



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

---

# Master Minimum Equipment List (MMEL)

---

Revision: 12  
Date: 09/17/2019

## **Dassault Aviation Falcon 7X/8X**

Chad Shackford, Chair  
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)  
Transport Aircraft Seattle Branch (SEA-AEG)  
1601 Lind Ave. S.W.  
Renton, WA 98057-3356

Telephone: (425) 917-6600  
Fax: (425) 917-6638

REVISION NO. 12

PAGE NO. I

DATE: 09/17/2019

AIRCRAFT:

Falcon 7X/8X

**TABLE OF CONTENTS AND CONTROL PAGE**

SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	12	09/17/2019
--	Table of Contents and Control Page	I	12	09/17/2019
--	Log of Revisions	II	12	09/17/2019
--	Highlights of Change	III thru VII	12	09/17/2019
--	Definitions and Preamble	VIII	11	11/06/2017
21	Air Conditioning	21-1 thru 9	12	09/17/2019
22	Autoflight	22-1 thru 2	12	09/17/2019
23	Communications	23-1 thru 6	12	09/17/2019
24	Electrical Power	24-1 thru 2	12	09/17/2019
25	Equipment/Furnishings	25-1 thru 15	12	09/17/2019
26	Fire Protection	26-1	11	11/06/2017
27	Flight Controls	27-1 thru 10	10	08/11/2016
28	Fuel	28-1 thru 36	12	09/17/2019
29	Hydraulic Power	29-1	12	09/17/2019
30	Ice and Rain Protection	30-1 thru 5	12	09/17/2019
31	Indicating/Recording Systems	31-1 thru 6	12	09/17/2019
32	Landing Gear	32-1 thru 10	12	09/17/2019
33	Lights	33-1 thru 4	12	09/17/2019
34	Navigation	34-1 thru 25	12	09/17/2019
35	Oxygen	35-1 thru 2	12	09/17/2019
36	Pneumatic	36-1 thru 3	12	09/17/2019
38	Water/Waste	38-1 thru 6	12	09/17/2019
45	Central Maintenance System	45-1	10	08/11/2016
46	Information Systems	46-1 thru 2	12	09/17/2019
49	Airborne Auxiliary Power	49-1 thru 2	12	09/17/2019
52	Doors	52-1 thru 2	10	08/11/2016
73	Engine Fuel and Control	73-1 thru 2	10	08/11/2016
74	Ignition	74-1	Original	05/10/2007
77	Engine Indicating	77-1	12	09/17/2019
78	Engine Exhaust	78-1	11	11/06/2017
79	Engine Oil	79-1 thru 2	6	04/18/2013
80	Starting	80-1	12	09/17/2019

REVISION NO. 12

PAGE NO. II

DATE: 09/17/2019

AIRCRAFT:  
Falcon 7X/8X

**LOG OF REVISIONS**

REV NO.	DATE
Original	05/10/2007
1	11/09/2007
2	04/03/2008
3	10/07/2010
4	01/14/2012
5	04/20/2012
6	04/18/2013
7	12/26/2013
8	01/12/2015
9	10/04/2015
10	08/11/2016
11	11/06/2017
12	09/17/2019

**HIGHLIGHTS OF CHANGE**

The following changes are the Highlights of Changes for **Revision 12**.

ITEM NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and may not be indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
THROUGHOUT	The term "flight crew" has been made "flightcrew". Also the term "flightcrew member" has been made "flight crewmember".
THROUGHOUT	The term "flight days" has been made "flight-days".
THROUGHOUT	The measurement "lbs" has been made "lb".
THROUGHOUT	The term "pilot-in-command" has been changed to "pilot in command".
THROUGHOUT	The term "on-board" has been changed to "on board".
THROUGHOUT	Space between the number and "%" sign has been removed.
THROUGHOUT	The "***" denoting optional equipment has been removed from all sub-items where the main item is already marked "***".
<b>ATA 21 AIR CONDITIONING</b>	
21-2	Modified item referenced.
21-5, 1)	Modified Repair category and modified item referenced.
21-5.2	Modified item referenced.
21-5.3	Modified item referenced.
21-7	Modified item referenced.
21-18, 1)	The word "degrees" has been replaced by the symbol "°".
21-19	Modified Note 1 wording.
21-22	Modified proviso.
21-23	Modified proviso.
21-24	Modified proviso.
21-25	Modified proviso.

REVISION NO. 12

PAGE NO. IV

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**HIGHLIGHTS OF CHANGE**

ITEM NO.	EXPLANATION OF CHANGE
ATA 22 AUTOFLIGHT	
22-2	Modified dispatch conditions.
22-6	Modified dispatch conditions.
ATA 23 COMMUNICATION	
23-4	Modified for clarity.
23-9	Modified Number Installed.
23-11	Modified Number Installed.
23-11.1	Modified Number Installed.
ATA 24 ELECTRICAL POWER	
24-4.3)	Modified applicability.
24-7	Modified applicability.
ATA 25 EQUIPMENT / FURNISHINGS	
25-3	Modified notes (aligned with PL-079).
25-3.4)	Added sub-item (aligned with PL-079).
25-19.7) 25-19.8) 25-19.11)	Removed sub-item numbering (a, b, etc.) from all three provisos.
25-21	Modified applicability.
25-21.1)	Modified applicability.
25-21.2)	Modified applicability.
25-21.3)	Modified applicability.
25-21.4)	Modified applicability.

REVISION NO. 12

PAGE NO. V

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**HIGHLIGHTS OF CHANGE**

ITEM NO.	EXPLANATION OF CHANGE
ATA 28 FUEL	
28-9	Modified applicability and added dispatch case.
28-10.1)	Modified applicability, modified dispatch conditions, added dispatch case, and removed dispatch case.
28-10.3)	Modified applicability, modified dispatch conditions, added dispatch case, and removed dispatch case".
28-15	Added item.
ATA 29 HYDRAULIC POWER	
29-1	Modified item.
29-1.1	Added sub-item.
29-1.2	Added sub-item.
ATA 30 ICE AND RAIN PROTECTION	
30-7	Modified dispatch conditions.
ATA 31 INDICATING / RECORDING SYSTEMS	
31-4.1)	Added *** (aligned with PL-120).
31-4.2)	Modified dispatch conditions (aligned with PL-120).
31-4.3-5)	Added sub-items (aligned with PL-120).
ATA 32 LANDING GEAR	
32-4.1)	Removed sub-item numbering (a & b).
32-6.1)	Modified applicability and modified item referenced.
32-6.2)	Modified applicability and modified item referenced.
32-9	Added item.
ATA 33 LIGHTS	
33-12	Modified Number Installed.

REVISION NO. 12

PAGE NO. VI

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**HIGHLIGHTS OF CHANGE**

ITEM NO.	EXPLANATION OF CHANGE
ATA 34 NAVIGATION	
34-2	Modified proviso.
34-3.1)	Modified item referenced.
34-3.2)	Modified item referenced.
34-4	Added proviso.
34-11.1 b)	(O) procedure added.
34-11.1 c)	Modified Number Installed.
34-14.1)	Modified item numbering and added dispatch case.
34-16.1)	Modified applicability, added note, and added dispatch case.
34-16.2)	Added sub-item.
34-23	Previous sub-items transferred as dispatch cases, modified applicability, and modified dispatch conditions.
34-27.1)	Modified applicability, modified dispatch case, and added note.
34-27.2)	Modified proviso.
34-27.3)	Modified applicability and added sub-item.
34-27.4)	Added sub-item.
34-29	Modified (aligned with PL-076).
34-29.2)	Relocated sub-item (aligned with PL-076).
34-32	Added item (aligned with PL-105).
ATA 35 OXYGEN	
35-1	Modified applicability.
35-4	Modified dispatch conditions (aligned with PL-043).
ATA 36 PNEUMATIC	
36-2	Modified note.
36-2.1)	Modified note.

REVISION NO. 12

PAGE NO. VII

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**HIGHLIGHTS OF CHANGE**

ITEM NO.	EXPLANATION OF CHANGE
36-4	Modified note.
36-5	Modified note.
36-6	Modified note.
ATA 38 WATER/WASTE	
38-1	Sub-items transferred to dispatch cases; removed sub-item numbering.
38-5	Sub-items transferred to dispatch cases; removed sub-item numbering.
38-8	Added item.
38-8.1)	Added sub-item.
38-8.2)	Added sub-item.
ATA 46 INFORMATION SYSTEMS	
46-2	Removed applicability.
ATA 49 AIRBORNE AUXILIARY POWER	
49-7	Removed note and added dispatch case.
ATA 77 ENGINE INDICATING	
77-4	Relief DELETED and RESERVED.
ATA 80 STARTING	
80-1	Added (O) procedure, modified proviso, and added dispatch case.
80-1.1	Added sub-item.

REVISION NO. 11

PAGE NO. VIII

DATE: 11/06/2017

AIRCRAFT:  
Falcon 7X/8X

**DEFINITIONS AND PREAMBLE**

**DEFINITIONS**

Refer to the current FAA MMEL Policy Letter PL-25, Policy Concerning MMEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website at:

[FSIMS - Publications - MMEL Policy Letters](#)

In addition to the definitions contained in Policy Letter 25, for the purpose of this document, the following definitions apply.

Icy Runway means a runway on which there is ice, as defined hereafter: Water which has frozen on the runway surface, including the condition where compacted snow transitions to a polished ice surface.

**PREAMBLE**

For the MMEL, Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, or PL-36 FAR 91 MEL Approval and Preamble. The Preamble may be found on the FAA Flight Standards Information Management System (FSIMS) website at:

[FSIMS - Publications - MMEL Policy Letters](#)

AIRCRAFT: Falcon 7X/8X	<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
<b>1.</b>	Cabin Pressure Control System (CPCS)					
<b>1)</b>	Automatic Mode	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Flight is conducted in non-pressurized configuration, and b) Destination airfield landing elevation and current airfield elevation are below 8,000 feet.	
<b>2)</b>	LOW Cabin Altitude Rate Mode	<b>C</b>	<b>1</b>	<b>0</b>		
<b>2.</b>	Cabin Ventilation Valve Automatic Controller Channels	<b>B</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Cabin ventilation valve is verified operative in manual mode, and b) Baggage ventilation valve is verified operative in manual mode.	
		<b>C</b>	<b>2</b>	<b>0</b>		Both may be inoperative provided automatic mode of cabin pressure control system is considered inoperative (refer to item 21-1.1).
<b>3.</b>	Baggage Ventilation Valve Automatic Controller Channels	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Cabin ventilation valve is verified operative in manual mode, and b) Baggage ventilation valve is verified operative in manual mode.	
(Continued)						



AIRCRAFT: Falcon 7X/8X	<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	
<b>5.</b>	Air Management Modules (AMM) (Cont'd)  (A/C with M1000)						
	<b>2)</b>	AMM #2	<b>A</b>	<b>1</b>	<b>0</b>	RESERVED.  May be inoperative for one flight provided: a) AMM #1 and AMM #3 are operative, b) Engine #2 bleed air system is considered inoperative (refer to item 36-1), c) Wing anti-icing control valve is considered inoperative (refer to item 30-2.1), d) S-Duct anti-icing control valve is considered inoperative (refer to item 30-3.1), and e) Cabin and cockpit manual temperature controls are considered inoperative (refer to items 21-8.2 and 21-10.2).	
	<b>3)</b>	AMM #3	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative for one flight provided: a) AMM #1 and AMM #2 are operative, b) Engine #3 bleed air system is considered inoperative (refer to item 36-1), c) Cabin and cockpit automatic temperature controls are considered inoperative (refer to items 21-8.1) and 21-10.1), and d) Humidifier is not used (refer to item 21-13).	
<b>6.</b>	Cabin Zone Temperature Sensors	<b>C</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 cabin automatic temperature control is considered inoperative (refer to item 21-8.1).		

AIRCRAFT: Falcon 7X/8X	<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
7.	Cockpit Zone Temperature Sensor	C	1	0	May be inoperative provided cockpit automatic temperature control is considered inoperative (refer to item 21-10.1).	
8.	Cabin Temperature Control					
1)	Automatic Mode	C	1	0	(O) May be inoperative provided cabin manual temperature control is verified operative.	
2)	Manual Mode	C	1	0	May be inoperative provided cabin automatic temperature control is operative.	
9.	Remote Temperature Control	D	1	0		
10.	Cockpit Temperature Control					
1)	Automatic Mode	C	1	0	(O) May be inoperative provided cockpit manual temperature control is verified operative.	
2)	Manual Mode	C	1	0	May be inoperative provided cockpit automatic temperature control is operative.	
11.	Lounge Valves	C	2	0	(M) One or more may be inoperative provided: a) Lounge valves are secured in open position, and b) Cabin temperature control automatic mode is operative.	
12.	Crew Hot Air LH/RH Distribution Control (Foot Warmer)	C	1	0		

AIRCRAFT: Falcon 7X/8X	<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
13. ***	Humidifier System (A/C with M-OPT0045)	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) HUMID pushbutton is set to OFF, b) Humidifier air valve is verified in closed position, c) Humidifier is purged, and d) Humidifier water shut off valve is verified in closed position.	
1)	Humidifier Control Sensor	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided HUMID pushbutton is set to OFF.	
14.	Turbine Bypass Valve (TBPV)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided it is secured in closed position.	
15.	Baggage Compartment Basic Leakage Detector (A/C with M0566)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) LH and RH FCS zone temperature sensors are verified operative, and b) ARINC Communication between PCB Fan and MAU is verified operative.	
16. ***	Baggage Compartment Optional Leakage Detector (A/C with M0566 and (with M-OPT0045 or with M-OPT0182))	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) LH and RH FCS zone temperature sensors are verified operative, and b) ARINC Communication between PCB Fan and MAU is verified operative.	
17.	ARINC Communication Between PCB Fan and MAU (A/C with M0566)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided the discrete overheat system is verified operative.	

AIRCRAFT:  
 Falcon 7X/8X

**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>18.</b>	Air Conditioning Main Pack					
<b>1)</b>	Air Cycle Machine (ACM)	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) SAT at the departure airport is at or below 25 °C (77 °F),</li> <li>b) The number of persons on board (including crew) is limited to 7,</li> <li>c) Flight is not conducted into known or forecast icing conditions,</li> <li>d) Aircraft is operated in ECS BACKUP mode until beginning of cruise except for preflight test, and</li> <li>e) Climb and descent phases are minimized.</li> </ol>	
<b>19.</b> ***	Baggage Cooling Valve (A/C with M-OPT0706)	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided it is secured in closed position.  NOTE 1: Atlas containers are not chilled when Baggage Cooling Valve is closed.  NOTE 2: PAX number limitation to 17 (for A/C with M-OPT0706) is not applicable with this dispatch configuration.	
<b>20.</b>	Pilot Trim Valve				RESERVED	
<b>21.</b>	Galley Zone Temperature Sensor (A/C with M1000)	<b>C</b>	<b>1</b>	<b>0</b>		

AIRCRAFT: Falcon 7X/8X	<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
22.	Cockpit Cold Line Flow Sensor	C	1	0	May be inoperative provided: a) Number of passengers is limited to 18, b) PACK is set to NORMAL, c) All other MMEL ATA 21 items must be operative, d) Galley and mid cabin dividers are placarded "DO NOT CLOSE" and remain open during all phases of flight, and e) Baggage Cooling Valve (for A/C with M-OPT0706) is considered inoperative (refer to item 21-19).	
23.	Gasper Pressure Sensor (A/C without M1000)	C	1	0	May be inoperative provided: a) Number of passengers is limited to 13, b) Smoking is not authorized and NO SMOKING sign remains illuminated during all phases of flight, c) PACK is set to NORMAL, d) All other MMEL ATA 21 items must be operative, e) Galley and mid cabin dividers are placarded "DO NOT CLOSE" and remain open during all phases of flight, and f) Baggage Cooling Valve (for A/C with M-OPT0706) is considered inoperative (refer to item 21-19).	

