



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

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# Master Minimum Equipment List (MMEL)

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Revision: 11  
Date: 07/10/2020

## **Bombardier Challenger** **CL-600/601/601-3A/601-3R/604/605/650**

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23. Communications	23-1	10	02/24/2016
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29. Hydraulic Power	29-1 thru 4	10	02/24/2016	
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32. Landing Gear	32-1 thru 2	11	07/10/2020	
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33. Lights	33-1 thru 2	10	02/24/2016	
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46. Information Systems	46-1	10	02/24/2016
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49. Airborne Auxiliary Power	49-1	10	02/24/2016
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71. Powerplant	71-1	10	02/24/2016
73. Engine Fuel and Control	73-1	10b	03/22/2018
	73-2	10	02/24/2016
74. Ignition	74-1 thru 2	10	02/24/2016
76. Engine Controls	76-1 thru 2	10	02/24/2016
77. Engine Indicating	77-1 thru 5	10	02/24/2016
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Original	04/12/1984	ALL PAGES
1	02/09/1990	ALL PAGES
1a	02/16/1994	HIGHLIGHTS OF REV., DEFINITIONS 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 30-1, 30-2, 30-3, 30-4, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 36-1, 36-2, 71-1, 74-1, 76-1.
2	09/25/1995	HIGHLIGHTS OF REV., DEFINITIONS, 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 22-1, 22-2, 22-3, 23-1, 23-2, 23-3, 23-4, 23-5, 24-1, 24-2, 24-3, 25-1, 25-2, 25-3, 25-4, 26-1, 26-2, 26-3, 26-4, 27-1, 27-2, 28-1, 28-2, 28-3, 28-4, 29-1, 29-2, 29-3, 29-4, 30-1, 30-2, 30-3, 30-4, 31-1, 31-2, 32-1, 33-1, 33-2, 33-3, 33-4, 33-5, 33-6, 33-7, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 35-1, 35-2, 36-1, 36-2, 49-1, 52-1, 52-2, 71-1, 73-1, 74-1, 74-2, 76-1, 77-1, 78-1, 79-1
3	04/12/1996	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, 22-1, 22-2, 22-3, 22-4, 22-5, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 24-1, 24-2, 24-3, 24-4, 24-5, 24-6, 25-1, 25-2, 25-3, 25-4, 26-1, 26-2, 26-3, 26-4, 26-5, 27-1, 27-2, 27-3, 28-1, 28-2, 28-3, 28-4, 28-5, 28-6, 28-7, 28-8, 28-9, 28- 10, 29-1, 29-2, 29-3, 29-4, 30-1, 30-2, 30-3, 30-4, 30-5, 30-6, 30-7, 31-1, 31-2, 31-3, 32-1, 32-2, 32-3, 33-1, 33-2, 33-3, 33-4, 33-5, 33-6, 33-7, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34-15, 35-1, 35-2, 35-3, 36-1, 36-2, 49-1, 52-1, 52-2, 52-3, 71-1, 73-1, 73-2, 74-1, 74-2, 74-3, 76-1, 77-1, 78-1, 79-1
4	03/26/2002	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, 22-1, 22-2, 22-3, 22-4, 22-5, 22-6, 22-7, 22-8, 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, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 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, 28-10, 28-11, 28-12, 29-1, 29-2, 29-3, 29-4, 30-1, 30GH-2, 30-3, 30-4, 30-5, 30-6, 30-7, 31-1, 31-2, 31-3, 31-4, 32-1, 32-2, 32-3, 32-4, 32-5, 33-1, 33-2, 33-3, 33-4, 33-5, 33-6, 33-7, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34- 10, 34-11, 34-12, 34-13, 34-14, 34-15, 34-16, 34-17, 34-18, 34-19, 34-20, 35-1, 35-2, 35-3, 36-1, 36-2, 38-1, 38-2, 45-1, 49-1, 52-1, 52-2, 52-3, 52-4, 71-1, 73-1, 73-2, 74-1, 74-2, 74-3, 76-1, 76-2, 77-1, 78-1, 79-1

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5	11/17/2003	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, 22-1, 22-2, 22-3, 22-4, 22-5, 22-6, 22-7, 22-8, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 24-1, 24-2, 24-3, 24-4, 24-5, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 26-1, 26-2, 26-3, 26-4, 26-5, 26-6, 27-1, 27-2, 27-3, 27-4, 27-5, 27-6, 27-7, 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, 29-1, 29-2, 29-3, 29-4, 30-1, 30-2, 30-3, 30-4, 30-5, 30-6, 30-7, 31-1, 31-2, 31-3, 31-4, 31-5, 32-1, 32-2, 32-3, 32-4, 32-5, 33-1, 33-2, 33-3, 33-4, 33-5, 33-6, 33-7, 33-8, 33-9, 33-10, 33-11, 33-12, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34-15, 34-16, 34-17, 34-18, 34-19, 34-20, 35-1, 35-2, 35-3, 36-1, 36-2, 38-1, 38-2, 45-1, 49-1, 52-1, 52-2, 52-3, 52-4, 52-5, 71-1, 73-1, 73-2, 74-1, 74-2, 76-1, 76-2, 77-1, 78-1, 79-1
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7	05/20/2005	HIGHLIGHTS OF REV., DEFINITIONS Control Page VIII, 30-1, 30-2, 30-3, 30-4, 30-5, 30-6, 30-7
8	08/21/2007	ALL PAGES
8a	08/05/2010	Cover Page, Table of Contents, Log of Revisions V, Control Page VI, VII, VIII, VIX, Highlights of Change X, 24-1, 24-2, 24-3, 24-4, 24-5, 24-6, 24-7, 24-8, 27-2, 29-1, 30-4, 30-5, 30-6, 30-7, 32-4
9	06/21/2013	Cover Page, Table of Contents II, Log of Revisions III – V, Control Pages VI-IX, Highlights of Change X, Definitions XI, Preamble XII, 21-1, 2-2, 21-4, 21-5, 21-6, 22-1 thru 22-6, 23-1 thru 23-9, 24-1 thru 24-4, 24-6, 24-7, 25-5 thru 25-11, 26-1 thru 26-3, 27-2, 28-2 thru 28-7, 28-9, 29-2, 29-3, 30-3 thru 30-5, 30-7, 31-9, 32-2, 32-3, 33-4, 33-5, 33-9, 34-1 thru 34-6, 34-8 thru 34-11, 34-17 thru, 34-25, 35-3, 36-1, 38-1, 38-2, 46-1 thru 46-3, 52-3, 52-4, 56-1, 71-1, 73-1, 73-2, 74-1, 77-4, 78-1, 79-1
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10a	01/06/2017	Cover, Table of Contents, Log of Revisions II - III, Control Pages IV - VII, Highlights of Change - VIII, Guidelines for (M) and (O) Procedures - XI, pages 24-6, 30-3, 30-4, 30-6, 30-7, 31-11, 33-3, 33-4, 33-6, 33-7, 34-1, 34-3, 34-10, 34-22

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10b	03/22/2018	Cover, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Guidelines for (M) and (O) Procedures, pages 22-6, 23-3, 23-5, 23-9, 25-1, 25-4, 25-9, 25-10, 26-4, 28-1, 28-9, 30-3, 30-4, 30-6, 30-6, 30-9, 30-10, 31-10, 33-8, 34-1, 34-5, 34-6, 34-7, 34-10, 34-13, 34-15, 34-20, 34-21, 34-23, 34-24, 34-25, 35-3, 73-1
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**HIGHLIGHTS OF CHANGE**

The following changes are the Highlights of Changes for **Revision 11**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 05/16/2019.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
General	Multiple instances of plurals changed to singular form throughout document; not indicated with change bars.
21-1	Cockpit Gasper (Vent): Added relief for Gasper (Vents).
21-1	Cabin Altitude Warning System: Sub-item 1) missing line item description is added to the relief.
21-2	Cabin Altitude Indicator (600, 601, 601-3A, 601-3R): In order to remain consistent with the nomenclature in MMEL, pressurization is re-worded a Cabin Pressurization Control System.
21-2	Cabin Differential Pressure Indicator (600, 601, 601 3A, 601 3R): In order to remain consistent with the nomenclature in MMEL, pressurization is re-worded a Cabin Pressurization Control System.
21-9	Remote Temperature Control System: Added "****" and "605, 650" to relief.
22-2	Autopilot Systems: Modified relief for sub-item 3.
22-2	Autopilot Systems: Added relief for Fusion STC # ST04356CH as sub-item 4.
22-4	Autopilot Disconnect Switches: To be consistent with AFM used the wording "every originating check" in the proviso is reworded as "first flight of the day".
22-6	Input/Output Concentrator (IOC): Added relief for Fusion STC #ST04357CH as sub-item 3.
22-7	Autothrottle System: Autothrottle Mode Status Display, Editorial change.
22-8 and 9	Autothrottle System 604 with Autothrottle System: New relief item for Fusion STC #ST04357CH.
23-2	Communication Systems (VHF, UHF): Added relief for Fusion STC #ST04356CH as sub-item 5.
23-4	Data Link System: New relief item for Fusion STC #ST04356CH.
23-5	Cockpit Satellite Communication System: New relief item for Fusion STC #ST04356CH.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
23-6	Passenger Address System: Updated with additional Category 'C' dispatch per PL-9 Rev 12.
23-7	Crewmember Interphone System: Updated with additional Category 'C' dispatch per PL-9 Rev 12.
23-8	Cabin Alerting System (Chime/Light): Flight Attendant Cabin Chime is associated with Lavatory smoke detector; proviso associated with lavatory smoke detection is deleted.
23-12	Cockpit Voice Recorder (CVR) System: Added Fusion STC #ST04356CH as sub-item 4.
23-12	Electronic Checklist: Added Fusion STC #ST04356CH in to the effectivity.
23-13	Radio Tuning Unit (RTU) Standby – Engine Indication System (EIS): New relief item for Fusion STC #ST04356CH.
24-1	Engine Integrated Drive Generators (IDGs): SB 601-0568 is applicable for the CL601, 601 is added to the line item 1.
24-8	USB Charger System (650 A/C 6071 and Subs) - USB Charger System introduced on the Challenger 650 at Aircraft 6071.
24-8	Cabin Power Outlet System: New relief item added.
25-4	Interior Baggage Compartment Door: New relief item added.
25-4	Lavatory Door: New relief item added.
25-7	Individual Cabin Power Outlet: deleted
25-9 and 10	Emergency Locator Transmitter (ELT): Updated as per FAA PL-210 Rev 3.
25-13	Galley Pocket Door: New relief item added.
26-2	APU Fire Detection System: Removed "and is not used" from relief.
26-4	Lavatory Fire Extinguisher System***: Updated to reflect MMEL Policy Letter (PL) 24 Revision 5.
27-2	Servo Monitor System: Editorial changes.
27-2	Stall Warning Switch Lights: Editorial changes.
27-3	Flap Power Drive Unit (PDU) Motors: Simplification of proviso layout to minimize confusion between applicable AFM Supplement number and applicable aircraft models.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
27-4	Ground Spoiler System: Updated Category information.
28-4	Fuel (Boost) Pumps: Removed aircraft models CL-601,601-3A, since the Maintenance procedure in the MMEL do not apply to this models.
28-5	APU Fuel Pump: (M) procedure removed since the proviso 'e' is modified to meet the intend.
28-5	APU Fuel Shutoff Valves: Editorial change, "APU is not used" replaced with "APU deactivated".
30-8 thru 9	Probe Heaters: Addition of the word 'CASE' to sub-item 6 title to cover both the Case and Vane heaters, to align with the CAS message.
30-9	Left and Right Windshield: Added proviso.
30-10 thru 11	Enhanced Vision System: Ice Protection - Provisos concerning/restricting dispatch and operations into icing, removed. Repeated conditions are eliminated.
31-3	Quick Access Recorder (QAR) ***: Introduce dispatch relief.
31-11	Adaptive Flight Displays (AFD): Removal of the radio tuning reversion from the proviso.
31-12 thru 14	Adaptive Flight Display (AFD): New relief item for Fusion STC #ST04356CH.
32-1	Landing Gear Retraction System (604, 605, and 650): Reordered the provisos to accommodate the two different AFM supplement references for the various aircraft. Added an (O) procedure for the AFM.
32-2	Anti-Skid System Channels: (O) Procedure is added with respect to the proviso e) Operations are conducted in accordance with AFM Supplement 8, (Operations with Airplane Systems Inoperative).
33-6	Fasten Seat Belt and No Smoking Warning Signs - The MMEL numbering is corrected.
33-9	Wing Inspection Lights - Replacing the existing proviso with those provided in the FAA Policy Letter (PL) 72, Revision 4 GC.
34-1	Integrated Standby Instrument System (ISIS): Added relief for Fusion STC #ST04356CH as sub-item 3.
34-2	True Airspeed (TAS), Static Air Temperature (SAT), and Total Air Temperature (TAT) Indicating Systems: OMEGA removed, obsolete system not currently in service.
34-3	Altitude Alerting System: Clerical changes applied to sub-item 2. Editorial changes to the line item 3 and 4.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
34-9	Directional Compass Systems - This MMEL item applies only to the Directional Compass System installed (factory) on the Challenger 600, and Challenger 601 S/Ns 3001 to 3066. Starting on the CL-601-3A (S/N 5001 and subs), the IRS is the replacement navigation system.
34-10	Synthetic Vision System (SVS): Aircraft effectivity updated.
34-11	Synthetic Vision System: New relief item for Fusion STC #ST04356CH.
34-12	Weather Radar System: New relief item for Fusion STC #ST04356CH.
34-14 & 16	Terrain Awareness Warning System (TAWS) - Class A TAWS Equipment (Terrain display) relief is updated as per the FAA MMEL Policy Letter (PL) 54, Revision 10 GC. Runway Awareness Advisory System is updated with the aircraft effectivity and respective SB numbers. TAWS Class C is removed.
34-17	Traffic Collision Avoidance System (TCAS): Modified proviso for TCAS I.
34-19	Long Range Navigation Systems: OMEGA removed, obsolete system not currently in service.
34-21 thru 22	ADS-B Squitter Transmissions: Item deleted. Automatic Dependent Surveillance-Broadcast (ADS-B) System: New relief item introduced as per FAA MMEL Policy Letter (PL) 105, Revision 3, GC.
34-22 thru 23	Air Traffic Control (ATC) Transponders and Automatic Altitude Reporting Systems: New relief item for Fusion STC #ST04356CH.
34-24	Global Positioning System (GPS) WAAS: New relief item for Fusion STC #ST04356CH.
34-28 thru 29	Flight Management Systems (FMS): Added relief for Fusion STC #ST04356CH as sub-item 8.
35-2	Passenger Oxygen System: Proposed with an additional 'C' relief when operating without passengers.
35-3	Portable Oxygen Units: Bottles with Demand Flow Masks: Portable oxygen bottles in excess of those required by regulation can be inoperative provided appropriate measures are followed.
45-1	Onboard Maintenance System (OMS): New relief items for Fusion STC #ST04356CH. Cockpit Maintenance Panel: New relief items for Fusion STC #ST04356CH.

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PAGE NO. XII

DATE: 07/10/2020

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
46-2	Integrated Flight Information System (IFIS): 605, 650 added to title. Database applications are introduced as a new line item "5".
46-3	Integrated Flight Information System (IFIS): New relief item for Fusion STC #ST04356CH.
46-4	Information Management System (IMS-3500): New STC item for Fusion STC #ST04356CH. XM Satellite System ***: New relief item for XM Satellite System.
52-4	External Service-Door Indication System (604, 605, and 650) - Sub-items are brought under the remarks or exceptions section for clarity.
78-1	Thrust Reverser Systems: Clarification of proper AFM Supplement number. For CL-600, AFM Unapproved Supplement 3 is applicable. For 601, 601-3A, and 601-3R AFM Unapproved Supplement 2 is applicable. Other models like 604, 605, and 650 maintain a reference to AFM Supplement 2.
79-1	Engine Oil Chip Detector Indication – New item proposed in this revision of the MMEL.

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PAGE NO. XIII

DATE: 07/10/2020

AIRCRAFT:

BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**DEFINITIONS**

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

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DATE: 07/10/2020

AIRCRAFT:

BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**PREAMBLE**

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

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PAGE NO. XV

DATE: 07/10/2020

AIRCRAFT:

BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

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

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List (insert aircraft manufacturer and aircraft make and model) (M) and (O) Procedures, published by the aircraft manufacturer.

AIRCRAFT: BOMBARDIER CL-600/601/ 601-3A/601-3R/604/605/650	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--	--

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
20-1	Heat Exchanger Fan (Footwarmer Demist) (600, 601, 601-3A)	C	1	0		
23-1	Cockpit Gasper (Vent)	C	4	2	May be inoperative provided airflow through the gasper (vent) is acceptable to the flightcrew.	
24-1	Cockpit Displays Cooling Exhaust Fan (604, 605, 650)	C	1	0	(M) May be inoperative provided: a) Both packs are operative, and b) Fan is deactivated.  NOTE: During ground operations at ambient temperatures above 40 °C (104 °F), operation of electrical/Avionics equipment must be limited to 30 minutes unless at least one Air Conditioning Pack is operating and cabin doors are closed as per AFM.	
30-1	Emergency Pressurization System (600, 601, 601-3A)	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.	
30-2	Cabin Altitude Warning System (600, 601, 601-3A, 601-3R)					
1)	Visual (CABIN PRESS LOW light)	C	1	0	(O) May be inoperative provided Cabin Altitude Aural (Horn) Warning System is operative.	
		C	1	0	(O) May be inoperative provided airplane is operated unpressurized.	
2) ***	Aural (Horn)	D	1	0	(O) May be inoperative provided Cabin Altitude Visual (Light) Warning System is operative.	
		C	1	0	(O) May be inoperative provided aircraft is operated at or below 10,000 ft. MSL.	
		C	1	0	(O) May be inoperative provided aircraft is operated unpressurized.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
30-3	Cabin Altitude Indicator (600, 601, 601-3A, 601-3R)	C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, and b) A chart is provided to convert Cabin Differential Pressure to Cabin Altitude.	
		C	1	0	(O) May be inoperative provided: a) Cabin Pressurization Control System is considered inoperative, and b) Airplane is operated unpressurized.	
30-4	Cabin Differential Pressure Indicator (600, 601, 601-3A, 601-3R)	C	1	0	(O) May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) A chart is provided to convert cabin altitude to Cabin Differential Pressure.	
		C	1	0	(O) May be inoperative provided: a) Cabin Pressurization Control System is considered inoperative, and b) Airplane is operated unpressurized.	
30-5	Cabin Rate of Climb Indicator (600, 601, 601-3A, 601-3R)	C	1	0	(O) May be inoperative provided: a) Cabin Altitude Indicator is operative, b) Cabin Differential Pressure Indicator is operative, and c) Cabin Pressurization Control System Automatic Mode is operative.	
		C	1	0	(O) May be inoperative provided airplane is operated unpressurized.	
30-6	Cabin Pressurization Panel EMER DEPRESS "ON" Switch Light (light function only) (604, 605, 650)	C	1	0		

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-1</b>	Cabin Pressurization Control System					
<b>1)</b>	Automatic and Manual Mode	<b>C</b>	<b>2</b>	<b>0</b>	(O) Both may be inoperative provided: <ol style="list-style-type: none"> <li>a) Airplane is operated unpressurized, and</li> <li>b) Extended overwater operations are prohibited.</li> </ol> <p>NOTE: During ground operations at ambient temperatures above 40 °C (104 °F) for 604, 605, 650 and 45 °C (113 °F) for all other models, operation of Electrical/Avionics equipment must be limited to 30 minutes unless at least one Air Conditioning Unit/Pack is operating and cabin doors are closed per AFM.</p>	
<b>2)</b>	Automatic Mode (600, 601, 601-3A, 601-3R)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cabin Pressurization Control System Manual Mode is operative, and</li> <li>b) Operations are not conducted more than 60 minutes from a suitable airport.</li> </ol>	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Total fuel carried includes at least 50% more than fuel load required for the planned flight, and</li> <li>b) Airplane is operated at or below 300 knots when airplane is at or below 12,500 ft.</li> </ol>	
(Continued)						

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-1</b>	Cabin Pressurization Control System (Cont'd)					
<b>3)</b>	Automatic Mode (604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cabin Pressurization Control System Manual Mode is operative, and</li> <li>b) Operations are not conducted more than 60 minutes from a suitable airport.</li> </ol>	
<b>4)</b>	Manual Mode	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cabin Pressurization Control System Automatic Mode is operative,</li> <li>b) Operations are not conducted more than 60 minutes from a suitable airport, and</li> <li>c) Extended overwater operations are prohibited.</li> </ol>	
<b>32-1</b>	Outflow Valve/Safety Valve	<b>B</b>	<b>2</b>	<b>0</b>	(M)(O) One or both may be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected Valve(s) is secured open,</li> <li>b) Airplane is operated unpressurized at or below 10,000 ft. MSL,</li> <li>c) Extended overwater operations are prohibited, and</li> <li>d) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching.</li> </ol>	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>33-1</b>	Cabin Pressure Acquisition Module (CPAM)					
1)	(604)	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Extended overwater operations are prohibited.	
2)	(605, 650)	C	2	1	May be inoperative provided: a) Automatic Mode of Pressurization Control System is operative, and b) Airplane is not operated more than 60 minutes from a suitable airport.	
		C	2	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Extended overwater operations are prohibited.	
<b>33-2</b>	Standby Cabin Altimeter (604)	C	1	0	(O) May be inoperative provided flight planning allows for descent to unpressurized flight altitudes in event of a CPAM failure.	
<b>51-1</b>	Air Conditioning Unit (ACU) (600, 601, 601-3A, 601-3R)	C	2	1	May be inoperative provided: a) Ram Air Vent Valve is operative, b) Associated cowl anti-ice is selected ON when airplane is operated above FL 400, and c) Operations are not conducted more than 60 minutes from a suitable airport.	
(Continued)						

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-1</b>	Air Conditioning Unit (ACU) (600, 601, 601-3A, 601-3R) (Cont'd)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided: a) Total fuel carried includes at least 50% more than fuel load required for the planned flight, and b) Airplane speed is limited to 300 KIAS when at or below 12,500 ft.	
		<b>C</b>	<b>2</b>	<b>0</b>	(O) Both may be inoperative provided: a) Ram Air Vent Valve is operative, and b) Airplane is operated unpressurized.  NOTE: During ground operations at ambient temperatures above 45 °C (113 °F), operation of electrical/avionics equipment must be limited to 30 minutes unless at least one ACU is operating and cabin doors are closed as per AFM.	
<b>51-2</b>	Air Conditioning Pack (604, 605, 650)	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: a) Ram Air Vent Valve is operative, b) Associated cowl anti-ice is selected ON when airplane is operated above FL 400, and c) Operations are not conducted more than 60 minutes from a suitable airport.	

