) External pressure vent flap is verified fully CLOSED, h) No door warning EICAS messages are displayed, and i) Repairs are made within 3 flight-days.	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-01	Passenger Door Indication System (Cont'd)					
2)	600-2B19 with ModSum TC601R13193 (Phase IV Door)	A	1	0	(O) May be inoperative provided before each flight: <ol style="list-style-type: none"> a) Door is CLOSED, LATCHED, and LOCKED, b) Internal green witness marks on four door latch pins are aligned, c) Green witness marks on two upper roll latches are aligned, d) Green witness mark on upper lock on upper roll shaft is aligned, e) Door lock flag indicator indicates LOCKED, f) External handle is verified STOWED, g) External pressure vent flap is verified fully CLOSED, h) No door warning EICAS messages are displayed, and i) Repairs are made within 3 flight-days. 	
(Continued)						

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-01	Passenger Door Indication System (Cont'd)					
3)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	A	1	0	(O) May be inoperative provided before each flight: <ol style="list-style-type: none"> a) Door is CLOSED, LATCHED, and LOCKED, b) Internal green witness marks on four door latch pins are aligned, c) Green witness marks on two upper roll latches are aligned, d) Green witness mark on upper lock on upper roll shaft is aligned, e) Door lock flag indicator indicates LOCKED, f) External handle is verified STOWED, g) External pressure vent flap is verified fully CLOSED, h) No door warning EICAS messages are displayed, i) Ground valve (avionics cooling) is considered inoperative, and j) Repairs are made within 3 flight-days. 	
70-02	Avionics Compartment Door Indication System	C	1	0	May be inoperative provided before each flight: <ol style="list-style-type: none"> a) Door is CLOSED, LATCHED, and LOCKED, and b) Handle is verified STOWED. 	

AIRCRAFT:
CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-03	Overwing Emergency Exit Indication Systems	C	-	0	(O) May be inoperative provided before each flight: a) Affected door is CLOSED, LATCHED, and LOCKED, and b) External push plate is verified FLUSH.	
70-04	Cargo Compartment Door Indication System					
1)	FWD (600-2C10, 600-2C11, 600-2D15, 600-2D24 with ModSum 670T31862), (600-2E25)	C	1	0	May be inoperative provided before each flight: a) Door is verified CLOSED, LATCHED, and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Gap between door and fuselage is verified not present.	
2)	CTR (600-2D15, 600-2D24 with ModSum 670T31862), (600-2E25)	C	1	0	May be inoperative provided before each flight: a) Door is verified CLOSED, LATCHED, and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Gap between door and fuselage is verified not present.	
3)	AFT	C	1	0	May be inoperative provided before each flight: a) Door is verified CLOSED, LATCHED, and LOCKED, and b) Handle is verified STOWED.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-05	Service Door Indication System					
1)	600-2B19	C	1	0	May be inoperative provided before each flight: a) Door is CLOSED, LATCHED, and LOCKED, b) Internal green witness marks are aligned at viewing window, c) Internal handle is verified at LOCKED position, and d) External handle is verified STOWED.	
2)	600-2C10, 600-2C11	C	1	0	May be inoperative provided before each flight: a) Door is CLOSED, LATCHED, and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Ground valve (avionics cooling) is considered inoperative.	
(Continued))						

REVISION NO. 20

PAGE NO. 52-15

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-05	Service Door Indication System (Cont'd)					
3)	600-2D15, 600-2D24, 600-2E25					
a)	FWD	C	1	0	May be inoperative provided before each flight: a) Door is CLOSED, LATCHED, and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Ground valve (avionics cooling) is considered inoperative.	
b) ***	AFT	C	1	0	May be inoperative provided before each flight: a) Door is CLOSED, LATCHED, and LOCKED, b) Handle is verified STOWED, c) External pressure vent flap is verified CLOSED, and d) Ground valve (avionics cooling) is considered inoperative.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Full-Authority Digital Engine Control System (FADEC) (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	A	1	1	System redundancy may be degraded as indicated by "L FADEC FAULT 1" status message provided: a) "R FADEC FAULT 1" status message is not displayed, and b) Repairs are made within 10 days.	
		A	1	1	System redundancy may be degraded as indicated by "R FADEC FAULT 1" status message provided: a) "L FADEC FAULT 1" status message is not displayed, and b) Repairs are made within 10 days.	
		A	1	1	(M) System redundancy may be degraded as indicated by "L FADEC FAULT 1" and "R FADEC FAULT 1" status messages provided: a) Nondispatchable FADEC failures are verified not present on both engines, and b) Repairs are made within 10 days.	
		A	1	1	System redundancy may be degraded as indicated by "L FADEC FAULT 2" status message provided repairs are made within 30 days.	
		A	1	1	System redundancy may be degraded as indicated by "R FADEC FAULT 2" status message provided repairs are made within 30 days.	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
31-01	EICAS Fuel Flow "FF" Readouts (600-2B19)	B	2	1	May be inoperative provided all EICAS fuel tank quantity readouts are operative.	
31-02	EICAS Fuel Used Readout (600-2B19)	C	1	0	May be inoperative provided all EICAS fuel tank quantity readouts are operative.	
31-03	Fuel Low Pressure Indicating Systems	B	2	1	(O) May be inoperative provided: a) Both fuel boost pumps are operative, and b) Monitor fuel level and quantity during flight. NOTE: Fuel system check valve test (first flight of day – before engine shutdown) is waived for the inoperative fuel low pressure indication.	
31-04	Fuel Feed Temperature Indicating System	C	2	1	One may be inoperative provided icing inhibitor is added to the fuel.	
		C	2	1	May be inoperative provided EICAS oil temperature readout is checked to be stable within limits prior to each flight.	