(Continued)

AIRCRAFT:  
 Falcon 7X/8X

**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>23.</b>	Gasper Pressure Sensor (Cont'd)  (A/C with M1000)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Number of passengers is limited to 12,</li> <li>b) Smoking is not authorized and NO SMOKING sign remains illuminated during all phases of flight,</li> <li>c) PACK is set to NORMAL,</li> <li>d) All other MMEL ATA 21 items must be operative,</li> <li>e) Galley and mid cabin dividers are placarded "DO NOT CLOSE" and remain open during all phases of flight, and</li> <li>f) Baggage Cooling Valve (for A/C with M-OPT0706) is considered inoperative (refer to item 21-19).</li> </ol>	
<b>24.</b>	Cockpit Hot Line Differential Pressure Sensor	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Number of passengers is limited to 18,</li> <li>b) PACK is set to NORMAL,</li> <li>c) All other MMEL ATA 21 items must be operative,</li> <li>d) Galley and mid cabin dividers are placarded "DO NOT CLOSE" and remain open during all phases of flight, and</li> <li>e) Baggage Cooling Valve (for A/C with M-OPT0706) is considered inoperative (refer to item 21-19).</li> </ol>	

AIRCRAFT: Falcon 7X/8X	<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
25.	Galley Hot Line Differential Pressure Sensor (A/C with M1000)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Number of passengers is limited to 18,</li> <li>b) PACK is set to NORMAL,</li> <li>c) All other MMEL ATA 21 items must be operative,</li> <li>d) Galley and mid cabin dividers are placarded "DO NOT CLOSE" and remain open during all phases of flight, and</li> <li>e) Baggage Cooling Valve (for A/C with M-OPT0706) is considered inoperative (refer to item 21-19).</li> </ul>	
26.	Under Floor Option Bay Cooling Valve (A/C with M-OPT0697 or with M1000)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided it is set in closed position and verified closed before each departure.	

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	Autopilot Function (AP)	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Approach and landing minima do not require its use,</li> <li>b) Enroute operations do not require its use, and</li> <li>c) Number of flight legs and flight leg durations are acceptable to the flightcrew.</li> </ul>	
2.	Flight Director Channels (FD #1 and FD #2)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided approaches do not require its use.	
3.	Flight Director (FD) Upper Modes	<b>C</b>	-	-	(O) One or more may be inoperative provided: <ul style="list-style-type: none"> <li>a) Approach and landing minima do not require use of the inoperative FD upper mode(s), and</li> <li>b) Enroute operations do not require use of the inoperative FD upper mode(s).</li> </ul> <p>NOTE 1: Any upper mode which is operative may be used.</p> <p>NOTE 2: This item includes associated controls/readouts on guidance panel.</p>	
4.	Takeoff/Go-Around (TOGA) Mode				DELETED Revision 10	
5.	Touch Control Steering (TCS) Mode	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative. <p>NOTE: This item includes TCS switches on side-sticks.</p>	
6.	Autothrottle Function (AT)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative.	
7.	Thrust Director (TD)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative. <p>NOTE: AT function is inoperative.</p>	

AIRCRAFT:  
 Falcon 7X/8X

**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>8.</b>	FD/TD Pushbuttons (on Guidance Panel)	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided FD and TD symbols are verified operative.	
		<b>C</b>	<b>2</b>	<b>0</b>	(O) Both may be inoperative provided: a) FD and TD symbols are verified operative, and b) Approaches do not require its use.	
<b>9.</b>	AP Pushbutton (on Guidance Panel)	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided AP function is considered inoperative (refer to item 22-1).	
<b>10.</b>	AT Quick Disconnect Switches (on Throttle Quadrant Assembly)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) AT pushbutton on guidance panel is operative, and b) Autothrottle is not used below 1,500 feet AGL.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided: a) AT pushbutton on guidance panel is operative, and b) Autothrottle is not used below 10,000 feet AGL.	
<b>11.</b>	AT Pushbutton (on Guidance Panel)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided AT function is considered inoperative (refer to item 22-6).	
<b>12.</b>	APP Pushbutton (on Guidance Panel)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided approaches do not require its use.	

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	VHF Communication Systems	<b>D</b>	<b>3</b>	-	(O) Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or DC Transfer Bus and not required for emergency procedures.  NOTE: VHF #1 communication system must be operative and tunable.	
1)	Tuning Means	<b>C</b>	<b>4</b>	<b>2</b>	Any in excess of two may be inoperative provided there remains one means to tune each VHF at each pilot's station.	
2.	HF Communication Systems	<b>D</b>	<b>2</b>	-	Any in excess of those required by 14 CFR may be inoperative.	
		<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative while conducting operations that require two Long Range Communications Systems (LRCS) provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
3.	Third Audio Panel (non-commercial operators only)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative.  NOTE: Air carriers use relief of chapter 25, item 2.	

AIRCRAFT:  
 Falcon 7X/8X

**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>4.</b>	Flight Deck Headsets Earphones/Headphones and Microphones					
<b>1)</b>	Headset Boom Microphones	<b>D</b>	-	-	Any in excess of those required by regulation may be inoperative.	
	(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.	
	(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>2)</b>	Headset Earphones/Headphones	<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>3)</b>	Active Noise Canceling/Reduction Function	<b>D</b>	-	<b>0</b>	May be inoperative provided normal audio function of headset is operative.	
<b>4)</b>	Flight Deck Hand Microphones	<b>C</b>	-	<b>0</b>	May be inoperative provided associated boom microphone operates normally.	
		<b>D</b>	-	<b>0</b>	Any in excess of those required by regulation may be inoperative.	

AIRCRAFT:  
 Falcon 7X/8X

**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>5.</b>	Public Address System (PA)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
	<b>1)</b> Lavatory Speakers	<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>6.</b>	Flightcrew Interphone System					
	<b>1)</b> Passenger Configuration					
	<b>a)</b> Flight Deck to Cabin/Cabin to Flight Deck Functions	<b>C</b>	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communications procedures between the affected flight attendants station(s) are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
						(Continued)

AIRCRAFT:  
 Falcon 7X/8X

**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>6.</b>	Flightcrew Interphone System (Cont'd)					
<b>1)</b>	Passenger Configuration (Cont'd)					
<b>a)</b>	Flight Deck to Cabin/Cabin to Flight Deck Functions (Cont'd)	<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.	
<b>b)</b>	Flight Deck to Ground Function	<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>2)</b>	Cargo Configuration					
<b>a)</b>	Flight Deck to Cabin/Cabin to Flight Deck Functions	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>b)</b>	Flight Deck to Ground Function	<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.	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>7.</b>	Handheld Mics	<b>C</b>	-	-	One or more may be inoperative or missing provided associated headset (including boom microphone) is operative.	
<b>8.</b>	Cockpit Loudspeakers	<b>C</b>	<b>2</b>	<b>0</b>	One or more may be inoperative provided headsets are installed and used.	
<b>9.</b> ***	SATCOM	<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>10.</b> ***	AFIS/SAT AFIS	<b>C</b>	<b>1</b>	<b>0</b>	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>11.</b> ***	Selective Call Systems (SELCAL)	<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>	Channels	<b>C</b>	<b>5</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>5</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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.</b> ***	Data Collection Transmission Unit (DCTU / FAST) System (A/C with M-OPT0320)	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Data Transmission Unit (DTU) Switch is set to OFF, and b) Engine data download is performed as per the P&WC Engine Maintenance Manual.		
		<b>D</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative or removed provided: a) "DTU" C/B is pulled and collared, and b) Engine data download is performed as per the P&WC Engine Maintenance Manual.		
<b>13.</b> ***	Controller Pilot Data Link Communication (CPDLC)						
		<b>1)</b>	ATN B1 Function (A/C with M-OPT0642)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.
				<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.
		<b>2)</b>	FANS-1A Function (A/C with M-OPT0652)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute operations do not require its use.
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.		

AIRCRAFT:  
Falcon 7X/8X

**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
1.	DC External Power System	C	1	0	May be inoperative provided APU electrical generation system is operative.	
2.	Ram Air Turbine (RAT) Generator Heater	A	1	0	May be inoperative for one flight.	
3.	APU Electrical Generation System	C	1	0		
4.	Engine-Driven Generators					
1)	Diodes	A	3	2	Engine-driven generator #1 or #3 diodes may be inoperative for one flight provided the associated GEN# switch on the overhead panel is set to OFF.	
2)	Generator Line Contactor (GLC)	A	3	2	(O) GLC #1 or #3 may be inoperative for one flight provided: a) Associated GEN switch on the overhead panel is set to OFF position, and b) GLC is verified in open position.	
3)	Bearing Sensors	A	3	2	One may be inoperative provided repairs are made within 10 consecutive calendar-days.	
4)	Generator Control Unit (GCU) Paralleling Function (A/C with M1401)	C	3	2	(O) One may be inoperative provided: a) All 3 Engine-Driven Generators come on line and normally deliver current when APU is OFF, and b) No other fault of the electrical power system is indicated.	

AIRCRAFT:  
 Falcon 7X/8X

**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>5.</b>	Battery Temperature Indication (Only for Sealed Lead Acid (SLA) batteries)					
	(A/C without M0724)	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided the associated battery heater relay is verified operative every 3 consecutive calendar-days.	
	(A/C with M0724)	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided the associated battery heater system is verified operative.	
<b>6.</b>	Overhead Panel Power Supply Boards					
	<b>1)</b> Channel A LH Main	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) "OCP LH MAIN LH" Circuit Breaker is pulled and collared, and b) All other Overhead Panel Power Supply Boards are operative.	
	<b>2)</b> Channel B RH Main	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) "OCP RH MAIN RH" Circuit Breaker is pulled and collared, and b) All other Overhead Panel Power Supply Boards are operative.	
<b>7.</b> ***	A/C Distribution System (115/230 VAC)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) 115/230 VAC Switch/Light is set to OFF, b) EFB devices (supplied using AC outlets) are considered inoperative (refer to item 46-1.2), and c) Airshow System is considered inoperative (refer to item 46-2).	 

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	Flightcrew Seats					
1)	Power Adjustments	D	2	0	May be inoperative for each flight crewmember.	
2)	Manual Adjustments					
a)	Vertical and Recline Adjustments	B	2	0	One or more may be inoperative provided, for each flight crewmember, the associated power control is operative.	
		B	2	0	(M) One or more may be inoperative provided, for each flight crewmember, the associated seat is secured or locked in a position acceptable to the flight crewmember.	
b)	Other Adjustments	C	-	0	One or more may be inoperative provided: a) Associated seat is secured in a position acceptable to the flight crewmember, and b) Longitudinal adjustments must be operative.	
					NOTE: This includes lateral adjustments.	
3)	Armrests	C	4	0	One or more may be inoperative provided: a) Affected armrest is in up position, b) It does not hinder an emergency evacuation or any other flight deck duties, and c) Seat is acceptable to the flight crewmember.	
		C	4	0	(M) One or more may be inoperative provided: a) Affected armrest is removed, and b) Seat is acceptable to the flight crewmember.	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>2.</b>	Third Crewmember Seat (including Associated Equipment)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
		<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for the performance of official duties, and c) Repairs are made within 2 flight-days.	
					NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.	
					NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat.	
					NOTE 3: When not occupied, the observer seat must be stowed so as to not impede egress from the cockpit.	
<b>1)</b>	Additional Observer Seat(s) (including Associated Equipment)	<b>D</b>	<b>-</b>	<b>0</b>	NOTE: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

(Continued)

AIRCRAFT:  
 Falcon 7X/8X

**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>2.</b>	Third Crewmember Seat (including Associated Equipment) (Cont'd)					
<b>2)</b>	Observer Seat Not Required by 14 CFR (including Associated Equipment)	<b>D</b>	-	<b>0</b>	NOTE: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
<b>3.</b>	Passenger Seats	<b>D</b>	-	-	(O) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY".  NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative.  NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.  NOTE 3: Inoperative seats do not affect the required number of Flight Attendants.	
<b>1)</b>	Recline Mechanism	<b>D</b>	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.	
		<b>D</b>	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.	
<b>2)</b>	Underseat Baggage Restraining Bars				DELETED Revision 9.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>3.</b>	Passenger Seats (Cont'd)					
<b>3)</b>	Armrest					
<b>a)</b>	Armrest with Recline Mechanism	<b>D</b>	-	-	(O) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.	
<b>b)</b>	Armrest without Recline Mechanism	<b>D</b>	-	-	(O) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
<b>4)</b>	Seat Belt/Air Bag Restraint Systems					
<b>a)</b>	Seat Belt/Air Bags 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 Bags Not Required by 14 CFR	<b>D</b>	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
<b>4.</b>	Flashlights	<b>C</b>	-	-	One or more may be inoperative provided each required crew member assigned to affected position has an operative flashlight.	
<b>5.</b>	Protective Breathing Equipment (PBE)				Refer to ATA 35.	
<b>6.</b>	Life Rafts	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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
7.	Crash Axes	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
8.	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
9.	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
10.	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
10.	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(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: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
10.	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
11.	Emergency Locator Transmitter (ELT)				Refer to ATA 31.	

AIRCRAFT:  
 Falcon 7X/8X

**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
12.	Lifejackets	D	-	-	Any in excess of the minimum required may be missing or inoperative, provided: <ul style="list-style-type: none"> <li>a) Inoperative lifejacket is placarded 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 of serviceable lifejackets is maintained.</li> </ul>	
13.	Exterior Lavatory Door Ashtrays					
1)	A/C with more than one exterior lavatory door ashtray	A	-	-	Up to and including 50% may be missing or inoperative for 10 days.	
		A	-	-	More than 50% may be missing or inoperative for 3 days.	
					NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.	
2)	A/C with only one exterior lavatory door ashtray	A	1	0	May be missing or inoperative for 10 days.	
14.	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the aircraft operator's appropriate document.	
					NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>15.</b>	Cockpit Convenience Items				Refer to item 25-14.	
<b>16.</b> ***	Emergency Vision Assurance System (EVAS) (A/C with M-OPT0023)	<b>C</b>	<b>2</b>	<b>0</b>	One or more may be inoperative provided the failed EVAS ON/OFF power switch is set to OFF position.	
		<b>D</b>	<b>2</b>	<b>0</b>	(M) One or more may be inoperative provided the failed EVAS unit is removed from the cockpit.	
<b>17.</b> ***	Stow Table Annunciation System (A/C with M-OPT0649)					
<b>1)</b>	EXIT TABLE DEPLOYED Light (A/C without M-OPT0785)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, and b) Table is placarded "DO NOT USE".	
<b>2)</b>	STOW TABLE Ordinance Sign (A/C without M-OPT0717)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, and b) Table is placarded "DO NOT USE".	
<b>3)</b>	Cabin Sonalert				Refer to item 25-25.	
<b>4)</b>	"EXIT ACCESS NOT READY" Ordinance Sign (A/C with M-OPT0717)				Refer to item 25-24.	