(Continued)

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DATE: 02/24/2016

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
51-2	Air Conditioning Pack (604, 605, 650) (Cont'd)	C	2	0	(O) May be inoperative provided: a) Ram Air Vent Valve is operative, and b) Airplane is operated unpressurized.  NOTE: During ground operations at ambient temperatures above 40 °C (104 °F), operation of electrical/avionics equipment must be limited to 30 minutes unless at least one pack is operating and cabin doors are closed as per AFM.	
51-3	Air Conditioning Pack "L/R FAIL" Switchlight (light function only) (604, 605, 650)	C	2	0		
51-4	Cabin Pressurization Panel "FAIL/MANUAL" Switchlight (light function only) (604, 605, 650)	B	1	0	(O) May be inoperative provided manual and automatic modes are verified operative on EICAS.	
51-5 ***	Vapor Cycle Cooling System (604)	D	1	0		

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
52-1	Ram Air Vent Valve	C	1	0	(M) May be inoperative closed provided: a) Valve is deactivated closed, and b) Both ACUs/Packs are operative.	
		C	1	0	(M) May be inoperative open provided: a) Valve is deactivated open, b) RH ACU/Pack is operative, c) LH ACU/Pack is selected OFF, d) Associated (LH) cowl anti-ice is selected ON when airplane is operated above FL 400, and e) Operations are not conducted more than 60 minutes from a suitable airport.	
53-1	Right Hand Footwarmer Demist Pressure Regulating and Shutoff Valve (600, 601, 601-3A)	C	1	0		
61-1	Temperature Control System					
1)	Cockpit Mode (NORMAL, STANDBY, MANUAL)	C	3	1		
		C	3	0	Any or all may be inoperative provided all Cabin modes are operative.	
2)	Cabin Mode (NORMAL, STANDBY, MANUAL)	C	3	1		
		C	3	0	Any or all may be inoperative provided all Cockpit Modes are operative.	

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PAGE NO. 21-9

DATE: 07/10/2020

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
61-2	Cabin Temperature Indicating System (600, 601, 601-3A, 601-3R)	C	1	0		
61-3	EICAS "CABIN TEMP" Indication (604, 605, 650)	C	1	0		
61-4	Cockpit Heat System (601-3R, 604)	C	1	0	(M) May be inoperative provided affected system is deactivated.	
61-5 ***	Remote Temperature Control System (604, 605, 650)	D	1	0		
61-6	Pilots Heated Mat (605, 650)	C	4	0	(M) Any or all may be inoperative provided heated mats are deactivated.	

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-1</b>	Autopilot System					
<b>1)</b>	600, 601	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) Except when enroute operations or approach procedures require its use, may be inoperative provided: <ul style="list-style-type: none"> <li>a) Automatic Cabin Pressurization Control System is operative, and</li> <li>b) System is deactivated after Mach Trim test is verified operative each flight.</li> </ul>	
<b>a)</b>	Roll Axis Channel	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided opposite roll channel and roll monitor are verified operative prior to each flight.	
<b>b)</b>	Pitch Axis Channel	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided opposite pitch channel is verified operative prior to each flight.	
<b>2)</b>	601-3A, 601-3R	<b>C</b>	<b>2</b>	<b>1</b>	(M) Except where enroute operations or approach procedures require dual autopilot systems, may be inoperative provided system is deactivated.	
					NOTE: Autopilot and Transponder must use same ADC data for RVSM Operations.	
		<b>B</b>	<b>2</b>	<b>0</b>	(M) Except when enroute operations or approach procedures require its use, may be inoperative provided Automatic Cabin Pressurization Control System is operative.	
					(Continued)	

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-1</b>	Autopilot System (Cont'd)					
<b>3)</b>	601 with STC # ST01497CH-D (AFCS: 604, 605, 650)	<b>C</b>	<b>2</b>	<b>1</b>	Except where enroute operations or approach procedures require dual autopilot systems, may be inoperative provided alternate AFCS is selected.	
					NOTE: For 604, autopilot and Transponder must use same ADC data for RVSM Operations.	
		<b>B</b>	<b>2</b>	<b>0</b>	(M) Except when enroute operations or approach procedures require its use, may be inoperative provided Automatic Cabin Pressurization Control System is operative.	
<b>a)</b>	VNAV Mode Switch	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute operations or approach procedures are not dependent on its use.	
<b>4)</b>	604 Fusion Avionics (Fusion STC # ST04356CH)	<b>C</b>	<b>2</b>	<b>1</b>	Except where enroute operations or approach procedures require dual autopilot systems, may be inoperative provided alternate AFCS is selected.	
		<b>B</b>	<b>2</b>	<b>0</b>	(M) Except when enroute operations or approach procedures require its use, may be inoperative provided Automatic Cabin Pressurization Control System is operative.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-2</b>	Flight Director					
<b>1)</b>	600, 601, 601-3A, 601-3R	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided approach or operating procedures are not dependent on its use.  NOTE 1: Associated TOGA switch will be inoperative.  NOTE 2: Flight Director and Transponder must use same ADC data for RVSM Operations.	
		<b>B</b>	<b>2</b>	<b>0</b>	(O) Except where enroute operations or approach procedures require its use, both may be inoperative.  NOTE 1: Associated TOGA switches will be inoperative.  NOTE 2: Autopilot will be inoperative.	
<b>2)</b>	604, 605, 650 (FCC channel)	<b>C</b>	<b>4</b>	<b>3</b>	NOTE: Associated autopilot (AFCS 1 or 2) will be inoperative.	
		<b>C</b>	<b>4</b>	<b>2</b>	(O) May be inoperative provided AFCS 1 or 2 is operative.	
		<b>B</b>	<b>4</b>	<b>1</b>	(O) Except where enroute operations or approach procedures require its use, three may be inoperative provided: a) AFCS 1 and 2 are considered inoperative, and b) One yaw damper is verified operative.	

AIRCRAFT:  
BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**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
11-1	Autopilot Disconnect Switch (Control Wheel Button)	C	2	1	(O) May be inoperative provided: a) It is verified on the first flight of the day that both control wheel autopilot disconnect switches can disengage the stick pusher function of stall protection system, b) Autopilot is not used below 1,500 ft. AGL, and c) Approach minimums do not require use of autopilot.	
		B	2	0	(O) May be inoperative provided: a) It is verified on the first flight of the day that both control wheel autopilot disconnect switches can disengage stick pusher function of stall protection system, and b) Autopilot is not used.	
11-2	Touch Control Steering (TCS) Switch (600, 601, 601-3A, 601-3R)	C	2	0		
11-3	AP/FD Sync Switch (604, 605, 650)	C	2	0		
11-4	Takeoff/Go-Around (TOGA) Switch	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
11-5	Flight Guidance Computer (601-3A, 601-3R)	C	2	1	May be inoperative provided operations are not conducted more than 60 minutes from a suitable airport.  NOTE: Each FGC provides Mach Trim, Yaw Damper, Autopilot, and Flight Director functions independent of other FGC. Failure of the second FGC after dispatch will result in complete loss of these functions and AFM restrictions would apply.	

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PAGE NO. 22-5

DATE: 02/24/2016

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>12-1</b>	V-Speed Auto-Synchronization System (604)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided V-Speed settings are made manually by each pilot.  NOTE: "SPEED REFS INDEP" status message will be displayed on EICAS if selected speeds are different.	
<b>13-1</b>	Input/Output Concentrator (IOC) (Integrated Avionics Processing System)					
<b>1)</b>	(604, 601 with STC # ST01479CH-D) (without Autothrottle System)	<b>C</b>	<b>4</b>	<b>3</b>	(M)(O) May be inoperative provided: a) Remaining IOCs are verified operative before each flight, and b) T/O Configuration Warning System is verified operative before 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.	
(Continued)						

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>13-1</b>	Input/Output Concentrator (IOC) (Integrated Avionics Processing System) (Cont'd)					
<b>2)</b>	(605, 650, 604 with Autothrottle System)	<b>C</b>	<b>4</b>	<b>3</b>	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Remaining IOCs are verified operative before each flight,</li> <li>b) T/O Configuration Warning System is verified operative before first flight of the day, and</li> <li>c) Autothrottle system is considered inoperative if failed IOC is the 1A quadrant.</li> </ol> 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.	
<b>3)</b>	604 Fusion Avionics with Autothrottle System (STC # ST04357CH)	<b>C</b>	<b>4</b>	<b>3</b>	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Remaining IOCs are verified operative before each flight,</li> <li>b) T/O Configuration Warning System is verified operative before first flight of the day, and</li> <li>c) Autothrottle system is considered inoperative if failed IOC is the 1A quadrant.</li> </ol> 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.	

AIRCRAFT: BOMBARDIER CL-600/601/ 601-3A/601-3R/604/605/650	<b>TABLE KEY</b> 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
<b>20-1</b>	Mach Trim System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided autopilot is engaged in flight.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Airplane speed is limited to 250 KIAS/0.7 Mach when autopilot is not engaged.  NOTE: Autopilot must be engaged during RVSM Operations.	
<b>20-2</b>	Yaw Damper Channel	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided rudder is verified centered before each flight.	
<b>20-3</b>	Yaw Rate Gyro (600, 601)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided Standby Attitude Indicator is operative.	
<b>30-1</b> ***	Autothrottle (604)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Autothrottle is selected to OFF.	
<b>30-2</b>	Autothrottle System (605, 650)	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Autothrottle is deactivated.	
		<b>1)</b>	Autothrottle Disconnect Pushbutton Switch (On Thrust Lever)	<b>D</b>	<b>2</b>	<b>1</b>
		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided Autothrottle System is considered inoperative.	
		<b>2)</b>	Autothrottle Mode Status Display (MSD)	<b>D</b>	<b>2</b>	<b>1</b>
		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided Autothrottle system is considered inoperative.	
<b>3)</b>	Autothrottle N2 Sync PBA	<b>D</b>	<b>1</b>	<b>0</b>		
<b>4)</b>	Engage LED Annunciator	<b>D</b>	<b>2</b>	<b>1</b>		
		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided Mode Status Display (MSD) on flying pilot side is operative.	

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**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-3</b> ***	Autothrottle System (604) (STC # ST04357CH)	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Autothrottle is deactivated.	
<b>1)</b>	Autothrottle Disconnect Pushbutton Switch (On Thrust Lever)	<b>D</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: a) The operative button is on the flying pilot's side, and b) ATS Pushbutton Switch is verified operative.	
		<b>D</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) ATS Control panel is operative, and b) Aircraft is flown from the left seat only.	
<b>2)</b>	ATS Control Panel (ATS pushbutton)	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Autothrottle is deactivated.	
<b>3)</b>	ATS Control Panel (Green LED ATS Clutch Engagement Light)	<b>D</b>	<b>2</b>	<b>1</b>		
		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided ATS modes of operation are displayed on the Primary Flight Display (PFD) Fusion Avionics or Mode Status Display (MSD) Pro Line 4 Avionics.	
<b>4)</b>	ATS Control Panel (N2 Sync Pushbutton)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided N2 Sync is not engaged.	
<b>5)</b>	N1 Takeoff Mode	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided Autothrottle is not engaged during takeoff.	
<b>6)</b>	Retard Mode	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided Autothrottle is disengaged at or above 100 ft. before landing.	
(Continued)						

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AIRCRAFT:  
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**TABLE KEY**

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

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-3</b> ***	Autothrottle System (604) (STC # ST04357CH) (Cont'd)					
<b>7)</b>	Autothrottle Mode Status Display (MSD) Pro Line 4 Avionics only	<b>D</b>	<b>2</b>	<b>1</b>	May be inoperative on non-flying pilot side provided autothrottle system is not used on that side.	   
		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided Autothrottle system is considered inoperative.	   

AIRCRAFT:  
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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-1</b>	Communication System (VHF, UHF)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Battery Bus, and not required for emergency procedures.	
					NOTE: VHF # 1 must be operative.	
<b>1)</b>	Frequency Transfer Indication					
<b>a)</b>	MFD Frequency Transfer Symbol (605, 650)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>b)</b>	RTU Frequency Transfer Symbol (604)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>2)</b>	Frequency Transfer Button/Key	<b>C</b>	<b>2</b>	<b>0</b>		
<b>a)</b>	RTU Frequency Transfer Line Selection Key (604)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>3)</b>	Frequency Selector Button/Knob					
<b>a)</b>	Cursor Control Panel (CCP) Frequency Selector Knob (605, 650)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>b)</b>	FMS CDU Frequency Selection (604, 605, 650)	<b>C</b>	<b>2</b>	<b>1</b>	One side may be inoperative.	
<b>c)</b>	RTU Frequency Selector Knob (604)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>d)</b>	Control Unit Frequency Selector Knob (600, 601, 601-3A, 601-3R)	<b>C</b>	<b>4</b>	<b>2</b>	One knob may be inoperative on each Control Unit.	
					(Continued)	

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-1</b>	Communication System (VHF, UHF) (Cont'd)					
<b>4)</b>	Frequency Indication	<b>C</b>	<b>4</b>	<b>2</b>		
<b>a)</b>	MFD Frequency Indication (605, 650)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>b)</b>	RTU Frequency Indication (604)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>c)</b>	Control Unit Frequency Indication (600, 601, 601-3A, 601-3R)	<b>C</b>	<b>4</b>	<b>2</b>	One frequency indication may be inoperative on each Control Unit.	
<b>5)</b>	604 Fusion Avionics CCP (Cursor Control Panel) (Fusion STC # ST04356CH)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>a)</b>	VHF Frequency Tuning Knob	<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Adaptive Flight Display System (AFD) touchscreen control function is operative, or b) One Multifunction Keypad (MKP) Quick Tune Key is operative.	
<b>b)</b>	COMM 1/2 Tuning Button	<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Adaptive Flight Display System (AFD) touchscreen control function is operative, or b) One Multifunction Keypad (MKP) Quick Tune Function is operative.	

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-2</b>	COMM Control Head # 2 (COMM Digital Frequency Selector/ LED Display Unit) (601-3A, 601-3R)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided FMS CDU tuning capability is operative.	
<b>11-3</b> ***	Inflight Telephone System	<b>D</b>	<b>-</b>	<b>0</b>		
<b>11-4</b> ***	Datalink System (Includes CPDLC and ADS-C functions)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided routine procedures do not require its use.	
<b>1)</b>	Controller Pilot Data Link Communications (CPDLC)	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative where routine procedures require its use provided alternate procedures are established and used.	
		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided operating regulations do not require its use.	
<b>a)</b>	CPDLC Incoming Message Visual Alerting (CDU and EICAS)	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative where routine procedures require its use provided Incoming Message Aural Alerting (chime) is operative.	
		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided operating regulations and routine operations do not require the use of CPDLC.	
<b>2)</b> ***	Automatic Dependent Surveillance Contract (ADS-C)	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative where routine procedures require its use provided alternate procedures are established and used.	
		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided operating regulations do not require its use.	

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-5</b> ***	Data Link System (Fusion STC # ST04356CH)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>1)</b>	Controller-Pilot Data Link Communications (CPDLC) Function (FANS 1/A+)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of the function that is operative may be used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided operating regulations and procedures do not require its use.  NOTE: Any portion of the function that is operative may be used.	
<b>2)</b>	Controller-Pilot Data Link Communications (CPDLC) Function (ATN)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of the function that is operative may be used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided operating regulations and procedures do not require its use.  NOTE: Any portion of the function that is operative may be used.	
<b>3)</b>	Automatic Dependent Surveillance-Contract (ADS-C)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative where procedures require its use provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided operating regulations do not require its use.	

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>12-1</b>	High Frequency (HF) Communication System	<b>C</b>	-	<b>1</b>	(O) May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided: <ol style="list-style-type: none"> <li>a) Aircraft SATVOICE system operates normally,</li> <li>b) SATVOICE services are available as a LRCS over the intended route of flight,</li> <li>c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and</li> <li>d) Alternate procedures are established and used.</li> </ol>	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>12-2</b> ***	Cockpit Satellite Communication System (Fusion STC # ST04356CH)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: SATCOM-based data link systems will not be available.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided operating regulations and procedures do not require its use.  NOTE: SATCOM-based data link systems will not be available.	
<b>21-1</b> ***	Selective Call System (SELCAL)	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>1)</b>	Channels	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	(O) May be inoperative provided procedures do not require its use.	

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-2</b> ***	Satellite Communications (SATCOM) System	<b>D</b>	<b>-</b>	<b>0</b>		
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided routine procedures do not require its use.	
<b>31-1</b>	Passenger Address (PA) System					
<b>1)</b>	Passenger Configuration	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight Compartment/Cabin Interphone System and aural alerting (chime) operates normally.  NOTE: Any station function(s) that operates normally may be used.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
<b>2)</b>	Cargo Configuration	<b>D</b>	<b>1</b>	<b>0</b>		

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-1</b>	Crewmember Interphone System					
<b>1)</b>	Flight Deck to Cabin, Cabin to Flight Deck Functions	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) PA system operates normally and can be used as alternate communications link between the flight compartment and cabin, and b) Alternate communications procedures between affected Flight Attendants station(s) are established and used.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
<b>2)</b>	Flight Deck to Ground	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>50-1</b>	Cockpit Speaker	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided: a) Aural alerts, messages, and other communications which are normally routed through speakers are audible through headsets, b) Headsets are installed and used by each person on flight compartment duty, and c) Spare headset is available in flight compartment.	

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>50-2</b>	Cabin Alerting System (Chime/Light)					
<b>1)</b>	Flight Deck Call Light	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided flight deck chime is operative.	
					NOTE: Flight deck chime must always be operative.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided not required by 14 CFR.	
<b>2)</b> <b>***</b>	Flight Attendant/ Cabin Call Light	<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Passenger Address System is operative, and b) Alternate procedures for contacting flight attendants are established and used.	
		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided not required by 14 CFR.	
<b>3)</b> <b>***</b>	Flight Attendant/ Cabin Chime	<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Passenger Address System is operative, and b) Alternate procedures for contacting flight attendants are established and used.	
		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided not required by 14 CFR.	
<b>50-3</b> <b>***</b>	Pre-recorded Announcement (Passenger Briefing) System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>50-4</b>	Lavatory Speaker	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-1</b>	Headset Boom Microphone					
1)	Holder of an Air Carrier or Commercial Operator Certificate	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		<b>D</b>	-	-	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	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		<b>D</b>	-	-	Any in excess of those required by regulation may be inoperative.	
<b>51-2</b> ***	Flight Deck Hand Microphone					
1)	Holder of an Air Carrier or Commercial Operator Certificate	<b>C</b>	-	<b>0</b>	May be inoperative provided: a) Associated boom microphone operates normally, and b) Each (Control Wheel) Press-to-Talk Switch is operative.	
		<b>D</b>	-	-	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	<b>C</b>	-	<b>0</b>	May be inoperative provided: a) Associated boom microphone operates normally, and b) Each (Control Wheel) Press-to-Talk Switch is operative.	
		<b>D</b>	-	-	Any in excess of those required by regulation may be inoperative.	

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**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-3</b>	Press-To-Talk (PTT) Switch (Control Wheel) (600, 601, 601-3A, 601-3R)	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided: a) Switch(es) are not stuck in the transmit position, and b) Flight Deck Hand Microphone on affected side is operative.	
<b>51-4</b>	RT/IC Switch (Pilot/Copilot) (604, 605, 650, 601 with STC # ST01497CH-D)	<b>C</b>	<b>4</b>	<b>2</b>	One or 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.	
<b>51-5</b>	Headset Earphones/ Headphones					
<b>1)</b>	Holder of an Air Carrier or Commercial Operator Certificate	<b>C</b>	-	<b>1</b>	May be inoperative provided associated flight deck speaker operates normally.	
		<b>D</b>	-	-	Any in excess of those required by regulation may be inoperative.	
<b>a)</b>	Active Noise Cancelling/Reduction Function	<b>D</b>	-	<b>0</b>	May be inoperative provided normal audio function of headset is operative.	
<b>2)</b>	Operator other than a holder of an Air Carrier or Commercial Operator Certificate	<b>C</b>	-	<b>1</b>	May be inoperative provided associated flight deck speaker operates normally.	
<b>a)</b>	Active Noise Cancelling/Reduction Function	<b>D</b>	-	<b>0</b>	May be inoperative provided normal audio function of headset is operative.	

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DATE: 02/24/2016

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>71-1</b> ***	Cockpit Voice Recorder (CVR) System					
<b>1)</b>	Flight Data Recorder (FDR) installed	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
<b>a)</b>	Recorder Independent Power Supply (RIPS) (605 aircraft with SB 605-23-006) (650 aircraft with SB 650-23-006)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided it is removed and CVR directly installed.	
<b>2)</b>	No Flight Data Recorder (FDR) installed	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided repairs are made within 3 flight-days.	
<b>a)</b>	Recorder Independent Power Supply (RIPS) (605 aircraft with SB 605-23-006) (650 aircraft with SB 650-23-006)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided it is removed and CVR directly installed.	
<b>3)</b>	Operators other than a holder of an Air Carrier or Commercial Operator Certificate	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
<b>a)</b>	Recorder Independent Power Supply (RIPS) (605 aircraft with SB 605-23-006) (650 aircraft with SB 650-23-006)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided it is removed and CVR directly installed.	
(Continued)						

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>71-1</b> ***	Cockpit Voice Recorder (CVR) System (Cont'd)					
<b>4)</b>	Cockpit Voice Recorder (CVR) Fusion Avionics (Fusion STC # ST04356CH)					
<b>a)</b>	Flight Data Recorder (FDR) Installed	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
<b>b)</b>	No Flight Data Recorder (FDR) Installed	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided repairs are made within 3 flight-days.	
<b>c)</b>	Operators other than a holder of an Air Carrier or Commercial Operator Certificate	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
<b>71-2</b> ***	Electronic Checklist (Fusion STC # ST04356CH, 601 with STC # ST01497CH-D, 604, 605, 650)	<b>D</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>71-3</b> ***	Electronic Voice Checklist	<b>D</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	

AIRCRAFT: BOMBARDIER CL-600/601/ 601-3A/601-3R/604/605/650	<b>TABLE KEY</b> 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
81-1	Radio Tuning Unit (RTU) Number Two (604)	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) One FMS unit is operative, and</li> <li>b) Cross-side tuning on radio control panel is operative.</li> </ul> NOTE 1: If remaining RTU fails, to restore ATC, ATC selector switch on the Reversionary/ Inhibit panel must be selected from STBY to 1.  NOTE 2: Also, if remaining RTU fails, all RTU mode selections plus TCAS, ATC 2, DME HOLD, and HF will be lost; however, COM/NAV frequency tuning will be available through FMS.	
81-2 ***	Radio Tuning Unit (RTU) Standby – Engine Indication System (EIS) (Fusion STC # ST04356CH)	C	1	0	May be inoperative provided the MFD is operative.  NOTE 1: If the MFD fails, the PFD's will revert to composite mode and will display Engine Indicating System (EIS) information.  NOTE 2: If the standby tuning portion of the RTU fails during operation using standby instruments only, the ability to communicate with ATC will be lost.	