REVISION NO. 20

PAGE NO. 74-1

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Ignition Systems					
1)	600-2B19					
a)	A Systems	B	2	1	One may be inoperative provided both B systems are operative.	
b)	B Systems	B	2	0	Both may be inoperative provided both A systems are operative.	
2)	600-2C10, 600-2C11, 600-2D15 600-2D24, 600-2E25					
a)	A Systems	B	2	1	(O) One may be inoperative provided both B systems are operative.	
b)	B Systems	B	2	0	(O) Both may be inoperative provided both A systems are operative.	
30-01	IGNITION A/B "ARM/ON" Switch Lights (Light Function Only) (600-2B19)	C	2	0		
30-02	IGNITION CONT "ON" Switch Light (Light Function Only)	C	1	0		

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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76. Engine Control

Sequence No.	Item	1	2	3	4	Change Bar
10-01	SYNC SEL Switch (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	1	0		
11-01	L and R Engine Speed Control Systems (600-2B19)	C	2	0	(O) Both may be inoperative provided: a) ENG SPEED CONTROL switches are selected OFF for both engines, b) APR is selected OFF, and c) Operations are conducted in accordance with AFM APR inoperative performance data. NOTE: Thrust levers will not always be aligned when fan speeds are matched.	
11-03	Throttle Lever (FADEC) RVDTs (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	4	2	One per throttle lever may be inoperative.	
13-01	Automatic Performance Reserve System (APR) (600-2B19)	C	1	0	(O) May be inoperative provided: a) APR is selected OFF, and b) Operations are conducted in accordance with AFM APR inoperative performance data.	

REVISION NO. 20

PAGE NO. 77-1

DATE: 10/25/2019

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Engine Vibration Monitoring Indications	B	2	1	One may be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Both ice detection systems are operative.	

REVISION NO. 20

PAGE NO. 78-1

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Thrust Reverser Systems	C	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> a) There is no structural damage to thrust reverser system beyond approved acceptable damage limits, b) Inoperative thrust reverser is deactivated, stowed, and locked in forward thrust position, and c) Operations are conducted in accordance with AFM performance data. 	

REVISION NO. 20

PAGE NO. 79-1

DATE: 10/25/2019

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
12-01 ***	Oil Replenishment System	D	1	0	(M) May be inoperative provided alternate method for checking engine oil levels and servicing engine oil is established and used.	
21-01	Engine Oil Filter Impending Bypass and Chip Detector Panel (Engine Oil Detection Panel)					
1)	600-2B19 Pre-SB GE 72-0109	C	1	0	(M) May be inoperative provided an alternate maintenance procedure is accomplished and does not exceed 30 flight-hours interval(s).	
2)	600-2B19 Post-SB GE 72-0109	C	1	0	(M) May be inoperative provided an alternate maintenance procedure is accomplished and does not exceed 100 flight-hours interval(s).	
3)	600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25	C	1	0	(M) May be inoperative provided an alternate maintenance procedure is accomplished and does not exceed 100 flight-hours interval(s).	

AIRCRAFT: CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Low Oil Pressure Switch (600-2C10, 600-2C11, 600-2D15 600-2D24, 600-2E25)	A	2	1	(O) May be inoperative OPEN provided: a) Both oil pressure readouts are verified operative, and b) Repairs are made within one flight.	
		A	2	1	(M)(O) May be inoperative CLOSED provided: a) Both oil pressure readouts are verified operative, b) Inoperative low oil pressure switch is deactivated, and c) Repairs are made within one flight.	
					NOTE: Aural warning "Engine Oil" will not be functional.	
30-03 ***	Engine Oil Level Indications (600-2B19, 600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	2	0	(M) Both may be inoperative provided: a) Engine oil reservoir is refilled within the permissible time interval, and b) There is no evidence of excessive oil consumption.	

AIRCRAFT:
 CL-600-2B19/-2C10/-2C11/-2D15/-2D24/-2E25

TABLE KEY

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

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Engine L/R "STOP" Switch Lights (Light Function Only)	C	2	0	Both may be inoperative provided N ₂ is monitored.	
10-02	Engine "START" Switch Lights (Light Function Only)	C	2	0		
10-03	Air Turbine Starter Speed Cutout Switches (600-2B19)	C	2	1	(O) May be inoperative CLOSED provided: a) Associated engine STOP switch light is operative, b) Engine start is manually terminated, and c) Starter disengagement is confirmed. NOTE: The air turbine starter will be damaged if it is left engaged at or above engine idle speed.	
11-01	Starter Air Valves (600-2C10, 600-2C11, 600-2D15, 600-2D24, 600-2E25)	C	2	1	(M)(O) One may be inoperative CLOSED provided alternate starting procedures are established and used.	