AIRCRAFT:  
 Falcon 7X/8X

**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>18.</b> ***	Aft Vacuum Toilet (A/C with M1000 or with M-OPT0038)	<b>D</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, b) Flush valve is secured in closed position, c) "VACUUM GENERATOR" Circuit Breaker is pulled and collared, d) Waste tank assembly is drained and rinsed, and e) Aft vacuum toilet is placarded "DO NOT USE".	
<b>1)</b>	Rinse Valve	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, and b) Aft vacuum toilet is placarded "DO NOT USE".	
<b>2)</b>	Flush Valve	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, b) Flush valve is secured in closed position, and c) Aft vacuum toilet is placarded "DO NOT USE".	
<b>3)</b>	Vacuum Generator System	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided Aft Vacuum Toilet is considered inoperative (refer to item 25-18).	
<b>4)</b>	"TOILET INOP" Sign	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided aft vacuum toilet is verified operative on ground before each departure.	
		<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided aft vacuum toilet is placarded "DO NOT USE".	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>19.</b> ***	Crew Rest Area (CRA) and Rest Facilities (A/C with M-OPT0317 or with M-OPT0359)					
<b>1)</b>	Seat	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative and CRA used for pilot rest provided: a) CRA seat is set to the berthing position, and b) CRA seat is placarded "DO NOT OCCUPY".  NOTE: A seat with an inoperative seat belt is considered inoperative.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) CRA seat is blocked and placarded "DO NOT OCCUPY", b) CRA Curtain/Door remains in open position, and c) Operations are not predicated on CRA use.  NOTE: A seat with an inoperative seat belt is considered inoperative.	
<b>2)</b>	Seat Recline Mechanism	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative and seat occupied (including during TTOL phases) provided: a) Seat is immovable in full upright position, b) Seat belt is operative, and c) Operations are not predicated on CRA use.	

(Continued)

AIRCRAFT:  
 Falcon 7X/8X

**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>19.</b> ***	Crew Rest Area (CRA) and Rest Facilities (A/C with M-OPT0317 or with M-OPT0359) (Cont'd)					
<b>3)</b>	Oxygen Mask	<b>D</b>	-	<b>1</b>	Any in excess of one may be inoperative or missing.	
		<b>D</b>	-	<b>0</b>	NOTE: Pilot rests in the position where the operative oxygen mask is the most accessible.  May be inoperative or missing provided: a) CRA seat is blocked and placarded b) CRA Curtain/Door remains in open position, and c) Operations are not predicated on CRA use.	
<b>4)</b>	Emergency Light	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative or missing provided: a) CRA seat is blocked and placarded "DO NOT OCCUPY", b) CRA Curtain/Door remains in open position, and c) Operations are not predicated on CRA use.	
<b>5)</b>	Reading Light System	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative or missing provided an alternate lighting is used.	
<b>6)</b>	Public Address (PA) System Speaker	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided operations do not require its use.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>19.</b> ***	Crew Rest Area (CRA) and Rest Facilities (A/C with M-OPT0317 or with M-OPT0359) (Cont'd)					
<b>7)</b>	“FASTEN SEAT BELT” or “RETURN TO SEAT” Sign  (A/C with M-OPT0317)	<b>D</b>	<b>1</b>	<b>0</b>	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
	(A/C with M-OPT0359)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative or missing provided: a) CRA seat is blocked and placarded “DO NOT OCCUPY”, b) CRA Door remains in open position, and c) Operations are not predicated on CRA use.	
<b>8)</b>	“NO SMOKING” Placard and Sign  (A/C with M-OPT0317)	<b>D</b>	<b>2</b>	<b>0</b>	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
	(A/C with M-OPT0359)	<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative or missing provided: a) CRA seat is blocked and placarded “DO NOT OCCUPY”, b) CRA Door remains in open position, and c) Operations are not predicated on CRA use.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>19.</b> ***	Crew Rest Area (CRA) and Rest Facilities (A/C with M-OPT0317 or with M-OPT0359) (Cont'd)					
<b>9)</b>	Heating System (Fan Heater and/or Carpet Heater) (A/C without M1000)	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) It is set to OFF, b) Relevant Circuit Breakers are pulled and collared, and c) Operations are not predicated on CRA use.	
<b>10)</b>	Curtain or Door	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) CRA Curtain/Door remains in open position, and b) Operations are not predicated on CRA use.	
<b>11)</b>	Flashlight  (A/C with M-OPT0317)	<b>D</b>	<b>1</b>	<b>0</b>	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
	(A/C with M-OPT0359)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative or missing provided: a) CRA Door remains in open position, and b) Operations are not predicated on CRA use.	
<b>12)</b>	Berthing Plate	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative or missing provided operations are not predicated on CRA use.	
<b>20.</b> ***	Divan Inflatable Restraint System (A/C with M-OPT0686)	<b>D</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided: a) Inoperative Divan Inflatable System is deactivated and secured, and b) Forward divan seat is not used for TTOL phases.	
NOTE: Center and aft divan seats may be used for TTOL phases.						

AIRCRAFT:  
 Falcon 7X/8X

**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>21.</b> ***	Cabin Divider					
<b>1)</b>	Pocket Sliding Door (A/C with M-OPT0488 or with M-OPT0391)	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Pocket Sliding Door is verified stowed before each departure and approach, and b) Pocket sliding door is placarded "DOOR TO REMAIN OPEN ANY TIME".	   
<b>2)</b>	Pocket Sliding Door Electrical Actuation (A/C with M-OPT0488)	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Pocket Sliding Door is secured in open position, and b) Pocket sliding door is placarded "DOOR TO REMAIN OPEN ANY TIME".	 
<b>3)</b>	AFT CABIN ISOL Light (A/C (with M-OPT0488 or with M-OPT0391), and without M-OPT0785)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided the Pocket Sliding Door is verified stowed before each departure and approach.	   
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided Pocket Sliding Door is considered inoperative (refer to item 25-21.1 for manual door or refer to item 25-21.2 for electrical actuation).	
<b>4)</b>	DOOR MUST BE OPENED AND SECURED – DURING TAXI TAKEOFF OR LANDING Ordinance Sign (A/C with M-OPT0488 or with M-OPT0391)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided the Pocket Sliding Door is verified stowed before each departure and approach.	 
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided Pocket Sliding Door is considered inoperative (refer to item 25-21.1 for manual door or refer to item 25-21.2 for electrical actuation).	 

AIRCRAFT:  
 Falcon 7X/8X

**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>22.</b>	Fwd Vacuum Toilet (A/C with M-OPT0761)	<b>D</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, b) Flush valve is secured in closed position, c) Associated C/B is pulled and collared, d) Waste tank assembly is drained and rinsed, and e) Fwd Vacuum Toilet is placarded "DO NOT USE".	
<b>1)</b>	Rinse Valve	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, and b) Fwd Vacuum Toilet is placarded "DO NOT USE".	
<b>2)</b>	Flush Valve	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, b) Flush valve is secured in closed position, and c) Fwd Vacuum Toilet is placarded "DO NOT USE".	
<b>3)</b>	Vacuum Generator System	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided Fwd Vacuum Toilet is considered inoperative (refer to item 25-18).	
<b>4)</b>	"TOILET INOP" Sign	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided Fwd Vacuum Toilet is verified operative on ground before each departure.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided Fwd Vacuum Toilet is placarded "DO NOT USE".	
<b>23.</b>	Galley Door Micro-Switch	<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided the GALLEY MASTER Pushbutton is set to OFF during all phases of flight.	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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
24.	"EXIT ACCESS NOT READY" Ordinance Sign (A/C with M-OPT0717)	C	1	0	(O) May be inoperative provided: a) Console table (for A/C with M-OPT0649) is verified stowed before each departure and approach, and b) Monitored Passenger Seats are verified in TTOL position before each departure and approach.	
		D	1	0	(O) May be inoperative provided: a) Console table (for A/C with M-OPT0649) is verified stowed before each departure and approach, b) Console table (for A/C with M-OPT0649) is placarded "DO NOT USE", and c) Monitored Passenger Seats are considered inoperative (refer to item 25-3).	
25.	Cabin Sonalert (A/C with M-OPT0649 or with M-OPT0717)	C	1	0	(O) May be inoperative, if acceptable for crew, provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE", and c) Monitored Passenger Seats (for A/C with M-OPT0717) are considered inoperative (refer to item 25-3).	
		C	1	0	(M)(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE", c) Monitored Passenger Seats (for A/C with M-OPT0717) are considered inoperative (refer to item 25-3), and d) Cabin Sonalert is deactivated.	

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	APU Fire Protection System	D	-	-	May be inoperative provided APU is considered inoperative (refer to item 49-1).	
2.	Engine Fire Repeater Systems (red lights on throttle levers)	C	3	0		
3.	Engine Decision Help Systems (white LED on DISCH# pushbuttons)	C	3	0		
4.	Baggage Compartment Fire Protection System	C	1	0	(O) May be inoperative provided baggage compartment remains empty.	
5.	Rear Compartment Fire Protection System	C	1	0	May be inoperative provided pre-cooler systems are operative.	
6. ***	Toilet Smoke Detector	D	-	0	Any in excess of that required by 14 CFR may be inoperative.	
7. ***	Aft Lounge Smoke Detector	D	1	0	Any in excess of those required by 14 CFR may be inoperative.	
8.	Hand Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ol style="list-style-type: none"> <li>a) The 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> </ol>	
9. ***	Crew Rest Area (CRA) Smoke Detector System (A/C with M-OPT0359)	D	1	0	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Heater system is set to OFF,</li> <li>b) CRA Door remains in open position, and</li> <li>c) Operations are not predicated on CRA use.</li> </ol>	

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	Flight Control Computers (FCC)					
1)	Main Flight Control Computers (MFCC)	<b>C</b>	<b>3</b>	<b>2</b>	(O) MFCC #1 or MFCC #3 may be inoperative provided: <ol style="list-style-type: none"> <li>a) FD #2 is considered inoperative (refer to item 22-2),</li> <li>b) AHRS channel #1 is verified operative,</li> <li>c) AHRS channel #2 is verified operative,</li> <li>d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and</li> <li>e) Hold time is respected prior to takeoff.</li> </ol>	
		<b>C</b>	<b>3</b>	<b>2</b>	(O) MFCC #2 may be inoperative provided: <ol style="list-style-type: none"> <li>a) FD #1 is considered inoperative (refer to item 22-2),</li> <li>b) AHRS channel #1 is verified operative,</li> <li>c) AHRS channel #2 is verified operative,</li> <li>d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and</li> <li>e) Hold time is respected prior to takeoff.</li> </ol>	
2)	Secondary Flight Control Computers (SFCC)	<b>C</b>	<b>3</b>	<b>2</b>	(O) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) AHRS channel #1 is verified operative,</li> <li>b) AHRS channel #2 is verified operative,</li> <li>c) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and</li> <li>d) Hold time is respected prior to takeoff.</li> </ol>	

AIRCRAFT:  
 Falcon 7X/8X

**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
2.	Flight Data Concentrators (FDC)	<b>C</b>	<b>5</b>	<b>4</b>	(O) FDC #1 may be inoperative provided: <ol style="list-style-type: none"> <li>a) FD #1 is considered inoperative (refer to item 22-2),</li> <li>b) AHRS channel #2 is verified operative,</li> <li>c) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed,</li> <li>d) Crosswind at takeoff or landing is limited to 15 knots,</li> <li>e) Airbrakes are manually extended at touch down, and</li> <li>f) Appropriate landing distance increment is applied.</li> </ol>	
		<b>C</b>	<b>5</b>	<b>4</b>	(O) FDC #2 or FDC #4 may be inoperative provided: <ol style="list-style-type: none"> <li>a) FD #2 is considered inoperative (refer to item 22-2),</li> <li>b) AHRS channel #1 is verified operative,</li> <li>c) AHRS channel #2 is verified operative,</li> <li>d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed,</li> <li>e) Hold time is respected prior to takeoff,</li> <li>f) Crosswind at takeoff or landing is limited to 15 knots,</li> <li>g) Airbrakes are manually extended at touch down, and</li> <li>h) Appropriate landing distance increment is applied.</li> </ol>	

(Continued)

AIRCRAFT:  
 Falcon 7X/8X

**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
2.	Flight Data Concentrators (FDC) (Cont'd)	<b>C</b>	<b>5</b>	<b>4</b>	(O) FDC #3 may be inoperative provided: <ol style="list-style-type: none"> <li>a) FD #1 is considered inoperative (refer to item 22-2),</li> <li>b) AHRS channel #1 is verified operative,</li> <li>c) AHRS channel #2 is verified operative,</li> <li>d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed,</li> <li>e) Hold time is respected prior to takeoff,</li> <li>f) Crosswind at takeoff or landing is limited to 15 knots,</li> <li>g) Airbrakes are manually extended at touch down, and</li> <li>h) Appropriate landing distance increment is applied.</li> </ol>	
		<b>C</b>	<b>5</b>	<b>4</b>	(O) FDC #5 may be inoperative provided: <ol style="list-style-type: none"> <li>a) AHRS channel #1 is verified operative, and</li> <li>b) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.</li> </ol>	