AIRCRAFT:  
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**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-1</b>	Engine Integrated Drive Generator (IDG)					
<b>1)</b>	601, 601-3A, 601-3R with (SB 601-0568)	<b>A</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: a) Inoperative generator GEN 1/2 switch is selected to OFF, b) APU and its generator is operated continuously throughout flight, c) Cross-side Hydraulic AC Motor Pump ACMP (1B or 2B) is selected to ON, d) Airplane is operated at or below FL 200, e) If operative IDG or APU generators have P/Ns 720845, 720845A, or 720845B, they must have more than 150 operating hours, and f) Repairs are made after one flight.	
<b>2)</b>	604 with (SB 604-49-006 and SB 604-24-020)	<b>A</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: a) Inoperative generator GEN 1/2 switch is selected to OFF, b) APU and its generator is operated continuously throughout flight, c) Cross-side Hydraulic AC Motor Pump ACMP (1B or 2B) is selected to ON, d) Airplane is operated at or below FL 200, and e) Repairs are made after one flight.	
(Continued)						

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PAGE NO. 24-2

DATE: 02/24/2016

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-1</b>	Engine Integrated Drive Generator (IDG) (Cont'd)					
<b>2)</b>	604 with (SB 604-49-006 and SB 604-24-020) (Cont'd)	<b>B</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Inoperative generator GEN 1/2 switch is selected to OFF,</li> <li>b) APU and its generator is operated continuously throughout flight,</li> <li>c) Cross-side Hydraulic AC Motor Pump (ACMP) (1B or 2B) (29-11-1) is considered inoperative, and</li> <li>d) Airplane is operated at or below FL 200.</li> </ol>	
<b>3)</b>	605, 650	<b>A</b>	<b>2</b>	<b>1</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Inoperative generator GEN 1/2 switch is selected to OFF,</li> <li>b) APU and its generator is operated continuously throughout flight,</li> <li>c) Cross-side Hydraulic AC Motor Pump ACMP (1B or 2B) is selected to ON,</li> <li>d) Airplane is operated at or below FL 200, and</li> <li>e) Repairs are made after one flight.</li> </ol>	
		<b>B</b>	<b>2</b>	<b>1</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Inoperative generator GEN 1/2 switch is selected to OFF,</li> <li>b) APU and its generator is operated continuously throughout flight,</li> <li>c) Cross-side Hydraulic AC Motor Pump (ACMP) (1B or 2B) (29-11-1) is considered inoperative, and</li> <li>d) Airplane is operated at or below FL 200.</li> </ol>	

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DATE: 02/24/2016

AIRCRAFT:

BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>22-1</b>	Auxiliary Power Unit (APU) AC Loadmeter					
1)	Aircraft with IDG P/Ns 720845, 720845A, 720845B	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Any main generator with these P/Ns has more than 150 operating hours,</li> <li>b) APU generator is not used, and</li> <li>c) APU generator switch is selected to OFF/RESET.</li> </ol>	
2)	Aircraft with other IDG P/Ns	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) APU generator is not used, and</li> <li>b) APU generator switch is selected to OFF/RESET.</li> </ol>	
<b>22-2</b>	Auxiliary Power Unit (APU) Generator System					
1)	Aircraft with IDG P/Ns 720845, 720845A, 720845B	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided any main generator with these P/Ns has more than 150 operating hours.	
2)	Aircraft with other IDG P/Ns	<b>C</b>	<b>1</b>	<b>0</b>		
<b>23-1</b>	Air Driven Generator (ADG) Auto-Deployment System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Auto-Deployment System is deactivated.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-1</b> ***	Main Airplane Battery (600, 601, 601-3A, 601-3R)	<b>D</b>	<b>-</b>	<b>0</b>	(M) Additional Main Airplane Battery may be inoperative provided: a) Affected Battery is isolated by disconnecting and securing battery cables, and b) Associated Battery Charger is deactivated.	
<b>30-2</b> ***	Battery Charger System (600, 601, 601-3A, 601-3R)	<b>D</b>	<b>-</b>	<b>0</b>	(M) Additional Main Battery Charger may be inoperative provided: a) Associated Main Battery is isolated by disconnecting and securing battery cables, and b) Affected Battery Charger is deactivated.	
<b>30-3</b>	APU Start Battery (600, 601)*** (601-3A)	<b>D</b>	<b>1</b>	<b>0</b>		
<b>30-4</b> ***	Refueling Panel Battery	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Main Airplane Battery can be used to fuel airplane.	
<b>30-5</b> ***	Battery Ammeter	<b>D</b>	<b>-</b>	<b>0</b>		
<b>31-1</b>	TRU Cooling Fan					
<b>1)</b>	600, 601	<b>C</b>	<b>3</b>	<b>1</b>	(M) One or two may be inoperative provided: a) ESS TRU Cooling Fan is operative, and b) Forward equipment doors are opened for stationary ground operations when OAT is greater than 30 °C.	
<b>2)</b>	601-3A, 601-3R, 604, 605, 650	<b>C</b>	<b>4</b>	<b>2</b>	(M) One or two may be inoperative provided: a) ESS TRU 1 and 2 Cooling Fans are operative, and b) Forward equipment doors are opened for stationary ground operations when OAT is greater than 30 °C.	

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DATE: 02/24/2016

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>32-1</b>	Main Battery					
<b>1)</b>	(604)	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) APU Battery is operative, b) APU Battery Charger is operative, c) Boarding lights are considered inoperative, d) Service lights are considered inoperative, e) APR is selected OFF, f) Operations are conducted in accordance with AFM APR inoperative performance data, and g) Repairs are made within 1 flight-day.	
<b>2)</b>	(605, 650)	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) APU Battery is operative, b) APU Battery Charger is operative, c) Boarding lights are considered inoperative, d) Service lights are considered inoperative, and e) Repairs are made within 1 flight-day.	

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PAGE NO. 24-6

DATE: 01/06/2017

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>32-2</b>	Main Battery Charger					
<b>1)</b>	(604)	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Main Battery is considered inoperative, b) APU Battery is operative, c) APU Battery Charger is operative, d) Boarding lights are considered inoperative, e) Service lights are considered inoperative, f) APR is selected off, g) Operations are conducted in accordance with AFM APR inoperative performance data, and h) Repairs are made within 1 flight-day.	
<b>2)</b>	(605, 650)	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Main Battery is considered inoperative, b) APU Battery is operative, c) APU Battery Charger is operative, d) Boarding lights are considered inoperative, e) Service lights are considered inoperative, and f) Repairs are made within 1 flight-day.	

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PAGE NO. 24-7

DATE: 02/24/2016

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>32-3</b>	APU Battery (604, 605, 650)	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Main Battery is operative,</li> <li>b) Main Battery Charger is operative,</li> <li>c) Both Engine Integrated Drive Generators are operative,</li> <li>d) Operations are not conducted in IMC or at night, and</li> <li>e) Repairs are made within 1 flight-day.</li> </ol> NOTE 1: External DC power can be used to start APU if required.  NOTE 2: External DC power may be required for refueling.	
<b>32-4</b>	APU Battery Charger (604, 605, 650)	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) APU Battery is considered inoperative after APU is started,</li> <li>b) Main Battery is operative,</li> <li>c) Main Battery Charger is operative,</li> <li>d) Both Engine Integrated Drive Generators are operative,</li> <li>e) Operations are not conducted in IMC or at night, and</li> <li>f) Repairs are made within 1 flight-day.</li> </ol> NOTE 1: External DC power can be used to start APU if required.  NOTE 2: External DC power may be required for refueling.	

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DATE: 07/10/2020

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>32-5</b> ***	Battery Temperature Monitor	<b>D</b>	-	<b>0</b>		
<b>41-1</b>	AC External Power System	<b>C</b>	<b>1</b>	<b>0</b>		
<b>41-2</b>	AC External Power "AVAIL/IN USE" Switch Light (light function only) (604, 605, 650)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>42-1</b>	DC External Power System	<b>C</b>	<b>1</b>	<b>0</b>		
<b>42-2</b>	DC Power Main Bus Switch Light (light function only) (604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>42-3</b>	DC External Power "IN USE" Light (604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>42-4</b>	AC/DC Utility Switch Light (light function only) (605, 650)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>50-1</b>	USB Charger System (650 A/C 6071 and Subs)	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided it is deactivated.	   
<b>50-2</b>	Cabin Power Outlet System	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided the System is deactivated.	 

AIRCRAFT:

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-2</b>	Chart Holder	<b>C</b>	-	<b>0</b>		
<b>1)</b>	Integrated Light	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided cockpit lighting configuration is acceptable to crewmembers.	
<b>11-1</b>	Pilot Seat					
<b>1)</b>	Lumbar Support	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Lumbar support position is at lowest position, and</li> <li>b) Seat is acceptable to affected crewmember.</li> </ol>	
<b>2)</b>	Armrest	<b>C</b>	<b>4</b>	<b>0</b>	(M) May be inoperative or missing provided: <ol style="list-style-type: none"> <li>a) Inoperative armrest is secured in upright position,</li> <li>b) Egress is not impaired, and</li> <li>c) Seat is acceptable to affected crewmember.</li> </ol>	
<b>3)</b>	Height Adjustment	<b>B</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Seat is secured in vertical position acceptable to affected crewmember,</li> <li>b) Fore/Aft Adjustment is verified operative, and</li> <li>c) Egress is not impaired.</li> </ol>	
<b>4)</b>	Fore/Aft Adjustment	<b>B</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Seat is secured in fore/aft position acceptable to affected crewmember,</li> <li>b) Height Adjustment is verified operative, and</li> <li>c) Egress is not impaired.</li> </ol>	
<b>5)</b>	Recline Adjustment	<b>B</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided backrest is secured in a position acceptable to affected crewmember.	
(Continued)						

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DATE: 02/24/2016

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
11-1	Pilot Seat (Cont'd)					
6)	Thigh Support	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	
7)	Seat Belt Inertia Reel	C	2	0	May be inoperative in rearward position (locked position).	
11-2	Cockpit Sunvisor	C	2	0	May be inoperative or missing provided there are no visual restrictions to crewmembers.	
11-3	Glareshield Retractable Visor					
1)	(604)	C	2	0	(O) May be inoperative or missing provided visor is secured in retracted position or removed.	
2)	(605, 650)	C	2	0	(O) May be inoperative or missing provided visor is secured in retracted position or removed and flight is restricted to day only.	
12-1	Observer Seat(s)					
1)	Primary Observer Seat (Including associated equipment)	A	-	-	May be inoperative provided: a) A passenger seat in passenger cabin is made available to the FAA inspector for performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	-	-	May be inoperative provided: a) Secondary observer's seat is made available to the FAA inspector for performance of official duties, and b) Repairs are made within 2 flight-days.	

(Continued)

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>12-1</b>	Observer Seat(s) (Cont'd)					
<b>1)</b>	Primary Observer Seat (Including associated equipment) (Cont'd)	<b>A</b>	-	-	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Required minimum safety equipment (oxygen and safety belt) is available to the FAA inspector for performance of official duties,</li> <li>b) Seat is acceptable to the FAA inspector for performance of official duties, and</li> <li>c) Repairs are made within 2 flight-days.</li> </ol> NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.  NOTE 2: Pilot-in-command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
<b>2)</b> ***	Additional Observer Seat(s) (Including associated equipment)	<b>D</b>	-	<b>0</b>	NOTE: Pilot-in-command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

(Continued)

AIRCRAFT:

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>12-1</b>	Observer Seat(s) (Cont'd)					
<b>3)</b>	Observer Seat Not Required by 14 CFR (Including associated equipment)	<b>D</b>	-	<b>0</b>	NOTE: Pilot-in-command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
<b>13-1</b>	Crewmember Shoulder Harness	<b>B</b>	-	-	As required by 14 CFR.	
<b>14-1</b>	Interior Baggage Compartment Door	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Door is secured open or closed, and b) Cargo restraint system is operative and used, or baggage compartment remains empty.	
<b>14-2</b>	Lavatory Door	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is secured closed during taxi, takeoff and landing.	
<b>15-1</b> ***	FAA Flight Inspection Panel System (FAA equipped 601, 604)	<b>D</b>	-	<b>0</b>	May be inoperative provided procedures are not dependent on its use.	
<b>20-1</b>	Passenger Seat	<b>D</b>	-	<b>0</b>	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".  NOTE 1: A seat with an inoperative seat belt is considered to be inoperative.	
(Continued)						

AIRCRAFT:  
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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-1</b>	Passenger Seat (Cont'd)				NOTE 2: Inoperative seat(s) does not affect required number of flight attendants.  NOTE 3: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.	
<b>1)</b>	Recline Mechanism	<b>D</b>	-	-	(M) May be inoperative and seat occupied provided seat is secured in upright position.	
		<b>D</b>	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.	
<b>2)</b>	Armrest					
<b>a)</b>	Armrest with Recline Mechanism	<b>D</b>	-	-	(M) May be inoperative and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.	
<b>b)</b>	Armrest without Recline Mechanism	<b>D</b>	-	-	(M) 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.	
<b>c)</b> ***	Moveable Armrest	<b>D</b>	-	-	(M) May be inoperative and seat occupied provided armrest is secured in upright position.	
<b>3)</b> ***	Track/Swivel Mechanism	<b>D</b>	-	-	(M) May be inoperative and seat occupied provided seat is secured in normal takeoff position.	
(Continued)						

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-1</b>	Passenger Seat (Cont'd)					
<b>4) ***</b>	Seat Belt Air Bag Restraint System					
<b>a)</b>	Seat Belt Air Bag Required by 14 CFR	<b>D</b>	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
<b>b)</b>	Seat Belt Air Bag Not Required by 14 CFR	<b>D</b>	-	-	May be inoperative or disconnected provided seat belt operates normally.	
<b>20-2</b>	Underseat Baggage Restraining Bar	<b>C</b>	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bars.	
<b>20-3 ***</b>	Cabin Seat Storage Door (Under Seat)	<b>D</b>	-	<b>0</b>	(M)(O) May be inoperative or missing provided: a) If missing, contents must be relocated, b) If inoperative, door must be closed and secured and contents relocated, and c) If contents contain emergency equipment, the equipment must be relocated and accessible for the passenger or the seat must be considered inoperative. If the relocated emergency equipment is an approved means of flotation, the passenger must be briefed on its location and the equipment must be accessible to the passenger while seated.	

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DATE: 07/10/2020

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-4</b> ***	Divan Seat Berthing Belt	<b>D</b>	-	<b>0</b>	May be inoperative or missing provided divan seat is not used for berthing.	
<b>20-5</b>	Cabin Gasper Vent	<b>D</b>	-	<b>0</b>		
<b>29-1</b>	Cabin Power Outlet				Deleted Revision 11.	
<b>30-1</b>	Storage Bin(s)/Cabin, Galley, and Lavatory Storage Compartment/ Closets	<b>C</b>	-	-	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Procedures are established to secure affected bin, compartment, or closet in the closed position,</li> <li>b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE",</li> <li>c) Any emergency equipment located in affected compartment is considered inoperative, and</li> <li>d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed.</li> </ol> <p>NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p>	
(Continued)						

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-1</b>	Storage Bin(s)/Cabin, Galley, and Lavatory Storage Compartment/ Closets (Cont'd)	<b>C</b>	-	-	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) For non-retractable doors, affected door is removed,</li> <li>b) For retractable doors, affected door is removed or secured in the retracted (fully open) position,</li> <li>c) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed,</li> <li>d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE",</li> <li>e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and</li> <li>f) Passengers are briefed that affected bin, compartment, or closet is not used.</li> </ol> <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>	
<b>1)</b> ***	Storage Compartment Key Lock	<b>D</b>	-	<b>0</b>	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>50-1</b>	Cargo Restraint System	<b>A</b>	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	
		<b>C</b>	-	-	May be inoperative or missing provided baggage compartment remains empty.	
<b>60-1</b> ***	Flotation Equipment (Crew and Passenger)	<b>D</b>	<b>1</b>	-	As required by 14 CFR.	
<b>60-2</b> ***	Emergency Locator Transmitter (ELT)					
<b>1)</b>	Survival Type ELT	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
<b>2)</b>	Fixed ELT	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		<b>A</b>	<b>1</b>	<b>0</b>	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
(Continued)						

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 BOMBARDIER CL-600/601/  
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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>60-2</b> ***	Emergency Locator Transmitter (ELT) (Cont'd)					
<b>2)</b>	Fixed ELT (Cont'd)					
		<b>D</b>	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be missing.	
***	Remote ELT Switch	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	
***	ELT Indicator Light	<b>D</b>	-	<b>0</b>		
***	ELT Aural Alarm	<b>D</b>	-	<b>0</b>		
<b>60-3</b>	Passenger Convenience/NEF Items					
<b>1)</b> ***	Nonessential Equipment Furnishings (NEF)		-	<b>0</b>	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (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.	

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DATE: 02/24/2016

AIRCRAFT:

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>60-4</b> ***	Airshow Cockpit Monitor System	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided system is deactivated.	
<b>60-5</b> ***	Security System	<b>D</b>	<b>1</b>	<b>0</b>		
<b>60-6</b>	Flashlight/Flashlight Holder					
<b>1)</b>	Flashlight	<b>C</b>	-	<b>0</b>	May be inoperative or missing provided affected crewmember has a flashlight of equivalent characteristics readily available.	
<b>2)</b>	Holder	<b>C</b>	-	<b>0</b>	May be inoperative or missing provided alternate stowage provisions are provided.	
<b>60-7</b> ***	Emergency Vision Assurance System (EVAS)	<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative or missing.	
<b>60-8</b>	"FASTEN SEAT BELT WHILE SEATED" sign or placard	<b>C</b>	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	

AIRCRAFT:

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>60-9</b>	Emergency Medical Equipment					
<b>1)</b>	Automatic External Defibrillator (AED) and/or Associated Equipment	<b>A</b>	-	<b>0</b>	(O) May be incomplete, missing, or inoperative provided: <ol style="list-style-type: none"> <li>a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacements are made within one flight.</li> </ol>	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
<b>2)</b>	Emergency Medical Kit (EMK) and/or Associated Equipment	<b>A</b>	-	<b>0</b>	(O) May be incomplete, missing, or inoperative provided: <ol style="list-style-type: none"> <li>a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacements are made within one flight.</li> </ol>	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
<b>3)</b>	First Aid Kit (FAK) and/or Associated Equipment	<b>A</b>	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided: <ol style="list-style-type: none"> <li>a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacements are made within one flight.</li> </ol>	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

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**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>70-1</b>	Galley/Cabin Waste Receptacles Access Doors/Covers	<b>C</b>	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	
<b>70-2</b>	Exterior Lavatory Door Ashtrays					
<b>1)</b>	Airplanes with multiple exterior lavatory door ashtrays installed	<b>A</b>	-	-	Up to and including 50% may be missing or inoperative for 10 days.	
		<b>A</b>	-	-	More than 50% may be missing or inoperative for 3 days.	
					NOTE: Crew lavatories are excluded in the total airplane exterior lavatory door ashtray count.	
<b>2)</b>	Airplanes with only one exterior lavatory door ashtray installed	<b>A</b>	<b>1</b>	<b>0</b>	May be missing or inoperative for 10 days.	
<b>70-3</b>	Galley Pocket Door	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is secured open during taxi, takeoff and landing.	   

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**TABLE KEY**

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

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-1</b>	APU Fire Detection System					
<b>1)</b>	(600, 601, 601-3A, 601-3R)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) If both main generators have P/Ns 720845, 720845A, and 720845B, they must have more than 150 operating hours, and</li> <li>b) APU is not used.</li> </ol>	
		<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) If both main generators have P/Ns 720845, 720845A, and 720845B, they must have more than 150 operating hours,</li> <li>b) APU is used on ground for engine start only,</li> <li>c) APU is pneumatically loaded only,</li> <li>d) APU enclosure access panels are opened,</li> <li>e) APU is visually monitored,</li> <li>f) A functioning portable fire extinguisher is available in the area near the APU,</li> <li>g) Total APU operating time shall not exceed 5 minutes, and</li> <li>h) APU is not used after engine start.</li> </ol>	
(Continued)						

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
<b>10-1</b>	APU Fire Detection System (Cont'd)					
<b>2)</b>	(604,605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided APU is considered inoperative.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) APU is used on ground for engine start only, b) APU is pneumatically loaded only, c) APU enclosure access panels are opened, d) APU is visually monitored, e) A functioning portable fire extinguisher is available in the area near the APU, f) Total APU operating time shall not exceed 5 minutes, and g) APU is not used after engine start.	
<b>10-2</b> ***	Lavatory Smoke Detection System					
<b>1)</b>	Passenger Configuration	<b>C</b>	-	-	(M)(O) For each lavatory, 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.	
		<b>D</b>	-	<b>0</b>	Any in excess of that required by 14 CFR may be inoperative.	
<b>2)</b>	Cargo Configuration	<b>D</b>	-	<b>0</b>		

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

AIRCRAFT:

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**TABLE KEY**

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

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
10-3 ***	Baggage Compartment Fire Detection/ Suppression System	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided procedures are established and used to ensure associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE 1: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.  NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection system (not suppression).	
14-1	Main Landing Gear Bay Overheat Detection System	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Brakes are inspected before each flight, b) After takeoff, landing gear is left extended for 10 minutes, c) Takeoff is not conducted in icing conditions and/or on contaminated runways, and d) Repairs are made within 1 flight-day.  NOTE: In case of engine failure after V <sub>1</sub> , performance is the prime consideration and landing gear should be retracted normally until performance penalty with gear down is not a problem.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
<b>20-1</b> ***	Lavatory Fire Extinguisher System					
1)	Passenger Configuration	<b>C</b>	-	<b>0</b>	For each lavatory, lavatory fire extinguisher system may be inoperative provided associated Lavatory Smoke Detection system operates normally.	
		<b>C</b>	-	<b>0</b>	(M)(O) For each lavatory, lavatory fire extinguisher 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: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
2)	Cargo Configuration	<b>D</b>	-	<b>0</b>	Any in excess of that required by 14 CFR may be inoperative.	
<b>20-2</b> ***	Fuselage Fire Extinguishing System (Total Flood)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Fire Extinguisher bottles control valve is secured closed in aft equipment bay, b) "Total Flood" Circuit Breaker is opened and collared using an approved maintenance procedure, and c) AFM "Fuselage Fire" procedures are used.	
<b>20-3</b> ***	Baggage Compartment Smoke Detection System	<b>C</b>	<b>1</b>	<b>0</b>		

AIRCRAFT:

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**TABLE KEY**

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

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-4</b> ***	Galley Fire Extinguishing System	<b>C</b>	<b>1</b>	<b>0</b>		
<b>20-5</b>	APU FIREX Bottle Low Pressure Switch					
<b>1)</b>	(600, 601, 601-3A, 601-3R, 604)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) If both main generators have P/Ns 720845, 720845A, and 720845B, they must have more than 150 operating hours, b) APU is used for ground operations only, c) Firex bottle charge pressure is visually verified at bottle pressure gauge prior to each APU start, d) APU Fire Detection System is operative, e) APU enclosure access panels are kept closed, and f) APU is not used after engine start.	
<b>2)</b>	(605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) APU is used for ground operations only, b) Firex bottle charge pressure is visually verified at bottle pressure gauge prior to each APU start, c) APU Fire Detection System is operative, d) APU enclosure access panels are kept closed, and e) APU is not used after engine start.	

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PAGE NO. 26-6

DATE: 02/24/2016

AIRCRAFT:  
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**TABLE KEY**

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

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>25-1</b>	Portable Fire Extinguisher	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and</li> <li>b) Required distribution is maintained.</li> </ul>	

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**TABLE KEY**

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

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
<b>05-1</b>	Control Surface Position Indicating System					
<b>1)</b>	FLT SPLR L/R AILERON L/R ELEVATOR L/R RUDDER (600, 601, 601-3A, 601-3R)	<b>C</b>	<b>7</b>	<b>0</b>	(M)(O) Any or all indicator(s) may be inoperative provided: a) Affected indicator is covered, and b) Associated Control Surface is visually checked for full, free, and correct movement prior to each flight.	
<b>2)</b>	EICAS Indication (FLT SPLR, AIL, RUDDER) (604, 605, 650)	<b>C</b>	<b>5</b>	<b>0</b>	(O) Any or all may be inoperative provided associated Control Surface is visually checked for full, free, and correct movement prior to each flight.	
<b>3)</b>	EICAS Indication (ELEV) (604, 605, 650)					
<b>a)</b>	L/H	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Associated Control Surface is visually checked for full, free, and correct movement prior to each flight, and b) Autopilot is not engaged below 1,500 ft. AGL.	
<b>b)</b>	R/H	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided associated control surface is visually checked for full, free, and correct movement prior to each flight.	
<b>05-2</b>	Ground Spoiler Control Surface Indication (LH and RH) (604, 605, 650)	<b>C</b>	<b>2</b>	<b>0</b>	(M) One or both may be inoperative provided: a) "ARM" mode is operative, b) Ground Spoilers switch is selected to AUTO, and c) Ground spoilers are verified stowed before each takeoff.  NOTE: "PROX SYS FAULT" status message appears with "GND SPLRS" caution message.	

AIRCRAFT:

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**TABLE KEY**

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

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
05-3	Servo Monitor System (600, 601, 601-3A, 601-3R)	C	1	0	(M)(O) May be inoperative provided: a) All Powered Control Units (PCUs) are checked before takeoff to ensure correct operation using each hydraulic system individually, and b) Parking Brake SOV is verified open.	
05-4	LH/RH Flight Spoiler Indication (Glareshield) (600, 601, 601-3A, 601-3R)	C	2	1	(O) May be inoperative provided: a) Flight Spoiler Control Surface Position Indication is operative, b) Flight Spoiler Indication on center pedestal is verified operative prior to each flight, c) Flight Spoilers are verified stowed before takeoff, and d) Flight Spoilers are not used during approach.	
12-1	Aileron Trim System	B	1	0	May be inoperative provided: a) Autopilot is operative, b) Aileron Trim System is centered, and c) Main fuel tanks left and right are balanced prior to takeoff.	
35-1	Stall Warning Switch Light (Light function only) (604)	C	2	1	(O) May be inoperative provided shaker and pusher are verified operative prior to each flight.	
40-1	Trim Indicator (Ailerons, Rudder)	C	2	1	(O) May be inoperative provided the associated control surface is checked visually as being in the appropriate takeoff position prior to each takeoff.	

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PAGE NO. 27-3

DATE: 07/10/2020

AIRCRAFT:  
 BOMBARDIER CL-600/601/601-3A/  
 601-3R/604/605/650

**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
50-1	Flap Power Drive Unit (PDU) Motor	<b>C</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected motor is deactivated, and</li> <li>b) Operations are conducted in accordance with the appropriate AFM Supplement:                             <ul style="list-style-type: none"> <li>• AFM Supplement 14, (Operations with Airplane Systems Inoperative), and (600, 601, 601-3A, 601-3R),</li> <li>• AFM Supplement 8, (Operations with Airplane Systems Inoperative) (604, 605, 650).</li> </ul> </li> </ol> <p>NOTE: With only one motor operative, flaps will operate at half speed.</p>	
52-1	Rudder Pedal Adjustment Mechanism	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Rudder pedals position is acceptable to the affected crewmember, and</li> <li>b) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations.</li> </ol> <p>NOTE: Full range of operation must be available to the crewmember in seated position.</p>	

REVISION NO. 11

PAGE NO. 27-4

DATE: 07/10/2020

AIRCRAFT:

BOMBARDIER CL-600/601/601-3A/  
 601-3R/604/605/650

**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
60-1	Ground Spoiler Manual Arming Switch (600 with SB 600-0452, 601 with SB 601-0113, A/C 3060 and subs, 604, 605, 650)	C	1	0	(O) May be inoperative provided the ground spoiler automatic deployment is verified operative before each flight.	
60-2	Flight Spoiler Light Flashing Feature (600 with SB 600-0385, 601 with SB 601-0040, A/C 3013 and 3018 to 3990)	C	2	0	May be inoperative provided: a) Flight Spoilers are not used below 700 ft. AGL, b) Flight spoilers are not used when flaps are extended, and c) All flight spoilers indications are operative.	
67-1	Ground Spoiler System					
1)	600, 601	C	1	0	(O) May be inoperative provided: a) System is selected to OFF, b) Ground spoilers are verified retracted prior to each flight, and c) AFM Performance Chart entitled "Landing Distance (Without Ground Spoilers)" is used.  NOTE: Service Bulletin 600-0368 must be installed on the 600, or Service Bulletin 601-0020 must be installed on the 601.	
2)	601-3A, 601-3R	C	1	0	(O) May be inoperative provided: a) System is selected to OFF, b) Ground spoilers are verified retracted prior to each flight, and c) AFM Performance Chart entitled "Landing Distance (Without Ground Spoilers)" is used.	

(Continued)

REVISION NO. 10

PAGE NO. 27-5

DATE: 02/24/2016

AIRCRAFT:  
 BOMBARDIER CL-600/601/601-3A/  
 601-3R/604/605/650

**TABLE KEY**

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

**27. Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
<b>67-1</b>	Ground Spoiler System (Cont'd)					
<b>3)</b>	604, 605, 650	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) System is selected to DISARM, b) Ground spoilers are verified retracted prior to each flight, and d) Operations are conducted in accordance with AFM Supplement 8 - Operations with Airplane Systems Inoperative.	
<b>67-2</b>	Ground Spoiler System (Auto-Deployment Function) (600, 601, 601-3A, 601-3R)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided airplane is operated in accordance with AFM Limitations.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
11-1	Water Drain Valve	<b>C</b>	-	<b>4</b>	May be inoperative provided: a) One drain valve at each wing tank, lowest level point is operative, b) Main Boost Pump drain valves are operative, and c) There is no evidence of leakage.	
13-1	Tail Cone Fuel Tank System (601, 601-3A)*** (601-3R)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Tail tank remains empty, and b) Tail Tank Refuel/Defuel SOVs are verified closed.	
13-2	Tail Tank Fuel System (Including Saddle Tanks) (604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Tail tank refuel/defuel SOVs are verified closed, b) Tail tank is empty, c) Aux tank is fueled as per AMM Chapter 12, and d) CG for fuel distribution of all fuel added is calculated to be aft of the Takeoff Limit Line (ref. AFM).  NOTE: If it is necessary to add fuel to Aux tanks, precautions should be taken to keep the airplane CG in safe limits at all times.	
13-3	Turbulator Vane (Fuel Jettison Mast, Tail Tank Fuel Systems) (601, 601-3A)*** 601-3R	<b>C</b>	<b>2</b>	<b>0</b>	(M) One or both may be damaged or missing provided: a) Tail Tank remains empty, and b) Tail Tank Refuel/Defuel SOVs are verified closed.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>13-4</b>	Turbulator Vane (Fuel Jettison Mast, Tail Tank Fuel System) (604, 605, 650)	<b>C</b>	<b>2</b>	<b>0</b>	(M) One or both may be damaged or missing provided: a) Tail Tank Refuel/Defuel SOVs are verified closed, b) Tail Tank is empty, and c) Aux tank is fueled as per AMM Chapter 12.  NOTE: If it is necessary to add fuel to AUX tanks, precaution should be taken to keep airplane CG in safe limits at all times.	
<b>15-1</b>	Transfer Ejector (Aux Tank)	<b>B</b>	<b>2</b>	<b>1</b>	May be inoperative provided Auxiliary Fuel Tank and Tail Tank remain empty.	
<b>15-2</b>	Crossfeed Shutoff Valve (600, 601)*** (601-3A, 601-3R)					
<b>1)</b>	Left to Right, Right to Left	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided: a) Affected Valve is verified closed, b) All Fuel Quantity Indications are operative, c) Aileron Trim System is operative, and d) Airplane is operated in accordance with AFM procedures if fuel crossfeed is required.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>15-3</b>	Tail Tank Transfer Boost Pumps (604, 605, 650)					
<b>1)</b>	Primary	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Pump is deactivated, b) Secondary pump is operative, c) Fuel jettison system is verified operative before each flight, and d) Repairs are made within 3 flight-days.	
<b>2)</b>	Secondary	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Pump is deactivated, b) Primary pump is operative, c) Fuel jettison system is verified operative before each flight, and d) Repairs are made within 3 flight-days.	
<b>15-4</b>	Crossflow Shutoff Valves					
<b>1)</b>	Left to Aux, Right to Aux (604, 605, 650)	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided: a) Affected valve is verified closed, b) All Fuel Quantity Indications/EICAS Readouts are operative, c) Aileron Trim System is operative, and d) Airplane is operated in accordance with AFM procedures if fuel crossflow is required.	

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>23-1</b>	Fuel (Boost) Pump					
<b>1)</b>	600, 601-3R	<b>A</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: a) Affected fuel boost pump is selected OFF and deactivated, b) If left boost pump is inoperative, APU is operated continuously throughout flight and APU generator is verified operative prior to flight, c) AFM performance corrections for APU ON are applied, d) Both fuel feed line check valves are verified operative prior to first flight, e) Crossfeed (Left to Right, Right to Left) SOVs are operative, and f) Repairs are made within 1 flight-day.	
<b>2)</b>	604, 605, 650	<b>A</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: a) Affected fuel boost pump is selected OFF and deactivated, b) If left boost pump is inoperative, APU is operated continuously throughout flight and APU generator is verified operative prior to flight, c) AFM performance corrections for APU ON are applied, d) Both fuel feed line check valves are verified operative prior to first flight, e) Crossflow (Left to Aux, Right to Aux) SOVs are operative, and f) Repairs are made within 1 flight-day.	
<b>23-2</b>	Fuel Boost Pump "INOP/ON" Switch Light (Light function only) (604, 605, 650)	<b>C</b>	<b>2</b>	<b>0</b>		

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DATE: 07/10/2020

AIRCRAFT:  
BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**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
25-1	APU Fuel Pump	C	1	0	May be inoperative provided: a) APU is operated for a maximum of 10 minutes from startup to shutdown, b) APU is used only to start one engine, c) APU generator adapter temperature is below 40 °C prior to engine start, d) APU is started with left main engine Electrical Fuel Pump, and e) APU is shutdown and not used in flight.	
		C	1	0	(M) May be inoperative provided APU is considered inoperative.	
25-2	APU Fuel Shutoff Valve	C	2	0	(M) One or both may be inoperative closed provided APU is deactivated.	
25-3	APU Negative G Feed Check Valve	C	1	0	(O) May be inoperative provided flight operations are not dependent on use of the APU.	
27-1	Single Point Pressure Refueling System	C	1	0	(O) May be inoperative provided alternate refueling procedures are established and used.	
1)	External Refuel/Defuel Control Panel	C	1	0	May be inoperative provided internal Refuel/Defuel control panel is operative.	
2) ***	Internal Refuel/Defuel Control Panel	D	1	0		
a)	Fuel Quantity Display	D	1	0	(O) May be inoperative provided alternate means are used to determine the amount of fuel.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>27-2</b>	Refuel/Defuel Shutoff Valves					
<b>1)</b>	Left, Right, Aux	<b>C</b>	<b>3</b>	<b>0</b>	(O) Any or all may be inoperative provided: <ol style="list-style-type: none"> <li>a) Alternate refueling procedures are established and used,</li> <li>b) Crewmembers ensure that calculated static airplane CG with full mission fuel load is aft of the fwd airplane takeoff limit line (ref. AFM), and</li> <li>c) Fuel Quantity Indication Systems (cockpit) are operative.</li> </ol>	
<b>2)</b>	Tail	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative closed provided Aux and Tail Fuel Tanks remain empty.	
		<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative open provided: <ol style="list-style-type: none"> <li>a) Alternate refueling procedures are established and used,</li> <li>b) Crewmembers ensure that calculated static airplane CG with full mission fuel load is aft of the fwd airplane takeoff limit line (ref. AFM), and</li> <li>c) Left, Right, Aux Refuel/Defuel SOVs are closed.</li> </ol>	
<b>27-3</b>	Refuel/Defuel Adapter Cap	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative or missing provided: <ol style="list-style-type: none"> <li>a) Refuel/Defuel adapter is visually checked for contamination before each refueling,</li> <li>b) Adapter poppet is visually checked closed after each refueling,</li> <li>c) No leakage can be detected after refueling is complete, and</li> <li>d) All Refuel/Defuel SOVs are verified closed after each refueling.</li> </ol>	

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>40-1</b>	EICAS Bulk Fuel Temperature Indication (604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Bulk Fuel is verified to be greater than -20 °C before dispatch, and b) Total Air Temperature (TAT) is not below -50 °C for a continuous period of 2 hours.	
<b>41-1</b>	Fuel Quantity Indicating Systems (Cockpit) (600, 601, 601-3A, 601-3R)					
<b>1)</b>	Main Fuel Tanks Left and Right	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: a) Alternate gravity refueling procedures are established and used, b) Both main tanks are visually confirmed full, c) Total fuel carried includes 10% more than the required fuel load for the planned flight, d) Aux fuel Tank Quantity Indicating System is operative or Aux Fuel Tank is empty, e) Fuel Flow Indicating Systems and associated engine instruments are operative, f) Gravity Crossflow SOV is verified operative, g) Crossfeed SOVs remain closed, h) Lateral fuel balance is maintained during flight, i) Fuel Totalizer is considered inoperative, j) After takeoff, power is set by matching fuel flow indications on both engines, and k) An in-flight log of fuel burned is maintained.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-1</b>	Fuel Quantity Indicating Systems (Cockpit) (600, 601, 601-3A, 601-3R) (Cont'd)					
<b>2)</b>	Aux Fuel Tank (Without Tail Tank installed)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Auxiliary Fuel Tank remains empty.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Auxiliary Fuel Tank is completely filled, b) Left and Right Main Fuel Tank Quantity Indicating systems are operative, c) Fuel Flow Indicating Systems and associated engine instruments are operative, d) After takeoff, power is set by matching fuel flow indications on both engines, and e) An in-flight log of fuel burned is maintained.	
		<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) AUX Fuel Tank is de-fueled each refueling, b) AUX Fuel Tank is refueled with a known quantity of fuel, c) Required Aux Fuel Tank fuel is increased by 10%, d) Left and Right Main Fuel Tank Quantity Indicating system are operative, e) Fuel Flow Indicating Systems and associated engine instruments are operative, f) AUX Fuel Tank is verified to empty at the appropriate time, g) After takeoff, power is set by matching fuel flow indications on both engines, and h) An in-flight log of fuel burned is maintained.	
(Continued)						

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-1</b>	Fuel Quantity Indicating Systems (Cockpit) (600, 601, 601-3A, 601-3R) (Cont'd)					
<b>3)</b>	Aux Fuel Tank (With Tail Tank installed)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Aux and Tail Fuel Tanks remain empty.	
<b>4)</b>	Fuel Totalizer	<b>C</b>	<b>1</b>	<b>0</b>		
<b>41-2</b>	EICAS Aux and Total Fuel Tank Quantity Readout (604, 605, 650)	<b>C</b>	<b>2</b>	<b>0</b>	(M) One or both may be inoperative provided Aux and Tail Tanks remain empty.	
<b>41-3</b>	EICAS Tail Tank and Total Fuel Quantity Readout (604, 605, 650)	<b>C</b>	<b>2</b>	<b>0</b>	(M) One or both may be inoperative provided: a) Tail tank remains empty, b) Aux Fuel Tank is fueled as per AMM Chapter 12, and c) Crewmembers ensure that calculated static airplane CG with full mission fuel load is aft of the fwd airplane takeoff limit line (ref. AFM).	
<b>41-4</b>	Fuel Computer Channel (604, 605, 650)	<b>B</b>	<b>2</b>	<b>1</b>	May be inoperative provided: a) Both Transfer Ejectors are operative, b) Both Crossflow SOVs are operative, c) Both Fuel Flow Readouts are operative, d) Fuel Used on FMS is operative, and e) Opposite IRS is operative.	
<b>42-1</b> ***	Rotorburst Fuel Line Gauge (604, 605, 650)	<b>D</b>	<b>1</b>	<b>0</b>		

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DATE: 02/24/2016

AIRCRAFT:

BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**TABLE KEY**

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

**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-1</b>	Hydraulic AC Motor Pumps (ACMP) (Systems 1 and 2) (604, 605, 650)					
<b>1)</b>	ACMP 1B	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) All other hydraulic pumps are operative,</li> <li>b) Affected pump is deactivated and selected OFF,</li> <li>c) Nosewheel Steering is operative,</li> <li>d) Both Thrust Reverser Systems are operative, and</li> <li>e) Operations are conducted in accordance with AFM Supplement 8 - Operations with Airplane Systems Inoperative.</li> </ol>	
<b>2)</b>	ACMP 2B	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) All other hydraulic pumps are operative,</li> <li>b) Affected pump is deactivated and selected OFF,</li> <li>c) Ground Spoilers are operative,</li> <li>d) Nosewheel Steering is operative,</li> <li>e) Both Thrust Reverser Systems are operative,</li> <li>f) Both Anti-Skid System Channels are operative,</li> <li>g) Takeoff or landing is not conducted from a contaminated runway, and</li> <li>h) Operations are conducted in accordance with AFM Supplement 8 - Operations with Airplane Systems Inoperative.</li> </ol>	
<b>11-2</b>	Hydraulic Accumulator Pressure Gauge (Systems 1, 2, and 3)	<b>C</b>	<b>3</b>	<b>0</b>	(M) All may be inoperative provided accumulator pre-charge pressure is checked using a suitable gauge before the first flight of each day.	

AIRCRAFT: BOMBARDIER CL-600/601/ 601-3A/601-3R/604/605/650	<b>TABLE KEY</b> 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
11-3	Hydraulic Accumulator (Systems 1, 2, and 3)	C	3	1	System 1 and/or System 2 accumulator(s) may be inoperative provided System 3 is operative.	
11-4	Hydraulic Heat Exchanger Cooling Fan (600, 601, 601-3A, 601-3R)	C	1	0	(M)(O) May be inoperative provided procedures are established to limit ground operation of hydraulic systems 1 and 2 to 30 minutes when OAT is above 113 °F.	
11-5	Hydraulic "AUTO" Switch (Electric Pumps) (604, 605, 650)	C	3	0	Any or all may be inoperative provided affected pumps are manually selected ON before takeoff and landing.	
11-6	Return Manifold Filter – Differential Pressure Indicator	A	3	0	(M) Any or all may be inoperative provided: a) Filter element is verified free of any metal contaminant, and b) Repairs are made within 1 flight-day.	
12-1	Electric Pump (System 3A) (ACMP)	A	1	0	May be inoperative provided: a) All other hydraulic pumps (engine driven and electrical) are operative, b) 3B pump is operated continuously throughout the flight, and c) Repairs are made within 1 flight-day.	
31-1	Hydraulic Pressure Indicator (Cockpit) (600, 601, 601-3A, 601-3R)	C	3	2	May be inoperative provided: a) All four Electric Motor Driven Hydraulic Pumps are operative, b) Hydraulic Pump Low Pressure Caution Light for associated system is operative, c) Hydraulic HI TEMP Caution Light for associated system is operative, and d) Brake Pressure Indicator is operative.	

AIRCRAFT:  
BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**TABLE KEY**

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

**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-2</b>	Hydraulic Reservoir Quantity Indicator (Systems 1, 2, and 3) (Cockpit) (600, 601, 601-3A, 601-3R)	<b>C</b>	<b>3</b>	<b>0</b>	(M) Any or all may be inoperative provided: a) Quantity in associated reservoir is checked before each flight, b) Associated Hydraulic Pressure Indicator is operative, c) Associated Hydraulic Pump Low Pressure Caution Light is operative, and d) Associated Hydraulic HI TEMP Caution Light is operative.	
<b>31-3</b>	EICAS Hydraulic Pressure Readout Indicating System (604, 605, 650)	<b>C</b>	<b>3</b>	<b>0</b>	(O) Any or all may be inoperative provided associated pressure switches are operative.	
<b>32-1</b>	EICAS Hydraulic Reservoir Quantity Readout (Systems 1, 2, and 3) (604, 605, 650)	<b>C</b>	<b>3</b>	<b>0</b>	(M) Any or all may be inoperative provided the quantity in associated reservoir(s) is checked on the reservoir sight glass prior to each flight.	
<b>34-1</b>	Hydraulic Pump Low Pressure Switch	<b>C</b>	<b>6</b>	<b>3</b>	May be inoperative provided: a) At least one Low Pressure Switch is operative for each Hydraulic System, and b) Associated Hydraulic Pressure and Quantity Indicating Systems are verified operative.	
<b>35-1</b>	Hydraulic HI TEMP Caution Light (Systems 1, 2, and 3) (600, 601, 601-3A, 601-3R)	<b>C</b>	<b>3</b>	<b>2</b>	May be inoperative provided: a) Associated Hydraulic Pressure Indicator is operative, b) Associated Hydraulic Quantity Indicator is operative, and c) Hydraulic Heat Exchanger Cooling Fan is operative (Systems 1 and 2 only).	