AIRCRAFT:  
 Falcon 7X/8X

**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>3.</b>	Actuator Control and Monitoring Units (ACMU)					
<b>1)</b>	ACMU #1 or ACMU #2	<b>C</b>	<b>2</b>	<b>1</b>	(O) ACMU #1 or ACMU #2 may be inoperative provided: <ol style="list-style-type: none"> <li>a) Other ACMU are operative, and</li> <li>b) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.</li> </ol>	
<b>2)</b>	ACMU #3	<b>C</b>	<b>1</b>	<b>0</b>	(O) ACMU #3 may be inoperative provided: <ol style="list-style-type: none"> <li>a) Other ACMU are operative,</li> <li>b) Selection and Monitoring #3 (SELMON #3) is operative,</li> <li>c) Horizontal Stabilizer Trim Control #3 (THS #3) is operative, and</li> <li>d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.</li> </ol>	
<b>a)</b>	THS #3	<b>C</b>	<b>1</b>	<b>0</b>	(O) THS #3 may be inoperative provided: <ol style="list-style-type: none"> <li>a) Other ACMU are operative,</li> <li>b) Selection and Monitoring #3 (SELMON #3) is operative,</li> <li>c) THS Backup Motor is verified operative,</li> <li>d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and</li> <li>e) Aircraft speed is limited to 320 KIAS/MI 0.85.</li> </ol>	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>3.</b>	Actuator Control and Monitoring Units (ACMU) (Cont'd)					
<b>b)</b>	SELMON #3	<b>A</b>	<b>1</b>	<b>0</b>	(O) SELMON #3 may be inoperative for one flight provided: <ol style="list-style-type: none"> <li>a) Other ACMU are operative,</li> <li>b) THS Backup Motor is verified operative,</li> <li>c) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and</li> <li>d) Aircraft speed is limited to 320 KIAS/MI 0.85.</li> </ol>	
<b>3)</b>	ACMU #4	<b>C</b>	<b>1</b>	<b>0</b>	(O) ACMU #4 may be inoperative provided: <ol style="list-style-type: none"> <li>a) Other ACMU are operative,</li> <li>b) Selection and Monitoring #4 (SELMON #4) is operative,</li> <li>c) Horizontal Stabilizer Trim Control #4 (THS #4) is operative, and</li> <li>d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.</li> </ol>	
<b>a)</b>	THS #4	<b>C</b>	<b>1</b>	<b>0</b>	(O) THS #4 may be inoperative provided: <ol style="list-style-type: none"> <li>a) Other ACMU are operative,</li> <li>b) Selection and Monitoring #4 (SELMON #4) is operative,</li> <li>c) THS Backup Motor is verified operative,</li> <li>d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and</li> <li>e) Aircraft speed is limited to 320 KIAS/MI 0.85.</li> </ol>	

AIRCRAFT:  
 Falcon 7X/8X

**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>4.</b>	Maintenance and Avionics Interface Computers (MAIC)	<b>C</b>	<b>4</b>	<b>3</b>	(O) MAIC #1 or MAIC #3 may be inoperative provided: <ol style="list-style-type: none"> <li>a) FD #1 is considered inoperative (refer to item 22-2), and</li> <li>b) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.</li> </ol>	
		<b>C</b>	<b>4</b>	<b>3</b>	(O) MAIC #2 or MAIC #4 may be inoperative provided: <ol style="list-style-type: none"> <li>a) FD #2 is considered inoperative (refer to item 22-2), and</li> <li>b) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.</li> </ol>	
<b>5.</b>	Front/Rear Rack Power Supplies					
<b>1)</b>	RH Front Power #1	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) FD #1 is considered inoperative (refer to item 22-2),</li> <li>b) FDC #1 is considered inoperative (refer to item 27-2),</li> <li>c) AHRS channel #2 is verified operative, and</li> <li>d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.</li> </ol>	
<b>2)</b>	RH Rear Power #1	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	

(Continued)

AIRCRAFT:  
 Falcon 7X/8X

**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>5.</b>	Front/Rear Rack Power Supplies (Cont'd)					
<b>3)</b>	LH Front Power #2	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) FD #2 is considered inoperative (refer to item 22-2),</li> <li>b) FDC #2 is considered inoperative (refer to item 27-2),</li> <li>c) AHRS channel #1 is verified operative,</li> <li>d) AHRS channel #2 is verified operative,</li> <li>e) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and</li> <li>f) Hold time is respected prior to takeoff.</li> </ol>	
<b>4)</b>	LH Rear Power #2	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
<b>5)</b>	LH Front Power #3	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) FD #1 is considered inoperative (refer to item 22-2),</li> <li>b) AHRS channel #1 is verified operative,</li> <li>c) AHRS channel #2 is verified operative,</li> <li>d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and</li> <li>e) Hold time is respected prior to takeoff.</li> </ol>	

(Continued)

AIRCRAFT:  
 Falcon 7X/8X

**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>5.</b>	Front/Rear Rack Power Supplies (Cont'd)					
<b>6)</b>	LH Rear Power #3	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for one flight provided: a) THS Backup Motor is verified operative, b) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and c) Aircraft speed is limited to 320 KIAS/MI 0.85.	
<b>7)</b>	LH Front Power #4	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), b) FDC #4 is considered inoperative (refer to item 27-2), c) AHRS channel #1 is verified operative, d) AHRS channel #2 is verified operative, e) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and f) Hold time is respected prior to takeoff.	
<b>6.</b>	Sidestick Pitch/Roll Sensors	<b>C</b>	<b>20</b>	<b>16</b>	(O) Any in excess of sixteen may be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	

AIRCRAFT:  
 Falcon 7X/8X

**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>7.</b>	Primary Flight Control System Permanent Magnet Alternator (PMA) Converters	<b>C</b>	<b>2</b>	<b>1</b>	(O) PMA #1 converter may be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), b) FDC #1 is considered inoperative (refer to item 27-2), c) AHRS channel #2 is verified operative, and d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
		<b>C</b>	<b>2</b>	<b>1</b>	(O) PMA #2 converter may be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), b) FDC #2 is considered inoperative (refer to item 27-2), c) AHRS channel #1 is verified operative, d) AHRS channel #2 is verified operative, e) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and f) Hold time is respected prior to takeoff.	
<b>8.</b>	Back-Up Mode	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative for one flight without passenger provided: a) Primary Flight Control System operated spoilers are operative, and b) Primary Flight Control System operated Horizontal Stabilizer Trim (THS #3 and THS #4) is operative.	

AIRCRAFT:  
 Falcon 7X/8X

**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
9.	Rudder Pedal Sensors	C	4	3	(O) One may be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
10.	Flap Position Sensors Channels					
1)	Inboard Flap Position Sensors – Primary Flight Control System (PFCS) Channels	C	4	3	(O) One may be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.  NOTE: This item does not include the flap position sensors channels dedicated to the Slat/Flap and Airbrake Unit.	
11.	LH Aileron Fighting Force Compensation	C	1	0	(O) May be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
12.	RH Aileron Fighting Force Compensation	C	1	0	(O) May be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
13.	LH Elevator Fighting Force Compensation	C	1	0	(O) May be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	
14.	RH Elevator Fighting Force Compensation	C	1	0	(O) May be inoperative provided FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.	

AIRCRAFT:  
 Falcon 7X/8X

**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>1.</b>	Fuel Quantity Management Computer (FQMC) Channels					
	<b>1)</b> FQMC Channel #1  (A/C without M1000)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) FQMC Channel #2 is operative, b) APU oil tank gauging system is considered inoperative (refer to item 49-7), and c) Repairs are made within 3 calendar-days.  NOTE: Fuel system may limit max refueling quantity to 30,000 lb, depending of the failure mode.	
	(A/C with M1000)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) FQMC Channel #2 is operative, b) APU oil tank gauging system is considered inoperative (refer to item 49-7), c) Fuel Tank Pressurization System – Pressure Sensor is considered inoperative (refer to item 28-13.1), and d) Repairs are made within 3 calendar-days.  NOTE: Fuel system may limit max refueling quantity to 30,000 lb, depending of the failure mode.	
<b>2)</b>	FQMC Channel #2	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) FQMC Channel #1 is operative, and b) Repairs are made within 3 calendar-days.  NOTE: Fuel system may limit max refueling quantity to 30,000 lb, depending of the failure mode.	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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
2.	Booster Pump  (A/C without M1000)	C	6	5	(M) One normal Booster Pump may be inoperative provided: a) Associated stand-by Booster Pump is used, and b) Affected normal Booster Pump is secured.  NOTE: Dispatch with stand-by Booster Pumps inoperative is not authorized.	
	(A/C with M1000)				C	6

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>3.</b>	Fuel Crossfeed Systems					
<b>1)</b>	X-BP 1-2 Crossfeed System  (A/C without M1000)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) BP #2 transfer valve is secured in open position, b) BP #1 transfer valve is secured in closed position, c) X-BP 2-3 crossfeed system is operative, d) All Booster Pumps are operative, e) Back-up X-BP 1-3 crossfeed system is verified operative, f) Back-up X-TK 1-3 transfer system is verified operative, and g) Defueling transfer valve is secured in closed position.	
	(A/C with M1000)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Total fuel quantity is limited to 33,000 lb, b) Fuel tank quantities are balanced before each departure, c) All Booster Pumps are operative, d) X-BP 2-3 crossfeed system is operative, e) BP #2 transfer valve is secured in open position, f) BP #1 transfer valve is secured in closed position, g) Defueling transfer valve is secured in closed position, and h) In flight, fuel quantities are balanced using X-BP 2-3 function.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>3.</b>	Fuel Crossfeed Systems (Cont'd)					
<b>1)</b>	X-BP 1-2 Crossfeed System (Cont'd)  (A/C with M1000) (Cont'd)					
<b>2)</b>	X-BP 2-3 Crossfeed System  (A/C without M1000)	<b>B</b>	<b>1</b>	<b>0</b>	NOTE: All X-TK transfer Systems are inoperative (including FUEL BALANCE function).  (M)(O) May be inoperative provided: a) BP #2 transfer valve is secured in open position, b) BP #3 transfer valve is secured in closed position, c) X-BP 1-2 crossfeed system is operative, d) All Booster Pumps are operative, e) Back-up X-BP 1-3 crossfeed system is verified operative, f) Back-up X-TK 1-3 transfer system is verified operative, and g) Defueling transfer valve is secured in closed position.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>3.</b>	Fuel Crossfeed Systems (Cont'd)					
<b>2)</b>	X-BP 2-3 Crossfeed System (Cont'd)  (A/C with M1000)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Total fuel quantity is limited to 33,000 lb, b) Fuel tank quantities are balanced before each departure, c) All Booster Pumps are operative, d) X-BP 1-2 crossfeed system is operative, e) BP #2 transfer valve is secured in open position, f) BP #3 transfer valve is secured in closed position, g) Defueling transfer valve is secured in closed position, and h) In flight fuel quantities are balanced using X-BP 1-2 function.  NOTE: All X-TK transfer Systems are inoperative (including FUEL BALANCE function).	
<b>3)</b>	X-BP 1-3 Crossfeed System  (A/C without M1000)	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) Normal X-BP 1-3 crossfeed system may be inoperative provided: a) Failed BP transfer valve is secured in closed position, and b) Back-up X-BP 1-3 crossfeed system is verified operative.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>3.</b>	Fuel Crossfeed Systems (Cont'd)					
<b>3)</b>	X-BP 1-3 Crossfeed System (Cont'd)					
	(A/C without M1000)	<b>B</b>	<b>2</b>	<b>1</b>	(M)(O) Back-up X-BP 1-3 crossfeed system may be inoperative provided: <ol style="list-style-type: none"> <li>a) Back-up X-BP 1-3 crossfeed system and back-up X-TK 1-3 crossfeed system are secured in normal flight configuration position,</li> <li>b) All Booster Pumps are operative, and</li> <li>c) Normal X-BP 1-3 crossfeed system is verified operative.</li> </ol>	
	(A/C with M1000)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Total fuel quantity is limited to 33,000 lb,</li> <li>b) Fuel tank quantities are balanced before each departure,</li> <li>c) All Booster Pumps are operative,</li> <li>d) Affected BP transfer valve is secured in closed position,</li> <li>e) Defueling transfer valve is secured in closed position, and</li> <li>f) In flight, fuel quantities are balanced using remaining X-BP function.</li> </ol> <p>NOTE: All X-TK transfer Systems are inoperative (including FUEL BALANCE function).</p>	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>3.</b>	Fuel Crossfeed Systems (Cont'd)					
<b>4)</b>	BP #1 Transfer Valve (A/C with M1000)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Total fuel quantity is limited to 33,000 lb, b) Fuel tank quantities are balanced before each departure, c) All Booster Pumps are operative, d) BP #1 transfer valve is secured in open position, e) X-BP 1-2 and X-BP 1-3 are verified operative, f) Defueling transfer valve is secured in closed position, g) X-BP 2-3 is not used, and h) In flight, fuel quantities are balanced using remaining X-BP function.  NOTE: All X-TK transfer Systems are inoperative (including FUEL BALANCE function).	
<b>5)</b>	BP #2 Transfer Valve (A/C with M1000)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Total fuel quantity is limited to 33,000 lb, b) Fuel tank quantities are balanced before each departure, c) All Booster Pumps are operative, d) BP #2 transfer valve is secured in open position, e) X-BP 1-2 and X-BP 2-3 are verified operative, f) Defueling transfer valve is secured in closed position, g) X-BP 1-3 is not used, and h) In flight, fuel quantities are balanced using remaining X-BP function.	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>3.</b>	Fuel Crossfeed Systems (Cont'd)					
<b>5)</b>	BP #2 Transfer Valve (A/C with M1000) (Cont'd)				NOTE: All X-TK transfer Systems are inoperative (including FUEL BALANCE function).	
<b>6)</b>	BP #3 Transfer Valve (A/C with M1000)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Total fuel quantity is limited to 33,000 lb, b) Fuel tank quantities are balanced before each departure, c) All Booster Pumps are operative, d) BP #3 transfer valve is secured in open position, e) X-BP 1-3 and X-BP 2-3 are verified operative, f) Defueling transfer valve is secured in closed position, g) X-BP 1-2 is not used, and h) In flight, fuel quantities are balanced using remaining X-BP function.  NOTE: All X-TK transfer Systems are inoperative (including FUEL BALANCE function).	