REVISION NO. 10

PAGE NO. 29-4

DATE: 02/24/2016

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>37-1</b>	Hydraulic Pump Low Pressure Caution Light (light function only) (ELEC PUMP, L ENG PUMP, R ENG PUMP) (600, 601, 601-3A, 601-3R)	<b>C</b>	<b>6</b>	<b>3</b>	One per system may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated Hydraulic Pressure Indicator is operative,</li> <li>b) Associated Hydraulic Reservoir Quantity Indicator is operative, and</li> <li>c) Associated Hydraulic HI TEMP Caution Light is operative.</li> </ol>	

AIRCRAFT:

BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>12-1</b>	Wing Anti-Ice System					
<b>1)</b>	Auto Control (600)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Wing Anti-Ice System Manual Control is operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions.	
<b>2)</b>	Manual Control (600)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Wing Anti-Ice System Auto Control is operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions.	
<b>3)</b>	Normal Control					
<b>a)</b>	(601), (601-3A, 601-3R with SB 601-0575) (604 with SB 604-30-002 and airplane S/N 5583 and subsequent) (605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Wing Anti-Ice System Standby Control is operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions.	
<b>b)</b>	(601-3A, 601-3R without SB 601-0575) (604 without SB 604-30-002)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions.	
(Continued)						

REVISION NO. 10

PAGE NO. 30-2

DATE: 02/24/2016

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>12-1</b>	Wing Anti-Ice System (Cont'd)					
<b>4)</b>	Standby Control (601, 601-3A, 601-3R, 604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: Wing Anti-Ice System Normal Control is operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions.	
<b>12-2</b>	Wing Anti-Ice System Modulating and SOV.	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative closed provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions.	
<b>12-3</b>	Wing Anti-Ice Isolation Valve	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative open.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative closed provided: a) Both Ice Detection Systems are operative, and b) Airplane is not operated in known or forecast icing conditions.	

REVISION NO. 10b

PAGE NO. 30-3

DATE: 03/22/2018

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
12-4 ***	Low Temperature Ground Wing Anti-Ice System (LTGWAIS)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) The SUPP GND WING ANTI-ICE SYS OFF switch is selected to OFF, and b) The wing anti-ice system must be selected and confirmed ON for takeoff when the OAT is 5 °C (41 °F) or below.  NOTE 1: This proviso applies regardless of environmental conditions at time of departure.  NOTE 2: If the wing anti-ice system is selected ON for takeoff, the cowl anti-ice system must also be selected ON.  NOTE 3: When Type II, Type III, or Type IV anti-icing fluids have been applied, the wing anti-ice system must only be selected and confirmed ON just prior to thrust increase for takeoff.	
(Continued)						

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>12-4</b> ***	Low Temperature Ground Wing Anti-Ice System (LTGWAIS) (Cont'd)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative as indicated by continuous illumination of TEMP 'FAIL LO' amber light provided: <ol style="list-style-type: none"> <li>a) The SUPP GND WING ANTI-ICE SYS OFF switch is selected to OFF,</li> <li>b) Prior to dispatch, ensure wing leading edges are clean and anti-icing fluid is reapplied if required, and</li> <li>c) The wing anti-ice system must be selected and confirmed ON for takeoff when the OAT is 5 °C (41 °F) or below.</li> </ol> <p>NOTE 1: This proviso applies regardless of environmental conditions at time of departure.</p> <p>NOTE 2: If the wing anti-ice system is selected ON for takeoff, the cowl anti-ice system must also be selected ON.</p> <p>NOTE 3: When Type II, Type III, or Type IV anti-icing fluids have been applied, the wing anti-ice system must only be selected and confirmed ON just prior to thrust increase for takeoff.</p>	
(Continued)						

REVISION NO. 10b

PAGE NO. 30-5

DATE: 03/22/2018

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>12-4</b> ***	Low Temperature Ground Wing Anti-Ice System (LTGWAIS) (Cont'd)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative as indicated by continuous illumination of TEMP 'FAIL HI' amber light provided: <ol style="list-style-type: none"> <li>a) The SUPP GND WING ANTI-ICE SYS OFF switch is selected to OFF,</li> <li>b) Prior to dispatch, ensure wing leading edges are clean and anti-icing fluid is reapplied if required, and</li> <li>c) The wing anti-ice system must be selected and confirmed ON for takeoff when the OAT is 5 °C (41 °F) or below.</li> </ol> <p>NOTE 1: This proviso applies regardless of environmental conditions at time of departure.</p> <p>NOTE 2: If the wing anti-ice system is selected ON for takeoff, the cowl anti-ice system must also be selected ON.</p> <p>NOTE 3: When Type II, Type III, or Type IV anti-icing fluids have been applied, the wing anti-ice system must only be selected and confirmed ON just prior to thrust increase for takeoff.</p>	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-1</b>	Engine Cowl Anti-Ice Pressure Regulating and SOV.	<b>C</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Valve is secured closed,</li> <li>b) Both Ice Detection Systems are operative,</li> <li>c) Airplane is not operated in known or forecast icing conditions, and</li> <li>d) Associated ACU/Pack is selected ON above FL 400.</li> </ol>	
<b>20-2</b>	Engine Cowl Anti-Ice Pressure Relief Blow-Off Valves					
<b>1)</b>	(601,601-3A, 601-3R)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative open provided: <ol style="list-style-type: none"> <li>a) Associated Thrust Reverser is verified operative prior to each flight,</li> <li>b) Associated Bleed Air 14<sup>th</sup> Stage SOV is operative, and</li> <li>c) Operations are conducted in accordance with AFM Supplement 14 - Operations with Airplane Systems Inoperative.</li> </ol>	
<b>2)</b>	(604, 605, 650)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative open provided: <ol style="list-style-type: none"> <li>a) Associated Thrust Reverser is verified operative prior to each flight,</li> <li>b) Associated Bleed Air 14<sup>th</sup> Stage SOV is operative, and</li> <li>c) Operations are conducted in accordance with AFM Supplement 8 - Operations with Airplane Systems Inoperative.</li> </ol>	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-1</b>	Probe Heaters					
<b>1)</b>	Pitot Probe	<b>B</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided: a) Airplane is not operated in visible moisture (including standing water and slush) in any form, b) Both Ice Detection Systems are operative, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane is not operated in IMC or at night.	
<b>2)</b>	Static Probe	<b>B</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided: a) Airplane is not operated in visible moisture (including standing water and slush) in any form, b) Both Ice Detection Systems are operative, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane is not operated in IMC or at night.	
<b>3)</b>	Angle of Attack Vane	<b>B</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided: a) Airplane is not operated in visible moisture (including standing water and slush) in any form, b) Both Ice Detection Systems are operative, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane is not operated in IMC or at night.	
(Continued)						

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-1</b>	Probe Heaters (Cont'd)					
<b>4)</b>	TAT Probe	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Airplane is not operated in visible moisture (including standing water and slush) in any form, b) Both Ice Detection Systems are operative, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane is not operated in IMC or at night.	
<b>5)</b>	Standby Pitot Probe (604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Airplane is not operated in visible moisture (including standing water and slush) in any form, b) Both Ice Detection Systems are operative, c) Airplane is not operated in known or forecast icing conditions, d) Airplane is not operated in IMC or at night, and e) Both Pitot Probes Heaters are operative.	
<b>6)</b> ***	AUX Angle of Attack					
	a) Case Heat (604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Airplane is not operated in visible moisture (including standing water and slush) in any form, b) Both Ice Detection Systems are operative, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane is not operated in IMC or at night.	
(Continued)						

AIRCRAFT: BOMBARDIER CL-600/601/ 601-3A/601-3R/604/605/650	<b>TABLE KEY</b> 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
<b>31-1</b>	Probe Heaters (Cont'd)					
<b>6)</b> ***	AUX Angle of Attack (Cont'd)					
	b) Vane Heat (604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Airplane is not operated in visible moisture (including standing water and slush) in any form, b) Both Ice Detection Systems are operative, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane is not operated in IMC or at night.	
<b>31-2</b> ***	Speed Command Attitude Thrust (SCAT) Vane Heater (600, 601) STC SA4770SW	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) SCAT Vane Heater is deactivated, and b) Airplane is not operated in known or forecast icing conditions.	
<b>41-1</b>	Left and Right Windshield and Left and Right Side Window Heating System	<b>C</b>	<b>4</b>	<b>3</b>	One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Pilot's (Left) Side Window heating is operative.	
		<b>C</b>	<b>4</b>	<b>2</b>	Two may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Pilot's (Left) Side Window heating is operative, and c) Both Ice detection systems are operative.	

REVISION NO. 11

PAGE NO. 30-10

DATE: 07/10/2020

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-2</b> ***	Enhanced Vision System – Ice Protection (605 aircraft with SB 605-31-002 and 605-34-010, (650 aircraft with SB 650-31-002 and 650-34-006)					
<b>1)</b>	EVS Fairing & IR Window heat (EVS Fairing DE-ICE function/IR Window ANTI-ICE function)	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided EVS is not used if EVS image is affected.  NOTE: With IR Window heat inoperative, the image may degrade in high humidity or icing conditions, to the point of disappearance, as IR Window misting/icing increases. The EVS must not be used if the image is affected.	
		<b>D</b>	<b>2</b>	<b>0</b>	(M) One or both may be inoperative provided IR Window and EVS fairing are removed as an assembly and replaced with an approved blanking plate.	
<b>2)</b>	IR Window - DE-MIST function	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided EVS image is not affected, and EVS system deice and anti-ice functions operate normally.  NOTE: The image may degrade in high humidity or icing conditions to the point of disappearance as IR Window misting / icing increases. EVS must not be used if the image is affected.	
(Continued)						

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-2</b> ***	Enhanced Vision System – Ice Protection (605 aircraft with SB 605-31-002 and 605-34-010, (650 aircraft with SB 650-31-002 and 650-34-006) (Cont'd)					
<b>2)</b>	IR Window - DE-MIST function (Cont'd)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) EVS imaging system (EVS) is considered inoperative (Ref: MMEL item 34-32-2), b) EVS IR Window heat is considered inoperative, and c) Routine procedures do not require the use of EVS system.	
<b>3)</b>	EVS Fairing Temperature Sensor	<b>D</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided EVS fairing heat is considered inoperative.	
<b>4)</b>	IR Window Temperature Sensor	<b>D</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided EVS IR Window heat is considered inoperative.	

REVISION NO. 10b

PAGE NO. 30-12

DATE: 03/22/2018

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
71-1	Drain Mast Heater	C	1	0	(M) May be inoperative provided: a) Associated sink is not used, and b) Sink and/or coffee water supply is turned off.	
80-1	Ice Detection System	C	2	1	May be inoperative provided: a) Wing and Engine Cowl Anti-Ice Systems are ON when SAT on the ground is 10 °C or less and visible moisture in any form is present, and b) Wing and Engine Cowl Anti-Ice Systems are ON when TAT in flight is 10 °C or less and visible moisture in any form is present.	
		A	2	0	Both may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Repairs are made within 1 flight-day.	

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
14-1	Master Warning Switch Light (Glareshield) (light function only) (604)	C	2	1		
14-2	Master Caution Switch Light (Glareshield) (light function only) (604)	C	2	1		
14-3	Master Warning/Caution Pushbutton Annunciators (Glareshield) (605, 650)					
1)	Warning Light (light function only)	C	2	1		
2)	Caution Light (light function only)	C	2	1		
31-1	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.	

(Continued)

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**31. Indicating/Recording Systems**

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

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-1</b>	Flight Data Recorder (FDR) System (Cont'd)					
<b>2)</b>	Operators other than a holder of an Air Carrier or Commercial Operator Certificate	<b>C</b>	<b>-</b>	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
		<b>A</b>	<b>-</b>	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
<b>31-2</b> ***	Quick Access Recorder (QAR)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative for Flight Data Monitoring (FDM) purposes, provided approved alternate procedures, if appropriate to the FDM program, are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>40-1</b>	Cursor Control Panel (CCP) (605, 650, 601 with STC # ST01221WI-D)	<b>C</b>	<b>2</b>	<b>1</b>	Right side may be inoperative.	
<b>1)</b>	Joystick	<b>C</b>	<b>2</b>	<b>1</b>		
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Maintenance Diagnostic Computer is considered inoperative, and b) Graphical Weather function is considered inoperative.	
<b>2)</b>	JSTK Pushbutton	<b>C</b>	<b>2</b>	<b>0</b>		
<b>3)</b>	MEM Pushbutton	<b>D</b>	<b>6</b>	<b>0</b>		
<b>4)</b>	CHART Pushbutton	<b>C</b>	<b>2</b>	<b>0</b>		
(Continued)						

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>40-1</b>	Cursor Control Panel (CCP) (605, 650, 601 with STC # ST01221WI-D) (Cont'd)					
<b>5)</b>	ZOOM Pushbutton	<b>C</b>	<b>2</b>	<b>1</b>		
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Maintenance Diagnostic Computer is considered inoperative, and b) Graphical Weather function is considered inoperative.	
<b>6)</b>	Orient Pushbutton (located under the CHART pushbutton)	<b>C</b>	<b>2</b>	<b>1</b>		
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Maintenance Diagnostic Computer is considered inoperative, and b) Graphical Weather function is considered inoperative.	
<b>7)</b>	LWR FRMT Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>8)</b>	UPR MENU Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>9)</b>	LWR MENU Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>10)</b>	ESC Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>0</b>		
(Continued)						

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PAGE NO. 31-5

DATE: 02/24/2016

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>40-1</b>	Cursor Control Panel (CCP) (605, 650, 601 with STC # ST01221WI-D) (Cont'd)					
<b>11)</b>	PUSH SELECT Pushbutton (Menu) (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided the opposite UPR MENU pushbutton is operative.	
<b>12)</b>	MENU ADV knob (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided the opposite UPR MENU pushbutton is operative.	
<b>13)</b>	DATA knob (Menu) (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided the opposite UPR MENU pushbutton is operative.	
<b>14)</b>	TFC Pushbutton (605, 650 Only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>15)</b>	TR/WX Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>16)</b>	SUMRY Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>17)</b>	AC ELEC Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>18)</b>	HYD Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>19)</b>	DC ELEC Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>20)</b>	FLT Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>21)</b>	CAS Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>		

(Continued)

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PAGE NO. 31-6

DATE: 02/24/2016

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>40-1</b>	Cursor Control Panel (CCP) (605, 650, 601 with STC # ST01221WI-D) (Cont'd)					
<b>22)</b>	RADIO Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>23)</b>	FREQ Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>24)</b>	1/2 Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>25)</b>	DME-H Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>26)</b>	IDENT Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>27)</b>	ATC Pushbutton (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>28)</b>	PUSH SELECT Pushbutton (Radio) (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>29)</b>	RADIO ADV knob (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>30)</b>	DATA knob (Radio) (605, 650 only)	<b>C</b>	<b>2</b>	<b>1</b>		

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PAGE NO. 31-7

DATE: 02/24/2016

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-1</b>	EICAS Control Panel (ECP) Discrete Buttons (604)					
<b>1)</b>	<u>Without</u> SB 604-34-033					
<b>a)</b>	CKLST	<b>B</b>	<b>1</b>	<b>0</b>		
<b>b)</b>	RCL	<b>B</b>	<b>1</b>	<b>0</b>		
<b>c)</b>	EMER	<b>B</b>	<b>1</b>	<b>0</b>		
<b>d)</b>	HYD	<b>B</b>	<b>1</b>	<b>0</b>		
<b>e)</b>	ELEC	<b>B</b>	<b>1</b>	<b>0</b>		
<b>f)</b>	UP	<b>B</b>	<b>1</b>	<b>0</b>		
<b>g)</b>	DN	<b>B</b>	<b>1</b>	<b>0</b>		
<b>h)</b>	SKP	<b>B</b>	<b>1</b>	<b>0</b>		
<b>i)</b>	F/CTL	<b>B</b>	<b>1</b>	<b>0</b>		
<b>j)</b>	Joystick	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided UP and DN Discrete Buttons are operative.	
					(Continued)	

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PAGE NO. 31-8

DATE: 02/24/2016

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-1</b>	EICAS Control Panel (ECP) Discrete Buttons (604) (Cont'd)					
<b>2)</b>	<u>With</u> SB 604-34-033					
<b>a)</b>	CKLST	<b>B</b>	<b>1</b>	<b>0</b>		
<b>b)</b>	RCL	<b>B</b>	<b>1</b>	<b>0</b>		
<b>c)</b>	EMER	<b>B</b>	<b>1</b>	<b>0</b>		
<b>d)</b>	HYD	<b>B</b>	<b>1</b>	<b>0</b>		
<b>e)</b>	ELEC	<b>B</b>	<b>1</b>	<b>0</b>		
<b>f)</b>	UP/PLAN	<b>B</b>	<b>1</b>	<b>0</b>		
<b>g)</b>	DN/SIDE	<b>B</b>	<b>1</b>	<b>0</b>		
<b>h)</b>	SKP/3D	<b>B</b>	<b>1</b>	<b>0</b>		
<b>i)</b>	F/CTL	<b>B</b>	<b>1</b>	<b>0</b>		
<b>j)</b>	Joystick	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided UP/PLAN and DN/SIDE Discrete Buttons are operative.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-2</b>	Data Concentration Unit (DCU) (604)	<b>C</b>	-	<b>2</b>	(O) Any in excess of two may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated AUDIO WARNING DISABLE switch is selected, and</li> <li>b) Two separate audio warning channels are verified operative before each flight.</li> </ol> NOTE 1: In the event of a DCU 1 failure, both pilots' Master Warning and Master Caution lights will not test during the lamp 1 test.  NOTE 2: In the event of a DCU 2 failure, both pilots' Master Warning and Master Caution lights will not test during the lamp 2 test.  NOTE 3: Aircraft without SB 604-31-003 installed: In the event of either a DCU 1 or 2 failure, a subsequent TRU 2 failure will generate one "HOT" icon ITT engine indication. This icon should be disregarded and the ITT monitored.	
<b>50-1</b>	Auto CB Fail Light (10-Channel Annunciator) (600, 601, 601-3A, 601-3R)	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Light is not illuminated, and</li> <li>b) BRT/DIM function on the 10-channel annunciator panel is verified operative prior to each flight.</li> </ol>	
<b>50-2</b> ***	Voice Advisory System (600, 601, 601-3A, 601-3R)	<b>D</b>	-	<b>0</b>	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) System is secured, and</li> <li>b) Alternate procedures are established and used.</li> </ol>	

REVISION NO. 10b

PAGE NO. 31-10

DATE: 03/22/2018

AIRCRAFT:

BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>50-3</b> ***	Angle of Attack Indication System (Speed Cue Indexer) (601, 601-3A, 601-3R, 604)	<b>C</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) System is deactivated, and b) Alternate procedures are established and used.	
<b>50-4</b> ***	Speed Command Attitude Thrust (SCAT) Systems (600, 601, 601-3A, 601-3R)	<b>D</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) System is deactivated, and b) Alternate procedures are established and used.	
<b>50-5</b> ***	Canadian Marconi Corp Omega Nav Status Display System WARNING Repeater Light (600)	<b>D</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: a) Light is not illuminated, b) All individual warning lights are operative, and c) Alternate procedures are established and used.	
<b>50-6</b> ***	Canadian Marconi ONA-T16 Status Display System	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>60-1</b>	Clocks	<b>C</b>	-	<b>0</b>	Any in excess of those required by 14 CFR may be inoperative.	
<b>1)</b>	Universal Time Coordination Display (UTC) (605, 650)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>2)</b>	Flight Time (FT) (605, 650)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>3)</b>	Chronometer (CHR) (605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used to determine elapsed time.	
<b>4)</b>	LCD Display Segments/Mode (Annunciations) (605, 650)	<b>C</b>	-	-	Individual segments or annunciations may be inoperative provided flightcrews can readily determine mode of operation.	

AIRCRAFT: BOMBARDIER CL-600/601/ 601-3A/601-3R/604/605/650	<b>TABLE KEY</b> 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
61-1	Display Unit (EICAS Display No. 1 or EICAS Display No. 2) (604)	B	2	1		
61-2	Adaptive Flight Display (AFD) (601 with STC # ST01497CH-D, 605, 650)	B	4	3	(O) Right Inboard Display may be inoperative provided: a) Two Control Display Units are operative, and b) Unaffected displays reversion capabilities are verified operative before each flight.	     
61-3	Honeywell Primus EPIC Control Display System Retrofit (STC ST03462CH) for 601-3A and 601-3R					
1)	Multifunction Display Controller	B	2	1	One may be operative provided: a) SG REV switch is operative, and b) MFD reversion switch is operative.	
2)	Reversion Switch	B	10	5	May be inoperative provided: a) At least one of each of the following switches are operative: SG REV, IRS REV, ADC REV, PFD Reversion, and MFD Reversion Switch, and b) No reversion mode is selected.	
3)	Remote Instrument Controller	B	2	1	One may be inoperative provided the Altitude Alerting System (34-17-1) is operative.	
(Continued)						

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-3</b>	Honeywell Primus EPIC Control Display System Retrofit (STC ST03462CH) for 601-3A and 601-3R (Cont'd)					
<b>4)</b>	Display Unit (DU)	<b>B</b>	<b>4</b>	<b>3</b>	One inboard DU may be inoperative provided: <ol style="list-style-type: none"> <li>a) SG REV switch is operative,</li> <li>b) Display Controller Panels (DCP) are operative,</li> <li>c) Symbol Generators are operative,</li> <li>d) Standby Instruments are operative, and</li> <li>e) Multifunction Display Controllers are operative.</li> </ol>	
<b>61-4</b> ***	604 Fusion Avionics (Fusion STC # ST04356CH)					
<b>1)</b>	Adaptive Flight Display (AFD)	<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative provided it is installed in the center (DU2) position and it remains selected OFF.	
<b>2)</b>	Cursor Control Panel (CCP)	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Radio tuning capability is operative via touchscreen control on at least two of the three Adaptive Flight Displays (AFDs),</li> <li>b) All functions are verified operative on at least one of the Multifunction Keyboard Panels (MKP), and</li> <li>c) Alternate procedures are established and used.</li> </ol>	
(Continued)						

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PAGE NO. 31-13

DATE: 07/10/2020

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-4</b> ***	604 Fusion Avionics (Fusion STC # ST04356CH) (Cont'd)					
<b>2)</b>	Cursor Control Panel (CCP) (Cont'd)					
<b>a)</b>	Cursor Control Panel (CCP) Pushbutton/Knob/Cursor	<b>C</b>	<b>11</b>	-	(O) Any pushbutton/knob/cursor may be inoperative provided: a) The same pushbutton, knob or cursor is available on the opposite side Cursor Control Panel (CCP), b) Touchscreen control is operative on at least two of the three Adaptive Flight Displays (AFD), and c) Alternate procedures are established and used.	
(Continued)						

AIRCRAFT:  
BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**TABLE KEY**

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

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-4</b> ***	604 Fusion Avionics (Fusion STC # ST04356CH) (Cont'd)					
<b>3)</b>	Multifunction Keyboard Panel (MKP)	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: a) Radio tuning capability is operative via touchscreen control on at least two of the three Adaptive Flight Displays (AFDs), b) All functions are verified operative on at least one of the Cursor Control Panels (CCP), and c) Alternate Procedures are established and used.	
<b>a)</b>	Multifunction Keyboard Panel (MKP) Pushbutton/Knob/Cursor	<b>C</b>	<b>56</b>	<b>-</b>	(O) Any pushbutton/knob/cursor may be inoperative provided: a) The same pushbutton, knob or cursor is available on the opposite side Multifunction Keyboard Panel (MKP), b) Touchscreen control is operative on at least two of the three Adaptive Flight Displays (AFD), and c) Alternate procedures are established and used.	
<b>4)</b>	BARO Single Knob Panel (SKP)	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Touchscreen control is operative on at least two of the three Adaptive Flight Displays (AFD), and b) One Cursor Control Panel (CCP) is operative.	
<b>70-1</b> ***	FAA Flight Inspection Panel System (FAA equipped 601, 601-3A, 601-3R, 604)	<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided procedures are not dependent on its use.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
30-1	Landing Gear Selector Handle Anti-Retracton Mechanism	C	1	0	(M) May be inoperative in the LOCKED position (DOWN) provided the downlock release mechanism is operative.	
30-2	Landing Gear Extension and Retraction System (600, 601, 601-3A, 601-3R, 604, 605, 650)	A	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Operations are not conducted in known or forecast icing conditions,</li> <li>b) Ground lock pins are installed to ensure all three landing gears are locked down throughout flight,</li> <li>c) In-flight performance information given in the Flight Crew Operating Manual (FCOM) is used,</li> <li>d) Extended overwater operations are prohibited,</li> <li>e) Both pilot headsets are worn,</li> <li>f) Flight Compartment and Cabin Interphone Systems are operative,</li> <li>g) Both Flap Power Drive Units are operative,</li> <li>h) CAT II operations are prohibited,</li> <li>i) Repairs are made within 1 flight-day, and</li> <li>j) Operations are conducted in accordance with appropriate AFM Supplement:                             <ol style="list-style-type: none"> <li>1) AFM Supplement 16, Flight with Landing Gear Down (600, 601, 601-3A, 601-3R), and</li> <li>2) AFM Supplement 6, Flight with Landing Gear Down (604, 605, 650).</li> </ol> </li> </ol>	

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
43-1	Brake Accumulator Pressure Gauge	C	2	0	(M) Both may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge before the first flight of each day.	
43-2	Brake Pressure Indication (600, 601, 601-3A, 601-3R)	C	2	0	(M) Both may be inoperative provided: a) Brake accumulator(s) nitrogen pressure is checked prior to the first flight of each day, b) Capability of brake accumulators to retain adequate hydraulic fluid for brakes is verified prior to the first flight of each day, and c) Hydraulic Pressure Indication is operative.	
44-1	Anti-Skid System Channel (604, 605, 650)	B	2	1	(M)(O) Either inboard or outboard channel may be inoperative provided: a) Anti-skid is selected ON for takeoff and landing, b) Nosewheel Steering is operative, c) Ground Spoilers are operative, d) Both Thrust Reversers are operative, and e) Operations are conducted in accordance with AFM Supplement 8 - Operations with Airplane Systems Inoperative.	
45-1	Parking Brake Light (600, 601, 601-3A, 601-3R)	C	1	0	(O) May be inoperative provided procedures are established to ensure anti-skid fail lights are illuminated when the Parking Brake is engaged.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
47-1	EICAS Brake Pressure Indicating System (604, 605, 650)	C	2	0	(M) Both may be inoperative provided: a) Brake accumulator(s) nitrogen pressure is checked before the first flight of the day, b) Capability of brake accumulators to retain adequate hydraulic fluid for brakes is verified before the first flight of the day, and c) Hydraulic Pressure Indication is operative.	
50-2 ***	Remote Nose Gear Door Release Mechanism (Additional Handle and cable mechanism)	D	1	0	(M) May be inoperative in the "DOOR CLOSED" position provided: a) Mechanism is verified to be in the "DOOR CLOSED" position, and b) Actuator arm is secured in the "DOOR CLOSED" position.	
		D	1	0	(M) May be inoperative in the "DOOR CLOSED" position provided: a) Mechanism is verified to be in the "DOOR CLOSED" position, and b) Actuator arm is removed from the nose wheel well fitting.	
60-1 ***	Hard Landing Indication System (604, 605, 650)	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
<b>12-1</b>	Lighting Control Panels (Center Pedestal and L/R Facia Panels) (600, 601)					
<b>1)</b>	Floodlight System					
<b>a)</b>	BRT/DIM System	<b>C</b>	<b>3</b>	<b>0</b>	Any or all may be inoperative provided: a) BRT/DIM switch is selected to OFF position, and b) Brightening System is operative.	
<b>b)</b>	Brightening System	<b>C</b>	<b>3</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
<b>2)</b>	Instrument Brightening System	<b>C</b>	<b>3</b>	<b>0</b>	Any or all may be inoperative provided associated BRT/DIM system is operative.	
<b>3)</b>	Floor Light System	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	

REVISION NO. 10

PAGE NO. 33-2

DATE: 02/24/2016

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
<b>12-2</b>	Lighting Control Panels (Center Pedestal and L/R Facia Panels) (601-3A, 601-3R)					
<b>1)</b>	Floodlight System					
<b>a)</b>	BRT/DIM System	<b>C</b>	<b>3</b>	<b>0</b>	Any or all may be inoperative provided: a) BRT/DIM switch is selected to OFF position, and b) Brightening System is operative.	
		<b>C</b>	<b>3</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
<b>b)</b>	Brightening System	<b>C</b>	<b>3</b>	<b>0</b>	Any or all may be inoperative provided associated BRT/DIM system is operative.	
		<b>C</b>	<b>3</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
<b>2)</b>	Instrument Brightening System	<b>C</b>	<b>3</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
<b>3)</b>	Digits Brightening System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
<b>4)</b>	Floor Light System	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
<b>12-3</b>	PBA BRT/DIM System (10-Channel Annunciator Panel) (600, 601, 601-3A, 601-3R)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided DIM mode is operative for night operations.	
		<b>C</b>	<b>1</b>	<b>0</b>		May be inoperative provided BRT mode is operative for operations other than night.
<b>12-4</b>	Overhead Instrument Panel Brightening System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
<b>12-5</b>	Lighting Control Panels (Center Pedestal) (604, 605, 650)					
<b>1)</b>	Floodlight Brightening System (604, 605, 650)	<b>C</b>	<b>3</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
<b>2)</b>	Integrated Brightening System (604, 605, 650)	<b>C</b>	<b>3</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
<b>3)</b>	Display Brightening System					
<b>a)</b>	(604)	<b>C</b>	<b>3</b>	<b>0</b>	May be inoperative provided Cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
<b>b)</b>	PFD/MFD Brightening System (605, 650)	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided Cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
(Continued)						

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
<b>12-5</b>	Lighting Control Panels (Center Pedestal) (604, 605, 650) (Cont'd)					
<b>4)</b>	Floor Light Brightening System (604, 605, 650)	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
<b>5)</b>	Circuit Breaker Panel Brightening System (604)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
<b>6)</b>	Circuit Breaker Lighting ON/OFF Switch (605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
<b>12-6</b>	Indicator (PBA) Lighting BRT/DIM System (604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided DIM mode is operative for night operations.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided BRT mode is operative for operations other than night.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
<b>13-1</b>	Cockpit/Flight Deck/ Flight Compartment and Instrument Panel Lighting System (Excluding EFIS)	<b>C</b>	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> <li>a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flightcrew.</li> </ol> NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.  NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
<b>14-1</b>	Map Reading Lights					
1)	600, 601, 601-3A 601-3R, 604	<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	
2)	605, 650	<b>D</b>	<b>4</b>	<b>0</b>	May be inoperative provided cockpit lighting is sufficient for crewmembers to perform their duties throughout flight.	

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PAGE NO. 33-6

DATE: 07/10/2020

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
<b>20-1</b>	Cabin Interior Light	<b>C</b>	-	-	May be inoperative provided: a) Sufficient lighting is operative to permit the crew to perform their required duties, and b) Lighting configuration upon departure is acceptable to the flightcrew.	
<b>20-2</b>	Miscellaneous Lights					
<b>1)</b>	Boarding and Dome Light (601, 604)	<b>D</b>	-	<b>0</b>		
<b>2)</b>	Boarding and Cabin Light (605, 650)	<b>D</b>	-	<b>0</b>		
<b>20-3</b>	Lavatory Vanity/ Reading Light	<b>D</b>	-	<b>0</b>		
<b>23-1</b>	Fasten Seat Belt and No Smoking Warning Signs	<b>C</b>	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
<b>25-1</b>	Push Button Annunciator (Light function only) (604, 605, 650)	<b>B</b>	-	-	One lamp may be inoperative in each independent module provided nomenclature remains legible.	
<b>31-1</b>	Service Light	<b>D</b>	-	<b>0</b>		
<b>31-2</b>	Service Light	<b>D</b>	<b>1</b>	<b>0</b>		
<b>***</b>	Annunciation System (604)					

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PAGE NO. 33-7

DATE: 01/06/2017

AIRCRAFT:  
BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**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
<b>40-1</b>	Navigation Lights					
<b>1)</b>	Wing Tip Position Light Bulb	<b>C</b>	<b>4</b>	<b>2</b>	Two may be inoperative provided at least one bulb is operative at each position.	
		<b>C</b>	<b>4</b>	<b>0</b>	All may be inoperative provided airplane is not operated from sunset to sunrise.	
<b>2)</b>	Upper Aft Position Light Bulb	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Lower Aft Position Light is operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided both winglet lights are operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided airplane is not operated from sunset to sunrise.	
<b>3)</b>	Lower Aft Position Light Bulb (600, 601, 601-3A)	<b>C</b>	<b>2</b>	<b>1</b>		
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided Upper Aft Position Light is operative.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided both winglet lights are operative.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided airplane is not operated from sunset to sunrise.	
<b>4)</b>	Lower Aft Position Light Bulb (601-3R, 604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Upper Aft Position Light is operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided both winglet lights are operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided airplane is not operated from sunset to sunrise.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
<b>40-2</b>	High Intensity or Strobe Light System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided an approved Anti-Collision Beacon Light System meeting all 14 CFR requirements for anti-collision lights is installed and operative.	
<b>40-3</b> ***	Anti-Collision Beacon Light System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided a Strobe Light System meeting all 14 CFR requirements for anti-collision lights is installed and operative.	
<b>40-4</b>	Landing Lights					
<b>1)</b>	Wing Leading Edge (600, 601)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided both Taxi/Recognition Lights are operative.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided airplane is not operated at night.	
<b>2)</b>	Wing Leading Edge and Nose (600, 601 with STC SA4778SW)	<b>C</b>	<b>4</b>	<b>3</b>		
		<b>C</b>	<b>4</b>	<b>1</b>	Three may be inoperative provided both Taxi/Recognition Lights are operative.	
		<b>C</b>	<b>4</b>	<b>0</b>	All may be inoperative provided airplane is not operated at night.	
<b>3)</b>	Wing Leading Edge and Nose (601-3A, 601-3R, 604, 605, 650)	<b>C</b>	<b>4</b>	<b>3</b>		
		<b>C</b>	<b>4</b>	<b>1</b>	Three may be inoperative provided both Taxi/Recognition Lights are operative.	
		<b>C</b>	<b>4</b>	<b>0</b>	All may be inoperative provided airplane is not operated at night.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
<b>40-5</b>	Pulse Light (Landing Light System) (600, 601, 601-3A, 601-3R, 604)*** (605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Pulse Light system is deactivated.	
<b>40-7</b> ***	Logo Light System	<b>D</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided Logo Light System is deactivated.	
<b>40-8</b>	Taxi/Recognition Lights (In Leading Edge)	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided affected lights are not required to support inoperative Landing Lights.	
<b>40-9</b> ***	Winglet Light	<b>C</b>	<b>2</b>	<b>0</b>		
<b>43-1</b>	Wing Inspection Light	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	
		<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Both Ice Detectors are operative, b) Wing ANTI-ICE is turned ON as per the AFM limitation (Operation in icing conditions), and c) Ground de-icing procedures do not require their use.	

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DATE: 02/24/2016

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
<b>50-1</b>	Exterior Emergency Light	<b>C</b>	<b>4</b>	<b>0</b>	Any or all may be inoperative provided airplane is not operated at night.	
<b>50-2</b>	Floor Proximity Emergency Escape Path Marking System	<b>C</b>	-	-	Individual lights may be inoperative provided FAA-approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA Engineering Approval Letter, b) FAA-approved report of the Type Design Holder, c) Limitations and conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA-approved report incorporated in the Master Drawing List for the Applicable STC.	

AIRCRAFT: BOMBARDIER CL-600/601/ 601-3A/601-3R/604/605/650	<b>TABLE KEY</b> 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
<b>10-1</b> ***	Metric Altimeter (600, 601, 601-3A 601-3R, 604)	<b>D</b>	<b>1</b>	<b>0</b>		
<b>12-1</b>	Standby Altimeter (600, 601)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided pilot's altimeter is pneumatic or servo-pneumatic and is operative.	
<b>12-2</b>	Integrated Standby Instrument System (ISIS)					
<b>1)</b> ***	(600, 601, 601-3A, 601-3R, 604)					
<b>a)</b>	Nav Function	<b>C</b>	<b>1</b>	<b>0</b>		
<b>b)</b>	Attitude Function	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Operations are not conducted in IMC or at night, and b) Source selector is selected to NORMAL with each side fed from its on-side AHRS/IRS.	
<b>2)</b>	(605, 650)					
<b>a)</b>	ILS Function	<b>C</b>	<b>1</b>	<b>0</b>		
<b>b)</b>	Attitude Function	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Operations are not conducted in IMC or at night, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Instrument attitude display is covered.	
<b>3)</b>	Mid Continent MD302 (Fusion STC # ST04356CH)	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) PFD1 and PFD2 are operative, b) Operations are not conducted in IMC or at night, and c) Operations are not conducted into known or forecast over-the-top conditions.	

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DATE: 07/10/2020

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>13-1</b>	True Airspeed (TAS), Static Air Temperature (SAT), and Total Air Temperature (TAT) Indicating Systems (600, 601, 601-3A, 601-3R)					
<b>1)</b>	TAS Indication	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided other required systems (FMS) do not depend on TAS data.	
<b>2)</b>	SAT Indication	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) TAT is operative, b) Other required systems (FMS) do not depend on SAT data, and c) TAT/SAT conversion method is provided.	
<b>3)</b>	TAT Indication	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided SAT is operative.	
<b>13-2</b>	Vertical Speed Indicator (VSI) (600, 601, 601-3A, 601-3R)	<b>B</b>	<b>2</b>	<b>1</b>	May be inoperative provided: a) Airplane is not operated in IMC or at night, and b) Pilot-flying airplane has an operative VSI at his or her station.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>17-1</b>	Altitude Alerting System					
<b>1)</b>	(600, 601, 601-3A, 601-3R)	<b>A</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations, (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days.	
<b>2)</b>	(601 with STC # ST01497CH-D, 604, 605, 650,)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, d) Altitude tape is operative on both displays, and e) Repairs are made within 3 flight-days.	
<b>3)</b>	Aural Alert	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
<b>4)</b>	Visual Alert	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-1</b> ***	Attitude Reference System Sensor (Excludes Standby Attitude Indicator) (600, 601)	<b>C</b>	-	<b>2</b>	Any in excess of two may be inoperative provided: <ol style="list-style-type: none"> <li>a) An independent attitude indicating system is operative and available at each pilot's panel, and</li> <li>b) Associated switches are not operated in flight.</li> </ol>	
<b>21-1</b>	Instrument Comparator Monitor (600, 601)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Procedures are established that do not require use of affected system, and</li> <li>b) Approach minimums are not dependent on its use.</li> </ol>	
<b>21-2</b>	Non-EFIS ADI Annunciators/Displays (600, 601)					
<b>1)</b>	ADI - Glideslope Pointer	<b>B</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided they are operative on the adjacent HSI.	
		<b>B</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided procedures are not dependent on their use.	
<b>2)</b>	ADI - Localizer Pointer	<b>B</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided expanded localizers are operative on the adjacent HSI.	
		<b>B</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided procedures are not dependent on their use.	
<b>3)</b>	ADI - Pitch and Roll Command Bar	<b>B</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided approach minimums are not dependent on their use.	
(Continued)						

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-2</b>	Non-EFIS ADI Annunciators/Displays (600, 601) (Cont'd)					
4)	ADI - Radio Altimeter Display	<b>C</b>	-	-	All may be inoperative provided weather minimums or procedures are not dependent on its use.	
5)	ADI - Rate of Turn Indicator	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided associated inclinometers are operative.	
<b>21-3</b>	Non-EFIS HSI Annunciators/Displays (600, 601)					
1)	HSI Bearing Pointer	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided equivalent display is available on the RMIs.	
2)	HSI Distance Measuring Equipment (DME) Display	<b>C</b>	<b>2</b>	<b>0</b>	As required by 14 CFR.	
					(Continued)	

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-3</b>	Non-EFIS HSI Annunciators/Displays (600, 601) (Cont'd)					
<b>3)</b>	HSI Glideslope Pointer	<b>B</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided they are operative on adjacent ADIs.	
		<b>B</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided procedures are not dependent on their use.	
<b>4)</b>	Heading Display	<b>B</b>	<b>2</b>	<b>1</b>	May be inoperative provided: a) Standby Compass is operative, and b) Adjacent RMI is operative.	
<b>5)</b>	Localizer Pointer	<b>B</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided Localizer Pointers are operative on the adjacent ADI.	
		<b>B</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided procedures are not dependent on their use.	
<b>22-1</b>	Electronic Flight Instrument System (EFIS) (600, 601)*** (601-3A, 601-3R)					
<b>1)</b>	Symbol Generator	<b>C</b>	<b>3</b>	<b>2</b>	(O) May be inoperative provided: a) EFIS displays at pilot's and copilot's stations are independent, and b) Procedures are established to provide for loss of the associated Multi-Function Display (MFD) system.	
(Continued)						

AIRCRAFT:

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 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>22-1</b>	Electronic Flight Instrument System (EFIS) (600, 601)*** (601-3A, 601-3R) (Cont'd)					
<b>2)</b>	Multi-Function Display (MFD) unit	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Procedures are established that do not require use of affected MFD, and b) Weather Radar information is available at each pilot's station or the Weather Radar System is considered inoperative.	
<b>22-2</b>	Turn and Slip Indicator (600, 601)	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided associated Rate of Turn Indications are operative.	
<b>23-1</b>	Vertical Navigation System (VNAV) (600, 601)	<b>C</b>	<b>1</b>	<b>0</b>	Except for RVSM Operations, may be inoperative.	
<b>23-2</b>	Inertial Reference Systems (IRS)					
<b>1)</b> ***	(600, 601)	<b>C</b>	<b>-</b>	<b>0</b>	Except when enroute operations require its use, may be inoperative provided: a) An independent attitude indication system is operative on each pilot's panel, and b) An independent directional compass indicating system is operative on each pilot's panel.	
						(Continued)

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>23-2</b>	Inertial Reference Systems (IRS) (Cont'd)					
<b>2)</b>	(601-3A, 601-3R, 604 without Autothrottle System)	<b>C</b>	-	<b>2</b>	Any in excess of two may be inoperative provided: <ol style="list-style-type: none"> <li>a) An independent attitude indication system is operative on each pilot's panel, and</li> <li>b) An independent directional compass indicating system is operative on each pilot's panel.</li> </ol>	
<b>3)</b>	(605, 650, and 604 with Autothrottle System)	<b>C</b>	-	<b>2</b>	Any in excess of two may be inoperative provided: <ol style="list-style-type: none"> <li>a) An independent attitude indication system is operative on each pilot's panel,</li> <li>b) An independent directional compass indicating system is operative on each pilot's panel, and</li> <li>c) Autothrottle system is considered inoperative when the Left Inertial Reference System is inoperative.</li> </ol>	
<b>23-3</b>	Inertial Display System (601-3A, 601-3R)					
<b>1)</b> ***	Inertial System Display Unit (ISDU)	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>2)</b> ***	Lasertrak - Navigation Display Unit (NDU)	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>23-4</b> ***	Emergency Battery Pack for Backup COMM/NAV	<b>D</b>	-	<b>0</b>		
<b>23-5</b>	IRS Backup Battery					
<b>1)</b> ***	600, 601	<b>D</b>	-	<b>0</b>		
<b>2)</b>	601-3A, 601-3R	<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative provided airplane is not operated more than 60 minutes from a suitable airport.	
<b>25-1</b>	Directional Compass System (Excludes Non-Stabilized Magnetic Standby) (600, 601 aircraft 3001 to 3066)	<b>C</b>	-	<b>2</b>	Any in excess of two may be inoperative provided: a) An independent directional compass indicating system is operative and available at each pilot's panel, and b) Associated switches are not operated in flight.	
<b>27-1</b>	Non-Stabilized Magnetic Compass (Standby)	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided any combination of three Gyros or INS (IRU) stabilized compass systems are operative.	
		<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass systems are operative, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on enroute portion of the flight.	
		<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.	