AIRCRAFT:  
 Falcon 7X/8X

**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>4.</b>	Fuel Transfer Systems					
<b>1)</b>	X-TK 1-2 Transfer System (A/C without M1000)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) BP #2 transfer valve is secured in open position, b) BP #1 transfer valve is secured in closed position, c) X-BP 2-3 crossfeed system is operative, d) All Booster Pumps are operative, e) Back-up X-BP 1-3 crossfeed system is verified operative, f) Back-up X-TK 1-3 transfer system is verified operative, and g) Defueling transfer valve is secured in closed position.	
<b>2)</b>	X-TK 2-3 Transfer System (A/C without M1000)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) BP #2 transfer valve is secured in open position, b) BP #3 transfer valve is secured in closed position, c) X-BP 1-2 crossfeed system is operative, d) All Booster Pumps are operative, e) Back-up X-BP 1-3 crossfeed system is verified operative, f) Back-up X-TK 1-3 transfer system is verified operative, and g) Defueling transfer valve is secured in closed position.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>4.</b>	Fuel Transfer Systems (Cont'd)					
<b>3)</b>	X-TK 1-3 Transfer System (A/C without M1000)	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) Normal X-TK 1-3 transfer system may be inoperative provided: <ol style="list-style-type: none"> <li>a) Failed BP transfer valve is secured in closed position,</li> <li>b) Back-up X-TK 1-3 transfer system is verified operative, and</li> <li>c) Defueling transfer valve is secured in closed position.</li> </ol>	
		<b>B</b>	<b>2</b>	<b>1</b>	(M)(O) Back-up X-TK 1-3 transfer system may be inoperative provided: <ol style="list-style-type: none"> <li>a) Back-up X-BP 1-3 crossfeed system and back-up X-TK 1-3 crossfeed system are secured in normal flight configuration position,</li> <li>b) All Booster Pumps are operative, and</li> <li>c) Normal X-TK 1-3 transfer system is verified operative.</li> </ol>	
<b>4)</b>	X-TK Transfer System (A/C with M1000)	<b>B</b>	<b>3</b>	<b>0</b>	(M)(O) One or more may be inoperative provided: <ol style="list-style-type: none"> <li>a) Total fuel quantity is limited to 33,000 lb,</li> <li>b) All Booster Pumps are operative,</li> <li>c) X-BP crossfeed systems are verified operative,</li> <li>d) Defueling transfer valve is secured in closed position, and</li> <li>e) In flight, fuel quantities are balanced using X-BP function.</li> </ol> <p>NOTE: All X-TK Transfer Systems are inoperative (including FUEL BALANCE function) due to defueling transfer valve securing.</p>	

AIRCRAFT:  
 Falcon 7X/8X

**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>5.</b>	Fuel Gauging System  (A/C without M1000)	<b>B</b>	<b>3</b>	<b>2</b>	(O) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Initial quantity in the associated group tanks can be determined by an acceptable means before each departure,</li> <li>b) Associated fuel flowmeter is operative,</li> <li>c) Associated fuel 1,000 lb level sensor is operative,</li> <li>d) All Booster Pumps are operative,</li> <li>e) Partial refueling mode is not used, and</li> <li>f) Associated Fuel Remaining (FR) and Fuel Used (FU) indications are operative.</li> </ol> <p>NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.</p>	
	(A/C with M1000)	<b>B</b>	<b>3</b>	<b>2</b>	(O) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Initial quantity in the associated group tanks can be determined,</li> <li>b) X-TK Transfer System is not used (refer to item 28-4.4),</li> <li>c) Associated Fuel Flowmeter is operative,</li> <li>d) Associated fuel 1,000 lb level sensor is operative,</li> <li>e) All Booster Pumps are operative, and</li> <li>f) PARTIAL refueling mode is not used.</li> </ol>	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>5.</b>	Fuel Gauging System (Cont'd)					
<b>1)</b>	LH Wing Outboard Tank Gauge	<b>B</b>	<b>2</b>	<b>0</b>	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).	
	(A/C without M1000)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) LH wing middle tank gauges are operative, b) LH wing inboard tank gauges are operative, and c) All Booster Pumps are operative.	
	(A/C with M1000)	<b>C</b>	<b>2</b>	<b>1</b>	NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.  One may be inoperative provided: a) LH wing middle tank gauges are operative, b) LH wing inboard tank gauges are operative, c) LH Forward tank gauges are operative, and d) All Booster Pumps are operative.	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>5.</b>	Fuel Gauging System (Cont'd)					
<b>2)</b>	LH Wing Middle Tank Gauge	<b>B</b>	<b>3</b>	<b>0</b>	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).	
	(A/C without M1000)	<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative provided: a) LH wing outboard tank gauges are operative, b) LH wing inboard tank gauges are operative, and c) All Booster Pumps are operative.	
	(A/C with M1000)	<b>C</b>	<b>3</b>	<b>2</b>	NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.  One may be inoperative provided: a) LH wing outboard tank gauges are operative, b) LH wing inboard tank gauges are operative, c) LH Forward tank gauges are operative, and d) All Booster Pumps are operative.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>5.</b>	Fuel Gauging System (Cont'd)					
<b>3)</b>	LH Wing Inboard Tank Gauge	<b>B</b>	<b>2</b>	<b>0</b>	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).	
	(A/C without M1000)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) LH wing outboard tank gauges are operative, b) LH wing middle tank gauges are operative, and c) All Booster Pumps are operative.	
	(A/C with M1000)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) LH wing outboard tank gauges are operative, b) LH wing middle tank gauges are operative, c) LH Forward tank gauges are operative, and d) All Booster Pumps are operative.	
					NOTE: This item does not include the high level sensor function fitted on the LH wing inboard tank forward gauge.	
					NOTE 1: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.	
					NOTE 2: This item does not include the high level sensor function fitted on the LH wing inboard tank forward gauge.	
					NOTE: This item does not include the high level sensor function fitted on the LH wing inboard tank forward gauge.	
					(Continued)	

REVISION NO. 12

PAGE NO. 28-15

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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>5.</b>	Fuel Gauging System (Cont'd)					
4)	LH Forward Tank Gauge (A/C with M1000)	<b>B</b>	<b>3</b>	<b>0</b>	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).	
		<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative provided: a) LH wing outboard tank gauges are operative, b) LH wing middle tank gauges are operative, c) LH wing inboard tank gauges are operative, and d) All Booster Pumps are operative.	
					NOTE: This item does not include the high level sensor function fitted on the forward gauge.	
					NOTE: This item does not include the high level sensor function fitted on the forward gauge.	
					(Continued)	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>5.</b>	Fuel Gauging System (Cont'd)					
<b>5)</b>	Front Tank Gauge  (A/C without M1000)	<b>B</b>	<b>2</b>	<b>0</b>	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).  NOTE: This item does not include the high level sensor function fitted on the front tank forward gauge.	
	(A/C with M1000)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) Rear tank gauges are operative, and b) All Booster Pumps are operative.  NOTE 1: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.  NOTE 2: This item does not include the high level sensor function fitted on the front tank forward gauge.	
	(A/C with M1000)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) Rear tank gauges are operative, and b) All Booster Pumps are operative.  NOTE: This item does not include the high level sensors function fitted on the front tank forward gauges.	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>5.</b>	Fuel Gauging System (Cont'd)					
<b>6)</b>	Rear Tank Gauge	<b>B</b>	-	<b>0</b>	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).  NOTE: This item does not include the fuel 1,000 lb level sensor function fitted on the rear tank left gauge.	
	(A/C without M1000)	<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative provided: a) Front tank gauges are operative, and b) All Booster Pumps are operative.  NOTE 1: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.  NOTE 2: This item does not include the fuel 1,000 lb level sensor function fitted on the rear tank left gauge.	
	(A/C with M1000)	<b>C</b>	<b>4</b>	<b>3</b>	One may be inoperative provided: a) Front tank gauges are operative, and b) All Booster Pumps are operative.  NOTE: This item does not include the high level sensors function fitted on the front tank forward gauges.	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>5.</b>	Fuel Gauging System (Cont'd)					
<b>7)</b>	RH Wing Outboard Tank Gauge	<b>B</b>	<b>2</b>	<b>0</b>	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).	
	(A/C without M1000)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) RH wing middle tank gauges are operative, b) RH wing inboard tank gauges are operative, and c) All Booster Pumps are operative.	
	(A/C with M1000)	<b>C</b>	<b>2</b>	<b>1</b>	NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.  One may be inoperative provided: a) RH wing middle tank gauges are operative, b) RH wing inboard tank gauges are operative, c) RH Forward tank gauges are operative, and d) All Booster Pumps are operative.	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>5.</b>	Fuel Gauging System (Cont'd)					
<b>8)</b>	RH Wing Middle Tank Gauge	<b>B</b>	<b>3</b>	<b>0</b>	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).	
	(A/C without M1000)	<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative provided: a) RH wing outboard tank gauges are operative, b) RH wing inboard tank gauges are operative, and c) All Booster Pumps are operative.	
	(A/C with M1000)	<b>C</b>	<b>3</b>	<b>2</b>	NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.  One may be inoperative provided: a) RH wing outboard tank gauges are operative, b) RH wing inboard tank gauges are operative, c) RH Forward tank gauges are operative, and d) All Booster Pumps are operative.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>5.</b>	Fuel Gauging System (Cont'd)					
<b>9)</b>	RH Wing Inboard Tank Gauge	<b>B</b>	<b>2</b>	<b>0</b>	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).	
	(A/C without M1000)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) RH wing outboard tank gauges are operative, b) RH wing middle tank gauges are operative, and c) All Booster Pumps are operative.	
	(A/C with M1000)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) RH wing outboard tank gauges are operative, b) RH wing middle tank gauges are operative, c) RH Forward tank gauges are operative, and d) All Booster Pumps are operative.	
					NOTE: This item does not include the high level sensor function fitted on the RH wing inboard tank forward gauge.	
					NOTE 1: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.	
					NOTE 2: This item does not include the high level sensor function fitted on the RH wing inboard tank forward gauge.	
					NOTE: This item does not include the high level sensor function fitted on the RH wing inboard tank forward gauge.	
					(Continued)	

AIRCRAFT:  
 Falcon 7X/8X

**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>5.</b>	Fuel Gauging System (Cont'd)					
<b>10)</b>	RH Forward Tank Gauge (A/C with M1000)	<b>B</b>	<b>3</b>	<b>0</b>	One or more may be inoperative provided associated Fuel Gauging System is considered inoperative (refer to item 28-5).  NOTE: This item does not include the high level sensor function fitted on the forward gauge.	
		<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative provided: a) RH wing outboard tank gauges are operative, b) RH wing middle tank gauges are operative, c) RH wing inboard tank gauges are operative, and d) All Booster Pumps are operative.	
					NOTE: This item does not include the high level sensor function fitted on the forward gauge.	
<b>6.</b>	Fuel Flowmeter	<b>B</b>	<b>3</b>	<b>2</b>	One may be inoperative provided: a) Associated engine primary parameters are operative, and b) Associated fuel gauging system is operative.	
<b>7.</b>	Fuel 1,000 lb Level Sensor	<b>B</b>	<b>3</b>	<b>2</b>	One may be inoperative provided: a) Associated Fuel Gauging System is operative, b) Associated Fuel Flowmeter is operative, and c) Disregard associated FUEL: TK..LVL CAS message and LEVEL indication on FUEL synoptic.	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>8.</b>	Fuel Temperature Probe	<b>C</b>	<b>2</b>	<b>1</b>		
		<b>C</b>	<b>2</b>	<b>0</b>	(O) Both may be inoperative provided fuel temperature monitoring is performed based on TAT indication.	
<b>9.</b>	Pressure Refueling System					
	(A/C without M1253 and without M1000)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) If necessary, gravity refueling is performed, and b) X-TK 1-2 and X-TK 3-2 transfer systems are operative.	
					NOTE: This item includes refueling valves jammed closed and inoperative Refueling Control Panel (RCP) functionalities.	
	(A/C with M1253 or with M1000)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate pressure refueling procedure is used, b) Vent Valves are operative, c) Pressurization Valves are operative, and d) X-TK 1-2 and X-TK 3-2 transfer systems are operative.	
					NOTE: This item includes refueling valves jammed closed.	
<b>1)</b>	Full Refueling Mode	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided pressure partial refueling or gravity refueling is performed.	
					NOTE: This item only includes inoperative Refueling Control Panel (RCP) functionalities associated with full refueling mode.	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>9.</b>	Pressure Refueling System (Cont'd)					
<b>2)</b>	Partial Refueling Mode	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided pressure full refueling or gravity refueling is performed.  NOTE: This item only includes inoperative Refueling Control Panel (RCP) functionalities associated with partial refueling mode.	
<b>3)</b>	Vent Valves	<b>C</b>	<b>3</b>	<b>0</b>	(M) Automatic operation of the vent valves may be inoperative provided: <ul style="list-style-type: none"> <li>a) Vent valves are manually set to open position before starting the pressure refueling sequence, and</li> <li>b) Vent valves are manually set to closed position and secured at the end of the pressure refueling sequence.</li> </ul>	
		<b>C</b>	<b>3</b>	<b>0</b>	(M) One or more may be inoperative provided: <ul style="list-style-type: none"> <li>a) If necessary, gravity refueling is performed,</li> <li>b) X-TK 1-2 and X-TK 2-3 transfer systems are operative, and</li> <li>c) Vent valves are secured in closed position at the end of the gravity refueling sequence.</li> </ul>	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>9.</b>	Pressure Refueling System (Cont'd)					
<b>4)</b>	Pressurization Valves	<b>C</b>	<b>2</b>	<b>0</b>	(M) Automatic operation of the pressurization valves may be inoperative provided: <ol style="list-style-type: none"> <li>a) Pressurization valves are manually set to open position before starting the pressure refueling sequence, and</li> <li>b) Pressurization valves are manually set to closed position and secured at the end of the pressure refueling sequence.</li> </ol>	
		<b>C</b>	<b>2</b>	<b>0</b>	(M) One or more may be inoperative provided: <ol style="list-style-type: none"> <li>a) If necessary, gravity refueling is performed,</li> <li>b) X-TK 1-2 and X-TK 2-3 transfer systems are operative, and</li> <li>c) Pressurization valves are secured in closed position at the end of the gravity refueling sequence.</li> </ol>	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>10.</b>	Fuel High Level Detection Systems					
1)	LH Wing Fuel High Level Detection System  (A/C without M1253 and without M1000)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Center Fuel High Level Detection System is verified operative,</li> <li>b) RH Wing Fuel High Level Detection System is verified operative,</li> <li>c) Fuel Gauging Systems are operative,</li> <li>d) Normal X-TK transfers to group 1 are not used,</li> <li>e) Back-up X-TK 1-3 transfer system is verified operative,</li> <li>f) X-BP 1-2 crossfeed system is operative,</li> <li>g) X-BP 2-3 crossfeed system is operative,</li> <li>h) Normal X-BP 1-3 crossfeed system is verified operative, and</li> <li>i) Refueling is only performed using LH wing gravity refueling port.</li> </ul> <p>NOTE: This item does not include the LH wing inboard tank forward gauge on which the high level sensor is fitted.</p>	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>10.</b>	Fuel High Level Detection Systems (Cont'd)					
<b>1)</b>	LH Wing Fuel High Level Detection System (Cont'd)					
	(A/C without M1253 and without M1000)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Fuel Gauging Systems are operative,</li> <li>b) Normal X-TK transfers to group 1 are not used,</li> <li>c) Back-up X-TK 1-3 transfer system is verified operative,</li> <li>d) X-BP 1-2 crossfeed system is operative,</li> <li>e) X-BP 2-3 crossfeed system is operative,</li> <li>f) Normal X-BP 1-3 crossfeed system is verified operative,</li> <li>g) Refueling is neither required nor performed, and</li> <li>h) Repairs are made before next refueling required.</li> </ul> NOTE: This item does not include the LH wing inboard tank forward gauge on which the high level sensor is fitted.	
(Continued)						