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>28-1</b>	Standby Attitude Indicator (third Attitude Indicator)					
<b>1)</b>	600, 601, 601-3A, 601-3R, 604	<b>C</b>	-	<b>0</b>	May be inoperative provided not required by 14 CFR.	
		<b>B</b>	-	<b>0</b>	May be inoperative provided: a) Operations are not conducted in IMC or at night, and b) Operations are not conducted into known or forecast over-the-top conditions.	
<b>32-1</b> ***	Head-Up Guidance System	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided procedures are not dependent on its use.	
<b>32-2</b> ***	Enhanced Vision System (EVS)	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided EVS is deactivated.  NOTE: Where the EVS image is adversely affected, EVS system is to be considered inoperative.	
<b>1)</b>	EVS Yoke Switch	<b>D</b>	-	<b>0</b>	May be inoperative provided EVS is considered inoperative.	
<b>2)</b>	EVS Control Panel	<b>D</b>	-	<b>0</b>	May be inoperative provided EVS is considered inoperative.	
<b>34-1</b> ***	Synthetic Vision System (SVS) 605 post SB605-34-020 and 650 (including Database)	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided SVS is deactivated.  NOTE: SVS is considered inoperative if associated database is out of date.	 

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>34-2</b>	Synthetic Vision System (SVS)	<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative.	
	(Fusion STC # ST04356CH)				NOTE: SVS Fail and/or SVS Degraded Alt messages may be displayed.	
<b>1)</b>	Flight Path Vector	<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative.	
					NOTE: FPV Fail message may be displayed.	
<b>2)</b>	SVS Databases (High Resolution Terrain, Runway/Airport, Obstacle)	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided SVS is deactivated.	
					NOTE 1: SVS is considered inoperative if associated database is out of date.	
					NOTE 2: PFD 1 SVS Obst, MFD SVS Obst, PFD 2 SVS Obst, PFD 1 SVS Runway, MFD SVS Runway, PFD 2 SVS Runway messages may be displayed.	
<b>40-1</b> ***	Windshear Alert System	<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
<b>40-2</b> ***	Stormscope System	<b>D</b>	<b>1</b>	<b>-</b>	As required by 14 CFR.	
<b>40-3</b> ***	Lightning Sensor System	<b>D</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.	
<b>41-1</b>	Weather Radar System	<b>C</b>	<b>1</b>	<b>-</b>	As required by 14 CFR.	
<b>41-2</b> ***	Graphical Weather System	<b>D</b>	<b>1</b>	<b>0</b>		

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-3</b>	Weather Radar System (Fusion STC # ST04356CH)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided it is not required by regulations.	
<b>1)</b>	Auto Mode	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided MANUAL Mode function is verified to operate normally.	
<b>2)</b>	Turbulence Mode	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative.	
<b>3)</b>	Lightning Detection Mode	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative.	
<b>42-1</b>	Radio Altimeter System	<b>C</b>	-	<b>1</b>	(O) May be inoperative provided: a) Radio altitude data is either available to or not required by other required systems, and b) Approach minimums do not require its use.	
		<b>A</b>	-	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
					NOTE 1: Radio altitude data is required for Autopilot, Flight Director System, TCAS, GPWS (TAWS), and Autothrottle System (ATS).	
					NOTE 2: (605, 650) (604 with ATS) ATS retard mode is not available when pilot's radio altimeter is inoperative.	
					NOTE 3: EFIS COMP INOP (Caution) message may be displayed. (604, 605, 650).	

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>42-2</b>	Terrain Awareness Warning System (TAWS)  (If Class A TAWS Equipment Required)					
<b>1)</b>	GPWS	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
<b>a)</b>	Modes 1-4	<b>A</b>	<b>4</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
<b>b)</b>	Test Mode	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
<b>c)</b>	Glideslope Deviation (Mode 5)	<b>C</b>	-	<b>1</b>		
		<b>B</b>	-	<b>0</b>		
<b>d)</b>	Advisory Callouts	<b>B</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>C</b>	-	<b>0</b>	(O) May be inoperative provided: a) Advisory callout is not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>42-2</b>	Terrain Awareness Warning System (TAWS)  (If Class A TAWS Equipment Required) (Cont'd)					
<b>1)</b>	GPWS (Cont'd)					
<b>e) ***</b>	Windshear Mode (Reactive) (Mode 7)	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance (predictive) operates normally.	
<b>2) ***</b>	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>3)</b>	Terrain Display	<b>C</b>	-	<b>1</b>		
		<b>B</b>	-	<b>0</b>		
<b>4) ***</b>	Runway Awareness and Advisory System (RAAS) (Includes Smart Runway/Smart Landing (SR/SL) functions) (605 with SB 605-34-022) *** or (650 aircraft with SB 650-34-010) ***	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided the RAAS system is selected OFF.	

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>42-2</b>	Terrain Awareness Warning System (TAWS)  (If Class B TAWS Equipment Required)					
<b>1)</b>	GPWS	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
<b>a)</b>	Modes 1 and 3	<b>A</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
<b>b)</b>	Test Mode	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
<b>c)</b> ***	Mode 2, 4, and 5	<b>C</b>	<b>3</b>	<b>0</b>		
<b>d)</b>	Advisory Callouts	<b>B</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>C</b>	-	<b>0</b>	(O) May be inoperative provided: a) Advisory callout is not required by 14 CFR, and b) Alternate procedures are established and used.	
<b>e)</b> ***	Windshear Mode (Reactive) (Mode 7)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						



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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>43-1</b>	Traffic Collision Avoidance System (TCAS) (605, 650) (600, 601, 601-3A, 601-3R, 604)*** (Including TCAS function of the Traffic Surveillance System (TSS) (650))					
<b>1)</b>	TCAS I	<b>B</b>	-	<b>0</b>	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		<b>C</b>	-	<b>0</b>	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
<b>2)</b>	TCAS II	<b>B</b>	-	<b>0</b>	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		<b>C</b>	-	<b>0</b>	(M) May be inoperative provided: a) It is not required by the 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
(Continued)						

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>43-1</b>	Traffic Collision Avoidance System (TCAS) (605, 650) (600, 601, 601-3A, 601-3R, 604)*** (Including TCAS function of the Traffic Surveillance System (TSS) (650)) (Cont'd)					
<b>2)</b>	TCAS II (Cont'd)					
<b>a)</b>	Combined Traffic Advisory (TA) and Resolution Advisory (RA) Dual Display System	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side provided: <ul style="list-style-type: none"> <li>a) TA and RA visual display is operative on the flying pilot side, and</li> <li>b) TA and RA audio function is operative on the flying pilot side.</li> </ul>	
<b>b)</b>	Resolution Advisory (RA) Display System	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side.	
		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Traffic Alert (TA) visual display and audio functions are operative,</li> <li>b) TA only mode is selected by the crew, and</li> <li>c) Enroute or approach procedures do not require its use.</li> </ul>	
(Continued)						

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>43-1</b>	Traffic Collision Avoidance System (TCAS) (605, 650) (600, 601, 601-3A, 601-3R, 604)*** (Including TCAS function of the Traffic Surveillance System (TSS) (650)) (Cont'd)					
<b>2)</b>	TCAS II (Cont'd)					
<b>c)</b>	Traffic Alert (TA) Display System	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Resolution Advisory (RA) visual display and audio functions are operative, and</li> <li>b) Enroute or approach procedures do not require its use.</li> </ul>	
<b>d)</b>	Audio Function	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute or approach procedures do not require TCAS use.	
<b>e)</b> ***	Airspace Selection Function	<b>C</b>	-	<b>0</b>		
<b>50-1</b> ***	Long Range Navigation Systems (LORAN, VLF, GPS, etc.) (600, 601, 601-3A, 601-3R, 604)	<b>D</b>	-	-	(O) May be inoperative provided alternate procedures are established and used.	

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-1</b>	VHF Navigation System (VOR/ILS)	<b>C</b>	-	-	As required by 14 CFR.  NOTE: May be required for FMS.	
<b>51-2</b>	Marker Beacon System	<b>C</b>	-	-	May be inoperative provided approach minimums do not require use of affected system.	
<b>51-3</b>	NAV/COM/ADF/ATC System (600, 601)*** (601-3A, 601-3R)					
<b>1)</b>	Preselect Tuning	<b>C</b>	-	<b>0</b>	May be inoperative provided direct tuning mode is operative.	
<b>2)</b>	Memory Channel	<b>C</b>	-	<b>0</b>	May be inoperative provided direct tuning mode is operative.	
<b>51-4</b>	Radio Magnetic Indicator (RMI)					
<b>1)</b>	(600, 601)	<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided both HSIs are operative.	
<b>2)</b> ***	(601-3A, 601-3R)	<b>C</b>	-	<b>0</b>	May be inoperative provided both EHSIs are operative.	
<b>52-1</b>	Automatic Direction Finding (ADF) System	<b>C</b>	-	-	As required by 14 CFR.	
<b>53-1</b>	Distance Measuring Equipment (DME) System	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>1)</b> ***	DME Repeater Indicator	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedure is established and used.	

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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>54-1</b>	Air Traffic Control (ATC) Transponders and Automatic Altitude Reporting Systems (Includes transponder function of Traffic Surveillance System (TSS) (650))	<b>B</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		<b>D</b>	<b>2</b>	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.  NOTE: Transponder and Flight Director/Autopilot must use same side ADC data for RVSM operations.	
<b>1) ***</b>	Elementary and Enhanced Downlink Aircraft Parameters Not Required by 14 CFR	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Operations do not require its use, b) Repairs are made prior to completion of next heavy maintenance visit.	
<b>2) ***</b>	ADS-B Squitter Transmissions				Deleted in Rev 11, and introduced as standalone Item 34-54-3.	
<b>54-2 ***</b>	Remote Transponder Ident Button	<b>D</b>	-	<b>0</b>	(M) All may be inoperative provided: a) IDENT button had not faulted to ON, and b) IDENT button on Transponder Control Unit/RTU is operative.	
<b>54-3</b>	Automatic Dependent Surveillance-Broadcast (ADS-B) System	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	     

(Continued)



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**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>54-4</b>	Air Traffic Control (ATC) Transponders and Automatic Altitude Reporting Systems (Fusion STC # ST04356CH) (Cont'd)					
<b>1)</b>	Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	<b>A</b>	<b>-</b>	<b>0</b>	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next scheduled inspection/check of transponder.	
<b>2)</b>	ADS-B Out Extended Squitter Transmissions	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.	
<b>60-1</b> ***	Datanav System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Procedures are established that do not require use of affected system, and b) Approved checklists are carried in cockpit.	
<b>60-2</b>	Global Positioning System (GPS)	<b>C</b>	<b>2</b>	<b>0</b>	(O) Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>2</b>	<b>1</b>	May be inoperative except where enroute operations or approach procedures require dual GPS.	

REVISION NO. 11

PAGE NO. 34-24

DATE: 07/10/2020

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>60-3</b>	Global Positioning System (GPS) WAAS (Fusion STC # ST04356CH)	<b>C</b>	<b>2</b>	<b>0</b>	(O) Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used.  NOTE: SVS and ADS-B OUT are inoperative with GPSs inoperative.	
		<b>D</b>	<b>2</b>	<b>1</b>	May be inoperative except where enroute operations or approach procedures require dual GPS.	
<b>61-1</b>	Flight Management Systems (FMS)					
<b>1)</b> ***	(600, 601)	<b>C</b>	-	<b>0</b>	(O) Except when operations require its use, may be inoperative provided alternate procedures are established and used.	
<b>2)</b>	(601-3A, 601-3R)	<b>C</b>	-	<b>1</b>	Except when enroute operations require dual FMS use, any in excess of one may be inoperative.	
<b>3)</b>	(604 without SB 604-34-031)	<b>C</b>	-	<b>1</b>	Except when enroute operations require dual FMS use, any in excess of one may be inoperative.  NOTE: Autothrottle system is considered inoperative when FMS No. 1 is inoperative (604 with autothrottle system).	
(Continued)						

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-1</b>	Flight Management Systems (FMS) (Cont'd)					
<b>4)</b>	(604 with SB 604-34-031)	<b>C</b>	-	<b>1</b>	(O) Except when enroute operations require dual FMS use, any in excess of one may be inoperative.  NOTE 1: Autothrottle system is considered inoperative when FMS No. 1 is inoperative (604 with autothrottle system).  NOTE 2: When operating with a single FMS operative, FMS-computed take off and approach performance (FMS V speed) and FMS-computed N <sub>1</sub> thrust data must be verified using applicable AFM data.	
<b>5)</b>	(605, 650)					
<b>a)</b>	Flight Management Computer (No. 1 and No. 2)	<b>C</b>	<b>2</b>	<b>1</b>	(O) Except when enroute operations require dual FMS use, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) One GPS system is operative, and</li> <li>b) Autothrottle system is considered inoperative when FMC No.1 is inoperative.</li> </ol> NOTE: When operating with a single FMS operative, FMS-computed takeoff and approach performance (FMS V speed) and FMS-computed N <sub>1</sub> thrust data must be verified using applicable AFM data.	

(Continued)

REVISION NO. 10

PAGE NO. 34-26

DATE: 02/24/2016

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-1</b>	Flight Management Systems (FMS) (Cont'd)					
<b>5)</b>	(605, 650) (Cont'd)					
<b>b)</b>	Control Display Unit (No. 1 and No. 2)	<b>C</b>	<b>2</b>	<b>1</b>	(O) CDU 2 may be inoperative provided: a) All Adaptive Flight Displays (AFD) are operative, b) Associated Flight Management Computer is considered inoperative, and c) CDU 2 INHIB switch/light is pressed in.	
<b>c)</b>	CDU Radio Tuning Function (No. 1 and No. 2)	<b>C</b>	<b>2</b>	<b>1</b>	(O) CDU Radio Tuning No. 2 may be inoperative provided: a) All Adaptive Flight Displays (AFD) are operative, b) Radio tuning reversion capabilities are verified operative before each flight, and c) CDU 2 INHIB switch/light is pressed in.	
<b>d) ***</b>	Flight Management Computer (FMC) No. 3	<b>D</b>	<b>1</b>	<b>0</b>		
<b>e) ***</b>	Control Display Unit (CDU) No. 3	<b>D</b>	<b>1</b>	<b>0</b>		
(Continued)						

AIRCRAFT:  
BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-1</b>	Flight Management Systems (FMS) (Cont'd)					
<b>6)</b>	(601 with STC # ST01497CH-D)					
<b>a)</b>	Flight Management Computer (No. 1 and No. 2)	<b>C</b>	<b>2</b>	<b>1</b>	(O) Except when enroute operations require dual FMS use, any in excess of one may be inoperative provided one GPS system is operative.	
<b>b)</b>	Control Display Unit (No. 1 and No. 2)	<b>C</b>	<b>2</b>	<b>1</b>	(O) CDU 2 may be inoperative provided: <ul style="list-style-type: none"> <li>a) All Adaptive Flight Displays (AFD) are operative,</li> <li>b) Associated Flight Management Computer is considered inoperative, and</li> <li>c) Standby CTL is operative.</li> </ul>	
<b>c)</b>	CDU Radio Tuning Function (No. 1 and No. 2)	<b>C</b>	<b>2</b>	<b>1</b>	(O) CDU Radio Tuning No. 2 may be inoperative provided: <ul style="list-style-type: none"> <li>a) All Adaptive Flight Displays (AFD) are operative,</li> <li>b) Radio tuning reversion capabilities are verified operative before each flight, and</li> <li>c) Standby CTL is operative.</li> </ul>	
<b>d) ***</b>	Flight Management Computer (FMC) No. 3	<b>D</b>	<b>1</b>	<b>0</b>		
<b>e) ***</b>	Control Display Unit (CDU) No. 3	<b>D</b>	<b>1</b>	<b>0</b>		

(Continued)

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-1</b>	Flight Management Systems (FMS) (Cont'd)					
<b>7)</b>	Navigation Databases	<b>A</b>	-	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Operations do not require its use,</li> <li>b) It is not used in a primary navigation system required by 14 CFR,</li> <li>c) Alternate procedures are developed and used,</li> <li>d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and</li> <li>e) It is repaired within 10 flight-days.</li> </ol> <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	
<b>8)</b>	604 Fusion Avionics (Fusion STC # ST04356CH)					
<b>a)</b>	Flight Management System Application (FMSA)	<b>C</b>	<b>2</b>	<b>1</b>	(O) Except when enroute operations require dual FMS use, one may be inoperative provided: <ol style="list-style-type: none"> <li>a) One GPS system is operative, and</li> <li>b) Autothrottle system is considered inoperative when FMSA No. 1 is inoperative.</li> </ol>	
<b>b)</b>	Adaptive Flight Display System (AFD) Touchscreen Functionality	<b>C</b>	<b>3</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Touchscreen is inhibited on the inoperative display with the display control inhibit selector on the reversion switch panel, and</li> <li>b) Both cursor control panels are operative.</li> </ol>	
(Continued)						

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-1</b>	Flight Management Systems (FMS) (Cont'd)					
<b>8)</b>	604 Fusion Avionics (Fusion STC # ST04356CH) (Cont'd)					
<b>c)</b>	Adaptive Flight Display (AFD) MFD Control, MFD Fan Inop. Messages	<b>B</b>	<b>3</b>	<b>2</b>	May be inoperative provided PFD1 and PFD2 are operative.	
<b>d)</b>	Adaptive Flight Display (AFD) Radio Tuning Functionality	<b>B</b>	<b>3</b>	<b>2</b>	One may be inoperative.  NOTE: Left Side Display Tuning Inop, Right Side Display Tuning Inop, messages may be displayed.	
<b>e)</b>	Navigation Database	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days.  NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
<b>61-2</b>	Flight Management System (FMS) Performance Database (604, 605, 650)	<b>D</b>	-	<b>0</b>	(O) May be inoperative (not installed) provided alternate procedures are established and used.	

REVISION NO. 10

PAGE NO. 34-30

DATE: 02/24/2016

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-3</b>	Data Base Unit (DBU) (600, 601, 601-3A, 601-3R)***( 604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>61-4</b>	Multi-Mode Receiver System (FAA Flight Inspection Aircraft Only)					
<b>1)</b>	Cockpit Control Functions	<b>D</b>	<b>1</b>	<b>0</b>		
<b>2)</b>	Flight Inspection System Control Functions	<b>D</b>	<b>1</b>	<b>0</b>		
<b>61-5</b>	Flight Management System (FMS) V Speed Database (604, 605, 650)	<b>D</b>	<b>-</b>	<b>0</b>	(O) May be inoperative (not installed) provided alternate procedures are established and used.	
<b>61-6</b>	Flight Management System (FMS) N <sub>1</sub> Thrust Database (604***, 605, 650)	<b>D</b>	<b>-</b>	<b>0</b>	(O) May be inoperative (not installed) provided alternate procedures are established and used.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
601-3A/601-3R/604/605/650

**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
10-1	Crew Oxygen Pressure Gauge (600, 601, 601-3A, 601-3R)	B	1	0	(M) May be inoperative provided both the fill point gauge and the bottle mounted gauge are checked prior to each flight.	
12-1	Crew Oxygen Pressure (604, 605, 650)					
1)	EICAS Readout	B	1	0	(M) May be inoperative provided the Ground Service Panel pressure gauge or the bottle pressure gauge is verified operative and checked before each flight.	
2)	Ground Service Panel Pressure Gauge	C	1	0	May be inoperative provided the EICAS Readout or the bottle pressure gauge is verified operative and checked before each flight.	
3)	Bottle Pressure Gauge	C	-	0		
20-1	Passenger Oxygen System	B	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) All components of the cabin pressurization, warning, and indicating systems are operative,</li> <li>b) Operations are conducted so that Minimum Enroute Altitude (MEA) is at or below 13,000 ft. MSL,</li> <li>c) Operations are conducted at or below FL 250,</li> <li>d) Portable oxygen units are provided for all crewmembers and 10% of the passengers for 30 minutes (supplemental oxygen),</li> <li>e) Procedures are established to ensure that passengers are appropriately briefed to accommodate revised equipment, and</li> <li>f) Both Air Conditioning Packs are verified operative.</li> </ol>	

(Continued)

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-1</b>	Passenger Oxygen System (Cont'd)					
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) PAX OXYGEN Control Panel rotary selector switch is selected to OFF, and b) No cabin occupants are carried.	     
<b>1)</b>	Cabin Passenger Oxygen Drop Out Panel	<b>B</b>	-	<b>0</b>	(M) May be inoperative provided Passenger Oxygen System is considered inoperative.	
		<b>D</b>	-	<b>0</b>	(M) May be inoperative provided associated Passenger Seats are considered inoperative.	
<b>2)</b>	Toilet Compartment Passenger Oxygen Drop Out Panel	<b>B</b>	-	<b>0</b>	(O) May be inoperative provided procedures are established to block associated lavatory when airplane is above FL 250.	
<b>3)</b>	Pressure Gauge	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided both the fill point gauge and bottle mounted gauge are checked before each flight.	
<b>4)</b>	Automatic Presentation System	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Manual deployment is verified operative, and b) Operations are conducted at or below FL 300.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-1</b>	Portable Oxygen Unit – Bottle with Demand Flow Mask (including medical portable oxygen)	<b>B</b>	-	-	As required by 14 CFR.	
		<b>D</b>	-	-	(M)(O) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative unit is removed from the aircraft or removed from the installed location, placarded "INOPERATIVE" and secured out of sight so it cannot be mistaken for an operative unit, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.	
<b>30-2</b> ***	Medical Oxygen (Portable)	<b>D</b>	-	<b>0</b>	As required by 14 CFR.	
<b>30-2</b>	Protective Breathing Equipment (PBE)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained.	
					<b>NOTE:</b> Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**36. Pneumatic**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-1</b>	Engine Bleed Air SOV (14 <sup>th</sup> Stage) (601, 601-3A, 601-3R, 604, 605, 650)	<b>C</b>	<b>2</b>	<b>1</b>	(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) Airplane is not operated in known or forecast icing conditions, e) Aircraft is operated at or below FL 400, and f) Wing Anti-Ice Isolation Valve is operative.	
<b>20-1</b>	Bleed Air Pressure Indicators (LH and RH)					
<b>1)</b>	8 <sup>th</sup> Stage (600)	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided bleed air pressure is checked to be available from both engines.	
<b>2)</b>	10 <sup>th</sup> Stage (601, 601-3A, 601-3R)	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided bleed air pressure is checked to be available from both engines.	
<b>20-2</b>	EICAS Bleed Air Pressure Readout (604, 605, 650)	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided bleed air pressure is checked to be available from both engines.	
<b>23-1</b>	Bleed Air Overheat Sensing Loop A and B					
<b>1)</b>	600, 601, 601-3A, 601-3R	<b>C</b>	<b>2</b>	<b>1</b>	Either loop A or B may be inoperative provided: a) Remaining loop is operative, and b) DUCT MON switch is selected to operative loop position.	
<b>2)</b>	604, 605, 650	<b>C</b>	<b>2</b>	<b>1</b>	(O) Either loop A or B may be inoperative provided neither loop is failed open.	