AIRCRAFT:  
 Falcon 7X/8X

**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>10.</b>	Fuel High Level Detection Systems (Cont'd)					
<b>1)</b>	LH Wing Fuel High Level Detection System (Cont'd)  (A/C with M1000)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Alternate refueling procedure is used,</li> <li>b) X-TK 2-1 and X-TK 3-1 are not used,</li> <li>c) FUEL BALANCE Function is not used,</li> <li>d) Fuel Gauging System is operative,</li> <li>e) X-BP Crossfeed Systems are verified operative,</li> <li>f) Center Fuel High Level Detection System is verified operative, and</li> <li>g) RH Wing Fuel High Level Detection System is verified operative.</li> </ol> NOTE 1: This item does not include the LH wing inboard tank forward gauge on which the high level sensor is fitted.  NOTE 2: In flight FQ 1 is balanced using X-BP 2-1 and X-BP 3-1 functions.	 
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>10.</b>	Fuel High Level Detection Systems (Cont'd)					
<b>2)</b>	Center Fuel High Level Detection System  (A/C without M1000)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Fuel Gauging Systems are operative, b) Normal X-TK transfers to group 2 are not used, c) X-BP 1-2 crossfeed system is operative, d) X-BP 2-3 crossfeed system is operative, e) Normal X-BP 1-3 crossfeed system is verified operative, f) Refueling is neither required nor performed, and g) Repairs are made before next refueling is required.  NOTE: This item does not include the front tank forward gauge on which the high level sensor is fitted.	
					(Continued)	

AIRCRAFT:  
 Falcon 7X/8X

**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>10.</b>	Fuel High Level Detection Systems (Cont'd)					
<b>2)</b>	Center Fuel High Level Detection System (Cont'd)  (A/C with M1000)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Refueling is neither required nor performed, b) X-TK 1-2 and X-TK 3-2 are not used, c) FUEL BALANCE Function is not used, d) Fuel Gauging Systems are operative, e) X-BP Crossfeed Systems are verified operative, and f) Repairs are made before next refueling is required.  NOTE 1: This item does not include the tank forward gauge on which the high level sensor is fitted.  NOTE 2: In flight FQ 2 is balanced using X-BP 1-2 and X-BP 3-2 functions.  (Continued)	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>10.</b>	Fuel High Level Detection Systems (Cont'd)					
<b>3)</b>	RH Wing Fuel High Level Detection System  (A/C without M1253 and without M1000)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Center Fuel High Level Detection System is verified operative,</li> <li>b) LH Wing Fuel High Level Detection System is verified operative,</li> <li>c) Fuel Gauging Systems are operative,</li> <li>d) Normal X-TK transfers to group 3 are not used,</li> <li>e) Back-up X-TK 1-3 transfer system is verified operative,</li> <li>f) X-BP 1-2 crossfeed system is operative,</li> <li>g) X-BP 2-3 crossfeed system is operative,</li> <li>h) Normal X-BP 1-3 crossfeed system is verified operative, and</li> <li>i) Refueling is only performed using RH wing gravity refueling port.</li> </ul> <p>NOTE: This item does not include the RH wing inboard tank forward gauge on which the high level sensor is fitted.</p>	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>10.</b>	Fuel High Level Detection Systems (Cont'd)					
<b>3)</b>	RH Wing Fuel High Level Detection System (Cont'd)  (A/C without M1253 and without M1000)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Fuel Gauging Systems are operative,</li> <li>b) Normal X-TK transfers to group 3 are not used,</li> <li>c) Back-up X-TK 1-3 transfer system is verified operative,</li> <li>d) X-BP 1-2 crossfeed system is operative,</li> <li>e) X-BP 2-3 crossfeed system is operative,</li> <li>f) Normal X-BP 1-3 crossfeed system is verified operative,</li> <li>g) Refueling is neither required nor performed, and</li> <li>h) Repairs are made before next refueling is required.</li> </ul>	
					NOTE: This item does not include the RH wing inboard tank forward gauge on which the high level sensor is fitted.	
					(Continued)	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>10.</b>	Fuel High Level Detection Systems (Cont'd)					
<b>3)</b>	RH Wing Fuel High Level Detection System (Cont'd)  (A/C with M1253 and without M1000)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate refueling procedure is used, b) Center Fuel High Level Detection System is verified operative, c) LH Wing Fuel High Level Detection System is verified operative, d) Fuel Gauging Systems are operative, e) Normal X-TK transfers to group 3 are not used, f) Back-up X-TK 1-3 transfer system is verified operative, g) X-BP 1-2 crossfeed system is operative, h) X-BP 2-3 crossfeed system is operative, and i) Normal X-BP 1-3 crossfeed system is verified operative.  NOTE: This item does not include the RH wing inboard tank forward gauge on which the high level sensor is fitted.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>10.</b>	Fuel High Level Detection Systems (Cont'd)					
<b>3)</b>	RH Wing Fuel High Level Detection System (Cont'd)  (A/C with M1000)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Alternate refueling procedure is used,</li> <li>b) X-TK 1-3 and X-TK 2-3 are not used,</li> <li>c) FUEL BALANCE Function is not used,</li> <li>d) Fuel Gauging Systems are operative,</li> <li>e) X-BP Crossfeed Systems are verified operative,</li> <li>f) Center Fuel High Level Detection System is verified operative, and</li> <li>g) LH Wing Fuel High Level Detection System is verified operative.</li> </ol> NOTE 1: This item does not include the RH wing inboard tank forward gauge on which the high level sensor is fitted.  NOTE 2: In flight FQ 3 is balanced using X BP 1-3 and X-BP 2-3 functions.	 
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>11.</b>	Fuel Density Compensation					
<b>1)</b>	Left Fuel Density Compensation (A/C with M1401 and without M1000)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Center Fuel Density Compensation is operative,</li> <li>b) Fuel Flowmeters are operative,</li> <li>c) Fuel 1,000 lb Level Sensors are operative, and</li> <li>d) Additional margins on fuel quantity indications are considered.</li> </ol>	
<b>2)</b>	Center Fuel Density Compensation (A/C with M1401 and without M1000)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Left Fuel Density Compensation is operative,</li> <li>b) Fuel Flowmeters are operative,</li> <li>c) Fuel 1,000 lb Level Sensors are operative, and</li> <li>d) Additional margins on fuel quantity indications are considered.</li> </ol>	
<b>3)</b>	Left/Center Fuel Density compensation (A/C with M1000)	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or more may be inoperative provided at least one Fuel Characteristics Sensors is verified operative.	
<b>12.</b>	Fuel Characteristics Sensor (A/C with M1000)	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or more may be inoperative provided: <ol style="list-style-type: none"> <li>a) At least one Fuel Density Compensation is verified operative, and</li> <li>b) Gauging accuracy is verified.</li> </ol>	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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.</b>	Fuel Tank Pressurization System (A/C with M1000)					
<b>1)</b>	Pressure Sensor	<b>C</b>	<b>1</b>	<b>0</b>		
<b>2)</b>	Pressure Regulation System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided all Booster Pumps are operative.	
					NOTE: This item does not include overpressure and negative pressure protection function.	
<b>14.</b>	Defueling Manifold Defueling Valve (A/C with M1289 or with M1000)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) All X-TK Transfers are verified operative, b) Defueling valve is secured in closed position, and c) Disregard FUEL: X-TK .. FAIL CAS messages triggered when using X-TK function after 20 seconds.	
<b>15.</b> ***	Fuel Tank Sump Drain Valve (A/C with M1708)	<b>A</b>	-	-	(M) One or more may be inoperative leaking provided: a) Affected Fuel Tank Sump Drain Valve is in an authorized position in accordance with the MAINT 28-15 procedure, b) Affected Fuel Tank Sump Drain Valve is sealed with an approved cap, and c) Repairs are made before the next fuel tank sump draining operation.	
					NOTE: The fuel tank sump draining operation interval is provided by AMM 05-10-28 (Scheduled Maintenance – Aircraft Maintenance Operations – ATA View – Fuel), or Operator’s documentation.	

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	Hydraulic Filter Electrical Differential Pressure Indicators (DPI)					
1)	Case Drain Filter DPI	C	5	0	(M) One or more may be inoperative provided associated filter is verified free of contaminant.	
2)	Return or Pressure Filter DPI	C	6	0	(M) One or more may be inoperative provided associated filter is verified free of contaminant.	
2.	Hydraulic Pressure Transducers	C	3	0	(O) One or more may be inoperative provided associated hydraulic pressure switches are operative.	
3.	Hydraulic Pressure Switches	C	6	3	(O) One per hydraulic system may be failed in the open position provided: a) Associated hydraulic pumps are verified operative, and b) Hydraulic pressure transducers associated with the affected hydraulic systems are operative.	
4.	Hydraulic Quantity Transducers	C	3	1	(O) Hydraulic system #A and #C quantity transducers may be inoperative provided: a) Associated visual hydraulic quantity indicators (on hydraulic reservoir) are operative, b) Associated hydraulic reservoir quantity is verified adequate before each flight, and c) Associated hydraulic pressure switches are operative.	
5.	Visual Hydraulic Quantity Indicators (on hydraulic reservoirs)	C	3	0	One or more may be inoperative provided associated hydraulic quantity transducers are operative.	
6.	Reservoir Bleed/Relief Valves	C	3	0	(M) One or more may be inoperative provided it is verified to be in the closed position.	

REVISION NO. 12

PAGE NO. 30-1

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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>1.</b>	Multi-Function Probe (MFP) Heating Systems					
<b>1)</b>	Primary Heating Systems (A/C with M1350)	<b>B</b>	<b>4</b>	<b>3</b>	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) The inoperative MFP primary heating system and associated ADS are deactivated and secured,</li> <li>b) ADS associated with the non-heatable MFP is considered inoperative (refer to item 34-9),</li> <li>c) PF side is on the side-slip compensated ADS,</li> <li>d) Approach and landing minima are limited to CAT 1 operations,</li> <li>e) Enroute operations do not require its use, and</li> <li>f) Flight is not conducted into known or forecast icing conditions.</li> </ol>	
<b>2)</b>	Secondary Heating Systems	<b>C</b>	<b>4</b>	<b>3</b>	One may be inoperative.	

NOTE: In case of MFP #3 or MFP #4 primary heating system inoperative, air data parameters displayed on SFD are not side-slip compensated.

AIRCRAFT:  
 Falcon 7X/8X

**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>2.</b>	Wing Anti-Icing System					
<b>1)</b>	Wing Anti-Icing Control Valve	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Wing anti-icing control valve is secured in closed position, and b) Flight is not conducted into known or forecast icing conditions.	
<b>2)</b>	Skin Temperature Sensors	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or more may be inoperative provided: a) Wing anti-icing control valve is set to closed position, b) Wing anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.	
<b>3)</b>	Pressure Transducers	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or more may be inoperative provided: a) Wing anti-icing control valve is set to closed position, b) Wing anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.	
<b>3.</b>	S-Duct Anti-Icing System					
<b>1)</b>	S-Duct Anti-Icing Control Valve	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) S-duct anti-icing control valve is secured in closed position, and b) Flight is not conducted into known or forecast icing conditions.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>3.</b>	S-Duct Anti-Icing System (Cont'd)					
<b>2)</b>	Skin Temperature Sensors	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or more may be inoperative provided: a) S-duct anti-icing control valve is set to closed position, b) S-duct anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.	
<b>3)</b>	Pressure Transducers	<b>C</b>	<b>2</b>	<b>1</b>		
		<b>C</b>	<b>2</b>	<b>0</b>	(O) Both may be inoperative provided: a) S-duct anti-icing control valve is set to closed position, b) S-duct anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.	
<b>4.</b>	Engine Inlet Anti-Icing Systems				NOTE: Only one engine inlet anti-icing system may be affected by inoperative equipment at any one time.	
<b>1)</b>	Pressure Regulating Shut-Off Valves (PRSOV)	<b>C</b>	<b>3</b>	<b>2</b>	(O) One may be inoperative provided: a) Engine inlet PRSOV is verified in closed position before each departure, b) Associated pressure transducer is operative, and c) Flight is not conducted into known or forecast icing conditions.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>4.</b>	Engine Inlet Anti-Icing Systems (Cont'd)					
<b>2)</b>	Pressure Transducers	<b>C</b>	<b>3</b>	<b>2</b>	(O) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated engine inlet anti-icing PRSOV is set to closed position,</li> <li>b) Associated engine inlet anti-icing system is not used, and</li> <li>c) Flight is not conducted into known or forecast icing conditions.</li> </ol>	
<b>5.</b>	Rain Repellent System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided dry coat is verified to be efficient.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Operations are not conducted in known or forecast precipitation within the arrival and departure areas, and</li> <li>b) When low visibility conditions are known or forecast, approach, or takeoff minima do not require its use.</li> </ol>	
<b>6.</b>	Windshield De-Icing System					
<b>1)</b>	LH/RH Power Supply Modules	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: <ol style="list-style-type: none"> <li>a) BACK UP power supply module is verified operative,</li> <li>b) Related WINDSHIELD pushbutton is set to OFF, and</li> <li>c) Related WINDSHIELD BACKUP position is used.</li> </ol>	
<b>2)</b>	BACK UP Power Supply Module	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided LH and RH power supply modules are verified operative.	

REVISION NO. 12

PAGE NO. 30-5

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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
7.	Ice Detection System	C	2	0	One or more may be inoperative provided associated "A/I: ICE DETECTED .." amber CAS message is disregarded, if displayed.	
8.	Brake Heating System (A/C with M1000 or with M-OPT0011)	D	1	0	(M) May be inoperative provided brake heating control valve is secured in closed position.	
9.	TAT Probe Heating Systems	C	2	1	One may be inoperative provided associated TAT probe is considered inoperative (refer to item 31-6).	
10.	Ram Air Turbine (RAT) Generator Heater				Refer to ATA 24.	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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
1.	Combined Recorders (CVR/DFDR)					
1)	Flight Data Recorder (FDR) Systems					
a)	For a holder of an air carrier or commercial operator certificate	<b>C</b>	<b>2</b>	-	Any in excess of those required by 14 CFR may be inoperative.	
		<b>A</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) At least one Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful, c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	Combined Recorders (CVR/DFDR) (Cont'd)					
1)	Flight Data Recorder (FDR) Systems (Cont'd)					
b)	FDR Recording Parameters required by 14 CFR (FDR #1 or FDR #2)  (For a holder of an air carrier or commercial operator certificate)	<b>A</b>	-	-	Up to three recording parameters (including FDR #2 parameter #5A) may be inoperative provided: a) At least Cockpit Voice Recorder #2 (CVR #2) and RIPS operate normally, and b) Repairs are made within 20 consecutive calendar-days.	
		<b>A</b>	-	-	Up to three recording parameters (including FDR #2 parameter #5A) may be inoperative provided: a) At least one Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 10 consecutive calendar-days.	
c)	FDR Recording Parameters not required by 14 CFR (FDR #2)  (For a holder of an air carrier or commercial operator certificate)	<b>A</b>	-	-	Except for parameter #5A, may be inoperative provided: a) FDR #1 operates normally, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>1.</b>	Combined Recorders (CVR/DFDR) (Cont'd)					
<b>1)</b>	Flight Data Recorder (FDR) Systems (Cont'd)					
<b>d)</b>	For an operator other than a holder of an air carrier or commercial operator certificate	<b>C</b>	<b>2</b>	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
		<b>A</b>	<b>2</b>	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
<b>2)</b>	Cockpit Voice Recorder (CVR) Systems	<b>C</b>	<b>2</b>	-	Any in excess of those required by 14 CFR may be inoperative.	
		<b>A</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) FDR #1 operates normally, and b) Repairs are made within 3 flight-days.	
<b>a)</b>	For an operator other than a holder of an air carrier or commercial operator certificate	<b>C</b>	<b>2</b>	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
		<b>A</b>	<b>2</b>	-	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
<b>3)</b>	Independent Power Source (RIPS)	<b>C</b>	<b>1</b>	<b>0</b>		

AIRCRAFT:  
 Falcon 7X/8X

**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
2.	Enhanced Ground Proximity Warning System (EGPWS)				Refer to ATA 34.	
3.	Traffic Alert and Collision Avoidance System (TCAS)				Refer to ATA 34.	
4.	Emergency Locator Transmitter (ELT)					
1) ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2) ***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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>4.</b>	Emergency Locator Transmitter (ELT) (Cont'd)					
<b>3)</b> ***	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.	     
<b>4)</b> ***	ELT Indicator Light	<b>D</b>	-	<b>0</b>		 
<b>5)</b> ***	ELT Aural Alarm	<b>D</b>	-	<b>0</b>		 
<b>5.</b>	Clock Indications	<b>D</b>	<b>2</b>	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>6.</b>	Total Air Temperature (TAT) Probes	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Fuel temperature indication is operative, and b) Flight is not conducted into known or forecast icing conditions.	
<b>7.</b>	Display Units (DU)				Refer to ATA 34.	
<b>8.)</b> ***	Quick Access Recorder (QAR) (A/C with M-OPT0020)	<b>C</b>	<b>1</b>	<b>0</b>		

REVISION NO. 12

PAGE NO. 31-6

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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
9. ***	CABIN NOT READY Indication (A/C with M-OPT0785)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Cabin accommodation is verified in safety position before each departure and approach,</li> <li>b) Console table (for A/C with M OPT0649) is placarded "DO NOT USE",</li> <li>c) Pocket Sliding Door (for A/C with M-OPT0488) is considered inoperative (refer to item 25-21.1 for manual door or refer to item 25-21.2 for electrical actuation),</li> <li>d) Monitored Passenger Seats (for A/C with M-OPT0717) are considered inoperative (refer to item 25-3), and</li> <li>e) Any other optional feature that could trigger a CABIN NOT READY indication is placarded adequately to be set in the takeoff and landing position.</li> </ol>	

REVISION NO. 12

PAGE NO. 32-1

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	Brake Control Unit (BCU) Channels				DELETED Revision 6	
2.	TPMS/TPIS (Tire Pressure Monitoring/Indicating System)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided inflation pressure of the associated tire(s) is manually verified every 7 consecutive calendar-days.	
3.	Brake Temperature Monitoring System (BTMS)	<b>D</b>	<b>1</b>	<b>0</b>		
4.	Landing Gear and Steering Control Unit (LGSCU) Channels					
1)	Nose Wheel Steering (NWS) System Functions					
	(A/C with M1401 or with M1000)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) BCU Channels are operative, and b) Takeoff or landing on icy runways is not authorized.	
		<b>A</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative for four flights provided: a) "GEAR CH 1A" and "GEAR CH 1B" Circuit Breakers are pulled and collared, b) NWS function of LGSCU Channel #2 is verified operative, and c) LGSCU Channel #1 is considered inoperative (refer to item 32-4.2).	

(Continued)

AIRCRAFT:  
 Falcon 7X/8X

**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
<b>4.</b>	Landing Gear and Steering Control Unit (LGSCU) Channels (Cont'd)					
	<b>1)</b> Nose Wheel Steering (NWS) System Functions (Cont'd)	<b>A</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative for four flights provided: a) "GEAR CH 2A" and "GEAR CH 2B" Circuit Breakers are pulled and collared, b) NWS function of LGSCU Channel #1 is verified operative, and c) LGSCU Channel #2 is considered inoperative (refer to item 32-4.3).	
	(A/C without M1401)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) BCU Channels are operative, and b) Take-off or landing on icy runways is not authorized.	
<b>2)</b>	Landing Gear and Steering Control Unit (LGSCU) Channel #1	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative for four flights provided: a) "GEAR CH 1A" and "GEAR CH 1B" Circuit Breakers are pulled and collared, b) LGSCU channel #2 is operative, c) BCU channels are operative, d) Taxi Light is considered inoperative (refer to item 33-10), e) Takeoff or landing on icy runways is not authorized, and f) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed.	

(Continued)

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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
<b>4.</b>	Landing Gear and Steering Control Unit (LGSCU) Channels (Cont'd)					
<b>2)</b>	Landing Gear and Steering Control Unit (LGSCU) Channel #1 (Cont'd)					
<b>a)</b>	Main Landing Gear Down-Lock Proximity Switch - Channel #1	<b>A</b>	<b>2</b>	<b>0</b>	(M) One or more may be inoperative for four flights provided: a) "GEAR CH 1A" and "GEAR CH 1B" Circuit Breakers are pulled and collared, b) LGSCU Channel #2 is operative, and c) LGSCU Channel #1 is considered inoperative (refer to item 32-4.2).	
<b>3)</b>	Landing Gear and Steering Control Unit (LGSCU) Channel #2	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative for four flights provided: a) "GEAR CH 2A" and "GEAR CH 2B" Circuit Breakers are pulled and collared, b) LGSCU channel #1 is operative, c) BCU channels are operative, d) Takeoff or landing on icy runways is not authorized, and e) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed.	
<b>a)</b>	Main Landing Gear Down-Lock Proximity Switch - Channel #2	<b>A</b>	<b>2</b>	<b>0</b>	(M) One or more may be inoperative for four flights provided: a) "GEAR CH 2A" and "GEAR CH 2B" Circuit Breakers are pulled and collared, b) LGSCU Channel #1 is operative, and c) LGSCU Channel #2 is considered inoperative (refer to item 32-4.3).	

AIRCRAFT:  
 Falcon 7X/8X

**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
<b>5.</b>	Weight-On-Wheel (WOW) System					
<b>1)</b>	Nose Landing Gear WOW #1	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for 4 flights provided: <ol style="list-style-type: none"> <li>a) All other WOW proximity switches are operative,</li> <li>b) Weather radar is set AUTO at line-up, and it is set to OFF at landing,</li> <li>c) APU is verified shutdown before takeoff,</li> <li>d) Airbrakes are manually extended at touchdown,</li> <li>e) Appropriate landing distance increment is applied, and</li> <li>f) Electrical loads on synoptic are closely monitored on ground.</li> </ol>	
<b>2)</b>	Nose Landing Gear WOW #2	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for one flight provided: <ol style="list-style-type: none"> <li>a) All other WOW proximity switches are operative,</li> <li>b) Ram Air Turbine (RAT) Generator Heater is considered inoperative (refer to item 24-2),</li> <li>c) Airbrakes are manually extended at touchdown,</li> <li>d) Appropriate landing distance increment is applied, and</li> <li>e) Electrical loads on synoptic are closely monitored on ground.</li> </ol>	
<b>3)</b>	Nose Landing Gear WOW #3				RESERVED	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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
<b>5.</b>	Weight-On-Wheel (WOW) System (Cont'd)					
<b>4)</b>	LH Main Landing Gear WOW #1	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for one flight provided: <ol style="list-style-type: none"> <li>a) All other WOW proximity switches are operative,</li> <li>b) Ram Air Turbine (RAT) Generator Heater is considered inoperative (refer to item 24-2),</li> <li>c) Airbrakes are manually extended at touchdown,</li> <li>d) Appropriate landing distance increment is applied, and</li> <li>e) Electrical loads on synoptic are closely monitored on ground.</li> </ol>	
<b>5)</b>	LH Main Landing Gear WOW #2	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for 4 flights provided: <ol style="list-style-type: none"> <li>a) All other WOW proximity switches are operative,</li> <li>b) Airbrakes are manually extended at touchdown,</li> <li>c) Appropriate landing distance increment is applied,</li> <li>d) Electrical loads on synoptic are closely monitored on ground, and</li> <li>e) On ground, baggage compartment temperature is controlled.</li> </ol>	

(Continued)

AIRCRAFT:  
 Falcon 7X/8X

**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
<b>5.</b>	Weight-On-Wheel (WOW) System (Cont'd)					
<b>6)</b>	LH Main Landing Gear WOW #3	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for 4 flights provided: <ol style="list-style-type: none"> <li>a) All other WOW proximity switches are operative,</li> <li>b) Weather radar is set AUTO at line-up, and it is set to OFF at landing,</li> <li>c) APU is verified shutdown before takeoff,</li> <li>d) Thrust reverser system is considered inoperative (refer to item 78-1),</li> <li>e) Airbrakes are manually extended at touchdown,</li> <li>f) Appropriate landing distance increment is applied,</li> <li>g) Electrical loads on synoptic are closely monitored on ground, and</li> <li>h) On ground, baggage compartment temperature is controlled.</li> </ol>	
<b>7)</b>	RH Main Landing Gear WOW #1	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for 4 flights provided: <ol style="list-style-type: none"> <li>a) All other WOW proximity switches are operative,</li> <li>b) Thrust reverser system is considered inoperative (refer to item 78-1),</li> <li>c) Airbrakes are manually extended at touchdown,</li> <li>d) Appropriate landing distance increment is applied, and</li> <li>e) Electrical loads on synoptic are closely monitored on ground.</li> </ol>	

(Continued)

REVISION NO. 12

PAGE NO. 32-7

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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
<b>5.</b>	Weight-On-Wheel (WOW) System (Cont'd)					
<b>8)</b>	RH Main Landing Gear WOW #2	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for 4 flights provided: <ol style="list-style-type: none"> <li>a) All other WOW proximity switches are operative,</li> <li>b) Gravity refueling is performed,</li> <li>c) X-TK 1-2 and X-TK 2-3 transfer systems are operative,</li> <li>d) Procedures are established and used to warn personnel on ground that the water drain masts might be hot,</li> <li>e) Airbrakes are manually extended at touchdown,</li> <li>f) Appropriate landing distance increment is applied, and</li> <li>g) Electrical loads on synoptic are closely monitored on ground.</li> </ol>	
<b>9)</b>	RH Main Landing Gear WOW #3				RESERVED	

AIRCRAFT:  
 Falcon 7X/8X

**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
6.	Landing Gear Retraction System					
1)	Landing Gear Handle (A/C without M1000 or (with M1000 and with M1749))	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be jammed in Landing Gear down position for 3 flights or 2 consecutive calendar-days, whichever occurs first, provided: <ul style="list-style-type: none"> <li>a) Autothrottle function (AT) is considered inoperative (refer to item 22-6),</li> <li>b) EGPWS is considered inoperative (refer to item 34-14.1),</li> <li>c) Limitations, Procedures and Performances are applied,</li> <li>d) There is no Engine CAS or Fault message,</li> <li>e) Landing gears are down and locked,</li> <li>f) Main landing gear doors are closed, and</li> <li>g) L/G control lever is placarded in down position by a "DO NOT ACTUATE" red placard.</li> </ul>	     
					NOTE: May be cumulated with the Nose Wheel Steering System Item.	
					(Continued)	

AIRCRAFT:  
 Falcon 7X/8X

**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
6.	Landing Gear Retraction System (Cont'd)					
2)	Landing Gear Uplock System (A/C without M1000, or with M1000 and with M1749)	A	1	0	(O) May be inoperative for 3 flights or 2 consecutive calendar-days, whichever occurs first, provided: <ul style="list-style-type: none"> <li>a) Autothrottle function (AT) is considered inoperative (refer to item 22-6),</li> <li>b) EGPWS is considered inoperative (refer to item 34-14.1),</li> <li>c) Limitations, Procedures and Performances are applied,</li> <li>d) There is no Engine CAS or Fault message,</li> <li>e) Landing gears are down and locked,</li> <li>f) Main landing gear doors are closed, and</li> <li>g) L/G control lever is placarded in down position by a "DO NOT ACTUATE" red placard.</li> </ul> NOTE: May be cumulated with the Nose Wheel Steering System Item.	     
7.	Park Brake Accumulator Indication	C	1	0	(M) May be inoperative provided park brake accumulator pressure is verified before each departure.	
8. ***	Hard Landing Detector (A/C with M-OPT0613)	D	1	0	(O) May be inoperative or missing.	

REVISION NO. 12

PAGE NO. 32-10

DATE: 09/17/2019

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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
<b>9.</b>	WST (Wheel Speed Transducer) Channel	<b>C</b>	<b>8</b>	<b>7</b>	(O) One may be inoperative provided: a) BCU Channels are operative, and b) AFM abnormal procedure BRAKE: ANTISKID FAIL limitations are observed.  NOTE: Landing on Contaminated Runways is not authorized.	       
<b>10.</b>	PPT (Pedal Position Transducer) Channel to BCU Channel	<b>C</b>	<b>8</b>	<b>7</b>	(O) One may be inoperative provided: a) BCU Channels are operative, b) Non-affected side (pilot or copilot) prepares to brake at landing and in case of RTO, and c) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed.	       

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	Cockpit Lighting	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Not required for an emergency procedure, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Position so that direct rays are shielded from flight crewmember's eyes, and d) Lighting configuration and intensity is acceptable to the flightcrew.  NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
2.	Cabin Lighting		-	-	Considered as Non-Essential Equipment and Furnishings. Refer to ATA 25.	
3.	Baggage Compartment Lighting	C	2	1	One may be inoperative.	
		C	2	0	Both may be inoperative provided: a) Sufficient natural or alternate lighting is available to perform the required duty on ground, and b) A flashlight is available for flight operations.	
		C	2	0	Both may be inoperative provided baggage compartment is empty.	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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
4.	Compartment Lighting	<b>D</b>	-	<b>0</b>	One or more may be inoperative provided sufficient natural lighting is available to perform the required duty.	
		<b>D</b>	-	<b>0</b>	One or more may be inoperative provided an alternate lighting is used.	
					NOTE: Compartment lighting includes nose cone light, rear compartment lighting, refueling panel lighting, and water filling compartment lighting.	
5.	Cabin Signs (FASTEN SEAT BELT, NO SMOKING, and RETURN TO SEAT)	<b>C</b>	-	-	(M)(O) No passenger seat, crewmember seat, or lavatory may be occupied from which a FASTEN SEAT BELT/NO SMOKING sign is not readily legible.	
		<b>C</b>	-	-	(M)(O) FASTEN SEAT BELT/NO SMOKING signs may be inoperative and the affected passenger seat(s), cabin crew seat(s), or lavatories may be occupied provided: <ul style="list-style-type: none"> <li>a) The Public Address (PA) system is operative and can be clearly heard throughout the cabin during the flight, and</li> <li>b) A procedure is used to notify passengers when the seat belts must be fastened, smoking is prohibited, and passengers should return to cabin from the lavatory.</li> </ul>	
		<b>C</b>	-	-	May be inoperative provided passengers are not carried.	