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**38. Water/Waste**

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

REVISION NO. 10

PAGE NO. 38-2

DATE: 02/24/2016

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**38. Water/Waste**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-3</b>	Lavatory External Service Cap	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative or missing provided: a) Waste valve is verified closed prior to each flight, and b) No leakage can be detected after each servicing.	

AIRCRAFT: BOMBARDIER CL-600/601/ 601-3A/601-3R/604/605/650	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4	Change Bar
45-1	Maintenance Diagnostic Computer (MDC) (604, 605, 650, 601 with STC # ST01497CH-D)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Electronic Checklist is considered inoperative, and b) Alternate procedures are established and used.	
45-2	Onboard Maintenance System (OMS) (Fusion STC # ST04356CH)	<b>D</b>	<b>1</b>	<b>0</b>	NOTE: License Management Not Available, Database Status Not Available, Maintenance System Not Available, and Data Load Not Available messages may be displayed.	
45-3	Cockpit Maintenance Panel (Fusion STC # ST04356CH)					
1)	Data Load Switch	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Switch is confirmed OFF, guard down, and b) ENTER DATA LOAD button is not active within the Maintenance Page on the Adaptive Flight Display (AFD).	
					NOTE: FMS, Charts, Maps, Terrain, SVS, Electronic Checklist databases cannot be updated if this switch is inoperative.	
2)	Maintenance Access Switch (Auto Field, AFD Status, ADSHC)	<b>C</b>	<b>3</b>	<b>0</b>	(M) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

REVISION NO. 10

PAGE NO. 46-1

DATE: 02/24/2016

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**46. Information Systems**

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

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-2</b> ***	Integrated Flight Information System (IFIS) (601 with STC # ST01221WI-D, 605, 650)					
<b>1)</b> ***	File Server Unit (FSU)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.  NOTE: Any function which operates normally may be used.	
<b>2)</b> ***	Electronic Chart Display	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>3)</b> ***	Graphical Weather Function	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>4)</b> ***	Enhanced Map Overlay Function	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative on either or both MFDs provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative on either or both MFDs provided procedures do not require its use.	
<b>5)</b>	Database Applications (Electronic Chart, Graphical Weather, Enhanced Map Overlay, etc.)	<b>C</b>	<b>-</b>	<b>0</b>	Any or all individual databases may be inoperative or out of currency provided: a) Procedures do not require their use, and b) They are not used to define route of flight.	
					NOTE: Any current and operative functions may continue to be used.	

AIRCRAFT:

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**TABLE KEY**

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

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-3</b> ***	Integrated Flight Information System (IFIS) (Fusion STC # ST04356CH)	<b>D</b>	-	<b>1</b>		
		<b>D</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any current and operative functions may continue to be used.	
<b>1)</b>	Database Applications (Charts, Enhanced Maps, Graphical Weather, Enroute Charts, etc.)	<b>C</b>	-	<b>0</b>	Any or all individual databases may be inoperative or out of currency provided: a) Procedures do not require their use, and b) They are not used to define route of flight.  NOTE 1: Any current and operative functions may continue to be used.  NOTE 2: The following messages may be displayed: Chart Not Available, Graphical Weather Not Available, XM Weather Not Available, or Map Not Available.	
<b>2)</b>	Electronic Checklist System	<b>C</b>	-	<b>0</b>	May be inoperative provided an alternate copy of the checklist is available to the crew.  NOTE: The following checklist message may be displayed: Checklist Not Available.	
<b>3)</b>	Data Link	<b>D</b>	-	<b>0</b>	May be inoperative provided alternate procedures are established and used for affected information.	

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AIRCRAFT:

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**TABLE KEY**

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

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-4</b> ***	Information Management System (IMS-3500) (Fusion STC # ST04356CH)	<b>D</b>	-	<b>0</b>	May be inoperative.	
<b>1)</b>	WiFi Adaptor	<b>D</b>	-	<b>0</b>	May be inoperative.	
<b>2)</b>	Cellular Adapter	<b>D</b>	-	<b>0</b>	May be inoperative.	
<b>20-1</b> ***	Airborne Flight Information System (AFIS) (600, 601, 601 3A, 601-3R, 604)	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided operational procedures do not require its use.	
<b>20-2</b> ***	XM Satellite System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

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AIRCRAFT:

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 601-3A/601-3R/604/605/650

**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
00-1	APU Bleed Air SOV (Load Control Valve)	C	1	0	(M) May be inoperative closed.	
00-2	Auxiliary Power Unit (APU)					
1)	Aircraft with Generator P/Ns 720845, 720845A, 720845B	C	1	0	(M) May be inoperative provided any main generator with these P/Ns has more than 150 operating hours.	
2)	Aircraft with other Generator P/Ns	C	1	0		
00-3	APU/START/STOP/ AVAIL (light function only) (604, 605, 650)	C	1	0		
50-1	APU Load Control Valve (APU LCV) Fail Switchlight (light function only) (604, 605, 650)	C	1	0		
61-1	Electronic Control Unit (ECU)	C	1	0	(M) May be inoperative provided the APU is considered inoperative.	
70-1	APU Hour Meter (600, 601, 601-3A, 601-3R, 604, 605, 650)	C	1	0	(O) May be inoperative provided alternate means of recording is established.	
1) ***	(604, 605, 650)	D	-	1		

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AIRCRAFT:  
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 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>00-1</b>	Exterior Door Key Locks					
1)	Passenger Door Key Lock	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative or missing provided door opens and closes normally.	
2)	Cargo/Baggage Door Key Lock	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative or missing provided door opens and closes normally.	
3)	Aft Equipment Compartment Door Key Lock	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative or missing provided door opens and closes normally.	
4) ***	External Service Door Key Lock	<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative or missing provided door opens and closes normally.	
<b>11-1</b>	Passenger Door Manual Retract Handle	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is manually verified operative (Open and closed) without any interference.	
<b>11-2</b>	Storage Compartment Door (Main Entry Door)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Storage content is relocated, and b) Door is secured closed.	
<b>12-1</b>	Main Cabin Door Power Assist System (600, 601)*** (601-3A, 601-3R, 604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided door is manually verified operative open and closed without any interference.	

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**TABLE KEY**

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

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
30-1	Baggage Door Counterbalance System (balance spring)	C	2	0	(M) Both may be inoperative provided baggage door is verified closed, latched, and locked and not used.  NOTE: Baggage compartment is accessible through the door located in the aft cabin.	
70-1	Main Cabin Door Indication System (600, 601, 601-3A, 601-3R)	C	1	0	May be inoperative provided: a) All four latches are engaged as indicated by witness marks, b) Inner Handle is properly stowed, c) External handle is properly stowed and verified by dispatch crew, d) CL-600 airstair is properly stowed, and e) Actuator arming latch is disengaged.	
70-2	Passenger Door Indication System (604, 605, 650)	A	1	0	(M)(O) May be inoperative provided: a) Door is closed, latched and locked before each flight, b) Green marks on the two middle roll latches are aligned, c) Green marks on the two upper roll latches are aligned, d) 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, and h) Repairs are made within 3 flight-days.	
70-3	BAG DR UNSAFE Caution Light (600, 601, 601-3A, 601-3R)	C	1	0	May be inoperative provided it is verified before flight that the door is closed and latched.	

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**TABLE KEY**

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

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>70-4</b>	Baggage Door Indication System (604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Associated Door is closed , latched, and locked before each flight, and b) External handle is verified stowed before each flight.	
<b>70-5</b> ***	Refueling Panel Door Open Caution Light	<b>D</b>	<b>-</b>	<b>0</b>	All may be inoperative provided door is verified closed and latched before each flight.	
<b>70-6</b> ***	Hydraulic # 3 Access Door Open Caution Light	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	
<b>70-7</b> ***	Lavatory Servicing Outlet Door Open Caution Light	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	
<b>70-8</b> ***	Aft Equipment Bay Door Open Caution Light	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	
<b>70-9</b> ***	Nose Door (Oxygen Service) Open Caution Light	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	
<b>70-10</b> ***	Water Fill Control Access Door Open Caution Light	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	
<b>70-11</b> ***	DC Ground Access Door Open Caution Light	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	

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**TABLE KEY**

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

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>70-12</b> ***	AC Ground Access Door Open Caution Light	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided access door is confirmed closed and latched prior to each flight.	
<b>70-13</b> ***	APU Control and Ground Start Access Door Open Caution Light	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided access door is confirmed closed and latched prior to each flight.	
<b>70-14</b>	External Service Door Indication System (604, 605, 650)	<b>D</b>	<b>1</b>	<b>0</b>	Each may be inoperative provided all External Service Doors are verified closed and latched prior to each flight.	
<b>1)</b>	External Door Indications					
<b>a)</b>	Toilet Service Compartment Access Door	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	
<b>b)</b>	Water Fill Control Panel Access Door	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	
<b>c)</b>	DC Ground Access Door	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	
<b>d)</b>	AC Ground Access Door	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	
<b>e)</b>	APU Control and Ground Start Access Door	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	
<b>f)</b>	Oxygen Refill Access Door	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	
<b>g)</b>	Fuel Port Access Door	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	
<b>h)</b> ***	Aft Equipment Bay Access Door	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided door is verified closed and latched prior to each flight.	

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AIRCRAFT:  
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**TABLE KEY**

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

**71. Powerplant**

Sequence No.	Item	1	2	3	4	Change Bar
<b>70-1</b>	Ecology Tank Ejector Pump (600, 601, 601-3A)	<b>C</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided procedures are established to drain tank: a) Before the first flight of each day, b) After three normal shutdowns, and c) After two false (wet) starts.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-1</b>	Fuel Temperature Indicating System	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided icing inhibitor is added to the fuel.	
<b>31-1</b>	Fuel Flow Indication (600, 601, 601-3A, 601-3R)	<b>B</b>	<b>4</b>	<b>2</b>	(M) Either vertical scale or digital indication, but not both, may be inoperative on each side provided: <ol style="list-style-type: none"> <li>a) Fuel Quantity Indicating System is operative,</li> <li>b) N<sub>1</sub>, N<sub>2</sub>, and ITT indications for the associated engine are operative, and</li> <li>c) Affected digital indicator is covered.</li> </ol> <p>NOTE: Inoperative Fuel Flow Indicating System may cause Fuel Used Indicating System to be inoperative.</p>	
<b>1)</b>	Left Vertical Scale Lamp	<b>C</b>	<b>28</b>	<b>14</b>	(O) May be inoperative provided no two adjacent lamps on the affected scale are inoperative.	
<b>2)</b>	Right Vertical Scale Lamp	<b>C</b>	<b>28</b>	<b>14</b>	(O) May be inoperative provided no two adjacent lamps on the affected scale are inoperative.	
<b>31-2</b>	EICAS Fuel Flow "FF" Readout (604, 605, 650)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Fuel Quantity Indication System is operative,</li> <li>b) FMS Fuel Used Indication is not used, and</li> <li>c) FMS Fuel Remaining Indication is not used.</li> </ol>	

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AIRCRAFT:

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 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-3</b> ***	Fuel Used Indicating System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>31-4</b>	Fuel Low Pressure Indication					
<b>1)</b>	600, 601, 601-3A, 601-3R	<b>C</b>	<b>2</b>	<b>1</b>	Fuel LOW PRESS light may be inoperative provided both fuel boost pumps are operative.	
<b>2)</b>	604, 605, 650	<b>C</b>	<b>2</b>	<b>1</b>	“L/R FUEL LO PRESS” EICAS caution message may be inoperative provided both fuel boost pumps are operative.  NOTE: Fuel Feed Check Valve Test (first flight of the day) is waived for inoperative fuel low pressure indication.	

AIRCRAFT:

BOMBARDIER CL-600/601/  
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**TABLE KEY**

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

**74. Ignition**

Sequence No.	Item	1	2	3	4	Change Bar
10-1	Ignition Exciter (Lycoming Engines Only) (600)	C	4	2	One exciter per engine may be inoperative provided takeoff is not conducted in heavy precipitation or on a runway surface covered with standing water, slush, or snow.	
10-2	Igniter Plug (Lycoming Engines Only) (600)	C	4	2	One Igniter Plug per engine may be inoperative provided takeoff is not conducted in heavy precipitation or on a runway surface covered with standing water, slush, or snow.	
11-1	Ignition Systems (601, 601-3A, 601-3R, 604, 605, 650)					
1)	A System	B	2	1	May be inoperative provided: a) Both B Systems are operative, and b) Takeoff in heavy precipitation or on a runway surface covered with standing water, slush, or snow is prohibited.	
2)	B System	B	2	0	Both may be inoperative provided: a) Both A Systems are operative, and b) Takeoff in heavy precipitation or on a runway surface covered with standing water, slush, or snow is prohibited.	
11-2	Relight Ignition System Switch (600, 601)	C	1	0	May be inoperative provided Continuous Ignition Systems A and B modes for both engines are verified operative prior to each flight.	
		C	1	0	May be inoperative provided In Flight Start Ignition is verified operative on both engines and is used in lieu of relight switch.	

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DATE: 02/24/2016

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**74. Ignition**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-1</b>	IGNITION A/B "ARM/ON" Switch Lights (light function only) (604, 605, 650)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>30-2</b>	IGNITION CONT "ON" Switch Light (light function only) (604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>		

AIRCRAFT:

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**TABLE KEY**

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

**76. Engine Control**

Sequence No.	Item	1	2	3	4	Change Bar
<b>00-1</b>	Engine Speed Control Systems					
<b>1)</b>	(601, 601-3A, 601-3R, 604 <u>without</u> Autothrottle System)	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative provided: a) Both ENG SPEED CONTROL switches are selected OFF, b) APR is selected OFF, and c) Operations are conducted in accordance with AFM APR inoperative performance data.	
<b>2)</b>	(601, 601-3A, 601-3R, 604 <u>with</u> Autothrottle System) (605, 650)	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative provided: a) Both ENG SPEED CONTROL switches are selected OFF, b) APR is selected OFF, c) Operations are conducted in accordance with AFM APR inoperative performance data, and d) Autothrottle System is considered inoperative.	
<b>10-1</b>	Automatic Power Reserve (APR) System (601, 601-3A, 601-3R, 604, 605, 650)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative in accordance with performance requirements defined in the AFM applicable to takeoff with APR selected OFF.	
<b>11-1</b>	Engine Speed Synchronizer System (600)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided ENG SYNC CONTROL switch is selected OFF.	
<b>20-1</b>	Engine Overspeed Pickup (Primary Overspeed Protection System) (600)	<b>C</b>	<b>4</b>	<b>2</b>	(O) One per engine may be inoperative provided the associated engine is shut down using the engine overspeed procedure once each flight-day.  NOTE: Reference AFM Abnormal Procedures - Power Plant Malfunction for Speed Control System malfunction.	

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**TABLE KEY**

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

**76. Engine Control**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-2</b> ***	Engine Overspeed Pickup (Secondary) Overspeed Protection System) (Post Service Bulletin ALF502L-76-0166) (600)	<b>C</b>	<b>2</b>	<b>0</b>	(O) One per engine may be inoperative provided the associated engine is shut down using the engine overspeed procedure once each flight-day.	

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AIRCRAFT:  
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**TABLE KEY**

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

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-1</b>	N <sub>1</sub> Vertical Scale Indicators (600, 601,601-3A, 601-3R)					
<b>1)</b>	Left	<b>C</b>	<b>28</b>	<b>14</b>	(O) One or more lamps may be inoperative provided: <ol style="list-style-type: none"> <li>a) No two adjacent lamps are inoperative,</li> <li>b) Lowest lamp in the red zone and the highest lamp in the green zone are operative, and</li> <li>c) A test is conducted before each flight to determine inoperative lamps.</li> </ol>	
<b>2)</b>	Right	<b>C</b>	<b>28</b>	<b>14</b>	(O) One or more lamps may be inoperative provided: <ol style="list-style-type: none"> <li>a) No two adjacent lamps are inoperative,</li> <li>b) Lowest lamp in the red zone and the highest lamp in the green zone are operative, and</li> <li>c) A test is conducted before each flight to determine inoperative lamps.</li> </ol>	

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-2</b>	N <sub>2</sub> Vertical Scale Indicators (600) (601, 601-3A, 601-3R)					
<b>1)</b>	(600)					
<b>a)</b>	Left	<b>C</b>	<b>28</b>	<b>14</b>	(O) One or more lamps may be inoperative provided: <ol style="list-style-type: none"> <li>a) No two adjacent lamps are inoperative,</li> <li>b) Two amber lamps adjacent to the green zone (upper and lower sides) and the lowest lamp in the red zone are operative,</li> <li>c) Top and bottom green lamps (adjacent to the upper and lower amber zones) are operative,</li> <li>d) A test is conducted before each flight to determine inoperative lamps, and</li> <li>e) Engine parameters are monitored during flight.</li> </ol>	
<b>b)</b>	Right	<b>C</b>	<b>28</b>	<b>14</b>	(O) One or more lamps may be inoperative provided: <ol style="list-style-type: none"> <li>a) No two adjacent lamps are inoperative,</li> <li>b) Two amber lamps adjacent to the green zone (upper and lower sides) and the lowest lamp in the red zone are operative,</li> <li>c) Top and bottom green lamps (adjacent to the upper and lower amber zones) are operative,</li> <li>d) A test is conducted before each flight to determine inoperative lamps, and</li> <li>e) Engine parameters are monitored during flight.</li> </ol>	

(Continued)

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-2</b>	N <sub>2</sub> Vertical Scale Indicators (600) (601, 601-3A, 601-3R) (Cont'd)					
<b>2)</b>	(601, 601-3A, 601-3R)					
<b>a)</b>	Left	<b>C</b>	<b>28</b>	<b>14</b>	(O) One or more lamps may be inoperative provided: <ol style="list-style-type: none"> <li>a) No two adjacent lamps are inoperative,</li> <li>b) Highest lamp in the green zone, yellow lamp, and lowest lamp in the red zone are operative,</li> <li>c) A test is conducted before each flight to determine inoperative lamps, and</li> <li>d) Engine parameters are monitored during flight.</li> </ol>	
<b>b)</b>	Right	<b>C</b>	<b>28</b>	<b>14</b>	(O) One or more lamps may be inoperative provided: <ol style="list-style-type: none"> <li>a) No two adjacent lamps are inoperative,</li> <li>b) Highest lamp in the green zone, yellow lamp, and lowest lamp in the red zone are operative,</li> <li>c) A test is conducted before each flight to determine inoperative lamps, and</li> <li>d) Engine parameters are monitored during flight.</li> </ol>	

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-1</b>	ITT Indicator (600, 601, 601-3A, 601-3R)	<b>B</b>	<b>4</b>	<b>2</b>	Either digital or vertical scale indicators, but not both, may be inoperative for each engine.  NOTE: If starting with DC Electrical Power Only: 1) When Right Engine Digital ITT Indication is inoperative, a Left Engine start must be accomplished first. 2) When Left Engine Vertical Scale ITT Indication is inoperative, a Right Engine start must be accomplished first.	
<b>1)</b>	Vertical Scale Lamps					
<b>a)</b>	Left	<b>B</b>	<b>28</b>	<b>14</b>	(O) One or more lamps may be inoperative provided: a) No two adjacent lamps may be inoperative, b) Lowest lamp in the red zone and highest lamp in the yellow zone are operative, and c) A test is conducted before each flight to determine inoperative lamps.	
<b>b)</b>	Right	<b>B</b>	<b>28</b>	<b>14</b>	(O) One or more lamps may be inoperative provided: a) No two adjacent lamps may be inoperative, b) Lowest lamp in the red zone and highest lamp in the yellow zone are operative, and c) A test is conducted before each flight to determine inoperative lamps.	

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AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**TABLE KEY**

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

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-2</b>	DGT OFF switch (600, 601, 601-3A, 601-3R)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative ON provided any inoperative digital indicator is covered.	
<b>30-1</b>	Engine Vibration Monitor	<b>B</b>	<b>2</b>	<b>1</b>	May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) One Ice Detection System is operative.	

AIRCRAFT: BOMBARDIER CL-600/601/ 601-3A/601-3R/604/605/650	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**78. Engine Exhaust**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-1</b>	Thrust Reverser System	<b>C</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected thrust reverser does not have structural damages other than cracks in the cascades,</li> <li>b) Affected Thrust Reverser is secured and deactivated,</li> <li>c) Nosewheel Steering System is operative, and</li> <li>d) For takeoff on wet or contaminated runways and landing on contaminated runways, operations are conducted in accordance with:                             <ul style="list-style-type: none"> <li>(600) AFM Unapproved Supplement 3 (Operations on Contaminated Runways).</li> <li>(601, 601-3A, 601-3R) AFM Unapproved Supplement 2 (Operations on Contaminated Runways).</li> <li>(604, 605, 650) AFM Supplement 2 (Operations on Wet and Contaminated Runways).</li> </ul> </li> </ul> NOTE: Cracks in the cascades must be repaired or cascades replaced before the affected thrust reverser is activated.	

AIRCRAFT:  
 BOMBARDIER CL-600/601/  
 601-3A/601-3R/604/605/650

**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
12-1	Oil Replenishment System (601, 601-3A, 601-3R, 604, 605, 650)	C	1	0	(M) May be inoperative provided alternate methods for checking engine oil levels and servicing engine oil are established.	
30-1	Oil Low Pressure Indicator Light (600, 601, 601-3A, 601-3R)	B	2	1	(M) May be inoperative provided procedures are established to ensure that indicator light is either extinguished or blanked.	
30-2	Oil Pressure Readout (604, 605, 650)	B	2	1	(M) May be inoperative provided: a) Associated EICAS "ENG OIL PRESS" warning message is verified operative, b) Oil quantity is checked prior to departure, and c) Engine is operated at idle for 2 minutes prior to departure.	
30-3	Oil Low Pressure Switch (604, 605, 650)	B	2	1	May be inoperative provided both Oil Pressure Readouts are operative.	
30-4	Engine Oil Chip Detector Indication (Aircraft <u>without</u> SB 601-0639 or 604-79-002 or 605-79-001 or 650-79-001)	A	2	1	(O) May be dispatched with left or right chip detector activated provided: a) Associated chip detector check must be completed within 25 engine hours of initial indication, and b) Associated engine oil system parameters and the engine vibration must be monitored closely. If there is a parameter over the limits, troubleshooting of the engine must be done before the next flight.	