AIRCRAFT:  
 Falcon 7X/8X

**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
6.	Wing Ice Detection Lights	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative for night operations provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require its use.	
7.	Navigation Lights	<b>C</b>	<b>3</b>	<b>0</b>	One or more may be inoperative for operations from sunrise to sunset.	
8.	Anti-Collision Lights					
1)	Red Anti-Collision Lights	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided all White Strobe Lights are operative.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative for other than night operations provided all White Strobe Lights are operative.  NOTE: Alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.	
2)	White Strobe Lights	<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative provided all red anti-collision lights are operative.	
9.	Landing Lights	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative for other than night operations.	
1)	Pulse Function	<b>C</b>	<b>1</b>	<b>0</b>		
10.	Taxi Light	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided landing lights are operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for other than night operations.	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------	--

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
11.	Logo Lights	D	-	0		
12.	Ground Utility Lighting (LH and RH pylon lights)	D	2	0	One or more may be inoperative provided sufficient natural lighting is available to perform the required duty.	
		D	2	0	One or more may be inoperative provided an alternate lighting is used.	
13.	Cabin Emergency Lighting					
1)	Path Lighting	B	-	-	One light may be inoperative.  NOTE: This item does not include strip.	
14.	Exterior Emergency Lighting Systems	C	2	0	One or more may be inoperative for other than night operations.	
15.	EPS (Emergency Power Supply)	A	3	2	EPS #1 may be inoperative provided: a) No passengers are carried, b) Emergency Path Lighting is operative, c) Exterior Emergency Lighting Systems are operative, and d) Repairs are made within 2 flights.  NOTE: One emergency cockpit Dome Light, one emergency PAX door spotlight, and PAX door EXIT signs are inoperative.	

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	Display Units (DU)	<b>B</b>	<b>4</b>	<b>3</b>	Lower display unit may be inoperative provided: <ol style="list-style-type: none"> <li>a) Inoperative DU is switched OFF,</li> <li>b) AGM #1, AGM #2, and AGM #4 are operative,</li> <li>c) Use of Jeppesen Electronic Terminal Charts is not authorized (for A/C without M-OPT0640), and</li> <li>d) Video system is considered inoperative (refer to item 34-23).</li> </ol> NOTE: Pilots should review the "loss of second DU" procedure prior to takeoff.	
2.	Advanced Graphics Modules (AGM)	<b>C</b>	<b>4</b>	<b>3</b>	AGM #1, AGM #2, or AGM #4 may be inoperative provided: <ol style="list-style-type: none"> <li>a) All Display Units (DU) are operative,</li> <li>b) Associated DU knob on the reversion panel is set to REV,</li> <li>c) Use of Jeppesen Electronic Terminal Charts is not authorized (for A/C without M-OPT0640), and</li> <li>d) Video system is considered inoperative (refer to item 34-23).</li> </ol> NOTE: A red crossed DU must not be switched OFF.	

(Continued)

REVISION NO. 12

PAGE NO. 34-2

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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
2.	Advanced Graphics Modules (AGM) (Cont'd)	<b>C</b>	<b>4</b>	<b>3</b>	AGM #3 may be inoperative provided: <ol style="list-style-type: none"> <li>a) Left-hand, right-hand, and upper Display Units (DU) are operative (no black DU authorized except lower DU),</li> <li>b) Lower DU knob on the reversion panel is set to REV,</li> <li>c) Use of Jeppesen Electronic Terminal Charts is not authorized (for A/C without M-OPT0640), and</li> <li>d) Video system is considered inoperative (refer to item 34-23).</li> </ol> <p>NOTE: A red crossed DU must not be switched OFF.</p>	 

AIRCRAFT:  
 Falcon 7X/8X

**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>3.</b>	Modular Avionics Unit (MAU) Channels					
<b>1)</b>	MAU #1B	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) FD #2 is considered inoperative (refer to item 22-2),</li> <li>b) AGM #3 is considered inoperative (refer to item 34-2),</li> <li>c) EGPWS #1 and RAAS is considered inoperative (refer to item 34-14.1 and 34-14.4),</li> <li>d) FMS #3 is considered inoperative (refer to item 34-12),</li> <li>e) HUD is considered inoperative (refer to item 34-16),</li> <li>f) CPDLC/ATN B1 function is considered inoperative (refer to item 23-13.1),</li> <li>g) The other MAU Channels are operative,</li> <li>h) Three IRS are operative,</li> <li>i) Four ADS are operative,</li> <li>j) AHRS channel #1 is verified operative,</li> <li>k) AHRS channel #2 is verified operative,</li> <li>l) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed,</li> <li>m) AFM abnormal procedure IRS2: ADS INPUT FAULT is applied before each takeoff,</li> <li>n) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed, and</li> <li>o) Repairs are made within 2 flight-days.</li> </ol>	
					NOTE: SVS is not available.	
					(Continued)	

AIRCRAFT:  
 Falcon 7X/8X

**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>3.</b>	Modular Avionics Unit (MAU) Channels (Cont'd)					
<b>2)</b>	MAU #2B	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) FD #1 is considered inoperative (refer to item 22-2),</li> <li>b) Autothrottle function is considered inoperative (refer to item 22-6),</li> <li>c) AGM #2 is considered inoperative (refer to item 34-2),</li> <li>d) HUD is considered inoperative (refer to item 34-16),</li> <li>e) CPDLC/ATN B1 function is considered inoperative (refer to item 23-13.1),</li> <li>f) The other MAU Channels are operative,</li> <li>g) Three IRS are operative,</li> <li>h) Four ADS are operative,</li> <li>i) AHRS channel #1 is verified operative,</li> <li>j) AHRS channel #2 is verified operative,</li> <li>k) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed,</li> <li>l) AFM abnormal procedure IRS1: ADS INPUT FAULT is applied before each takeoff,</li> <li>m) Approach and landing minima are limited to CAT 1 operations, and</li> <li>n) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed.</li> </ol>	

REVISION NO. 12

PAGE NO. 34-5

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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
4.	Cursor Control Device (CCD) Channels	B	4	3	(M)(O) One channel may be inoperative provided: a) Only Pilot Non-Flying (PNF) CCD is affected, b) Associated MKB is operative, c) Approaches do not require its use, and d) Remaining CCD Channels are verified operative.	
5.	Multi-Function Keyboards (MKB)	B	2	1	(O) One may be inoperative provided channels of the associated CCD are operative.  NOTE: For CPDLC use, PNF MKB must be operative.	
6.	Secondary Flight Display (SFD)				NOTE: SFD should be checked with engine #1 running.	
1)	ILS Data	C	1	0		
2)	Magnetic Heading	A	1	0	May be inoperative provided: a) Flight is conducted in VMC and other than night conditions, and b) Repairs are made within 3 consecutive calendar-days.	

AIRCRAFT:  
 Falcon 7X/8X

**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
7.	Inertial Reference Systems (IRS)  (A/C without M1254)	<b>A</b>	<b>3</b>	<b>2</b>	(O) One may be inoperative provided: a) AHRS channel #1 is verified operative, b) AHRS channel #2 is verified operative, c) Four ADS are operative, d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, e) Hold time is respected prior to takeoff, f) AFM abnormal procedure IRS .. FAIL is applied before each departure, and g) Repairs are made within three flights.	
	(A/C with M1254)	<b>A</b>	<b>3</b>	<b>2</b>	(O) One may be inoperative provided: a) If IRS #1 is inoperative, TCAS is considered inoperative (refer to item 34-13), b) AHRS channel #1 is verified operative, c) AHRS channel #2 is verified operative, d) Four ADS are operative, e) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, f) Hold time is respected prior to takeoff, g) AFM abnormal procedure IRS .. FAIL is applied before each departure, and h) Repairs are made within three flights.	

REVISION NO. 12

PAGE NO. 34-7

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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>8.</b>	Attitude and Heading Reference System (AHRS) Channels	<b>B</b>	<b>2</b>	<b>1</b>	(O) AHRS channel #1 may be inoperative provided: <ol style="list-style-type: none"> <li>a) AHRS channel #2 is verified operative,</li> <li>b) Three IRS are operative,</li> <li>c) ADS #1, ADS #2, and ADS #4 are operative, and</li> <li>d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.</li> </ol>	
		<b>B</b>	<b>2</b>	<b>1</b>	(O) AHRS channel #2 may be inoperative provided: <ol style="list-style-type: none"> <li>a) AHRS channel #1 is verified operative,</li> <li>b) Three IRS are operative,</li> <li>c) ADS #1, ADS #2, and ADS #3 are operative, and</li> <li>d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed.</li> </ol>	

AIRCRAFT:  
 Falcon 7X/8X

**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>9.</b>	Air Data Systems (ADS)	<b>B</b>	<b>4</b>	<b>3</b>	(O) ADS #1 or ADS #2 may be inoperative provided: <ol style="list-style-type: none"> <li>a) AHRS channel #1 is verified operative,</li> <li>b) AHRS channel #2 is verified operative,</li> <li>c) Three IRS are operative,</li> <li>d) Appropriate operative ADS and associated IRS are selected,</li> <li>e) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and</li> <li>f) Crosswind at takeoff or landing is limited to 15 knots.</li> </ol>				
					<b>B</b>	<b>4</b>	<b>3</b>	(O) ADS #3 may be inoperative provided: <ol style="list-style-type: none"> <li>a) AHRS channel #2 is verified operative,</li> <li>b) Three IRS are operative,</li> <li>c) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and</li> <li>d) Crosswind at takeoff or landing is limited to 15 knots.</li> </ol>	
					<b>B</b>	<b>4</b>	<b>3</b>	(M)(O) ADS #4 may be inoperative provided: <ol style="list-style-type: none"> <li>a) AHRS channel #1 is verified operative,</li> <li>b) Three IRS are operative,</li> <li>c) "ADS 4" Circuit Breaker is pulled and collared,</li> <li>d) FCS test is performed before each departure, and no amber "FCS: TEST FAIL" CAS message is displayed, and</li> <li>e) Crosswind at takeoff or landing is limited to 15 knots.</li> </ol>	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>10.</b>	Radio-Altimeters (RA) (A/C with M1094)	<b>B</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) The affected RA is deactivated and secured, and b) Approach and landing minima are not predicated on its use.	
<b>11.</b>	Modular Radio Cabinets (MRC)					
<b>1)</b>	VIDL-G Modules				NOTE: VIDL-G modules host VOR/ILS Data Link and GPS functions.	
<b>a)</b>	VOR/ILS Data Link Functions	<b>D</b>	<b>2</b>	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>b)</b>	GPS Functions	<b>C</b>	<b>2</b>	-	(O) May be inoperative provided operations do not require its use.	
					NOTE: ADS-B OUT function (A/C with M-OPT0637) is not used when both GPS are inoperative.	
<b>c)</b>	Marker Beacon	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided approach procedures do not require its use.	
<b>2)</b>	COM Modules (VHF)				Refer to ATA 23.	
<b>3)</b>	XPDR Modules				Refer to ATA 34 - ATC Transponder.	
<b>4)</b>	ADF Modules	<b>B</b>	<b>2</b>	<b>0</b>	One or more may be inoperative provided: a) Alternate approved navigational equipment is operative, and b) The ADF are not required for the planned routes to be flown.	
		<b>D</b>	<b>2</b>	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>5)</b>	DME Modules	<b>D</b>	<b>2</b>	-	Any in excess of those required by 14 CFR may be inoperative.	

AIRCRAFT:  
 Falcon 7X/8X

**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>12.</b>	Flight Management Systems (FMS)	<b>D</b>	<b>3</b>	<b>2</b>	One may be inoperative.	
<b>1)</b>	Take Off and Landing Data (TOLD)	<b>D</b>	<b>3</b>	<b>0</b>	One or more may be inoperative.	
<b>13.</b>	Traffic Alert and Collision Avoidance System (TCAS)					
<b>1)</b>	TCAS I	<b>B</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
	(A/C with M1254 or with M1705)	<b>C</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
<b>2)</b>	TCAS II	<b>B</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
	(A/C with M1254 or with M1705)	<b>C</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
(Continued)						

AIRCRAFT:  
 Falcon 7X/8X

**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.</b>	Traffic Alert and Collision Avoidance System (TCAS) (Cont'd)					
<b>2)</b>	TCAS II (Cont'd)					
<b>a) ***</b>	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot's side provided: <ol style="list-style-type: none"> <li>a) TA and RA visual display is operative on the flying pilot's side, and</li> <li>b) TA and RA audio function is operative on the flying pilot's side.</li> </ol>	
<b>b)</b>	RA Display System(s)	<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: <ol style="list-style-type: none"> <li>a) All 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> </ol>	
<b>c)</b>	TA Display System(s)	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) RA visual display and audio functions are operative, and</li> <li>b) Enroute or approach procedures do not require its use.</li> </ol>	
<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 use of TCAS.	
<b>e) ***</b>	Airspace Selection Function	<b>C</b>	<b>-</b>	<b>0</b>		

AIRCRAFT:  
 Falcon 7X/8X

**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>14.</b>	Enhanced Ground Proximity Warning System (EGPWS)					
<b>1)</b>	Class A TAWS Equipment Required					
<b>a)</b>	GPWS					
	(A/C without M1254 and without M1705)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Approaches are limited to ILS, LPV, or Visual approaches, and c) Repairs are made within 2 flight-days.	
	(A/C with M1254 or with M1705)	<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>i)</b>	Modes 1 Thru 4	<b>A</b>	<b>4</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
<b>ii)</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>iii)</b>	Glideslope Deviation(s) (Mode 5)	<b>C</b>	<b>-</b>	<b>1</b>		
		<b>B</b>	<b>-</b>	<b>0</b>		
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>14.</b>	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					
<b>1)</b>	Class A TAWS Equipment Required (Cont'd)					
<b>a)</b>	GPWS (Cont'd)					
<b>iv)</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 not required by 14 CFR, and b) Alternate procedures are established and used.	
<b>v)</b> ***	Windshear Mode (Reactive)	<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 System (Predictive) operates normally.	
<b>b)</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.	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>14.</b>	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					
<b>1)</b>	Class A TAWS Equipment Required (Cont'd)					
<b>c)</b>	Terrain Displays	<b>C</b>	-	<b>1</b>		
		<b>B</b>	-	<b>0</b>		
<b>d) ***</b>	Runway Awareness & Advisory System (RAAS)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>2)</b>	Class B TAWS Equipment Required					
<b>a)</b>	GPWS					
	(A/C without M1254 and without M1705)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Approaches are limited to ILS, LPV or Visual approaches, and c) Repairs are made within 2 flight-days.	
	(A/C with M1254 or with M1705)	<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.	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>14.</b>	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					
<b>2)</b>	Class B TAWS Equipment Required (Cont'd)					
<b>a)</b>	GPWS (Cont'd)					
<b>i)</b>	Modes 1 & 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>ii)</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>iii)</b> ***	Modes 2, 4, & 5	<b>C</b>	<b>3</b>	<b>0</b>		
<b>iv)</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 not required by 14 CFR, and b) Alternate procedures are established and used.	
<b>v)</b> ***	Windshear Mode (Reactive)	<b>C</b>	<b>1</b>	-	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

REVISION NO. 12

PAGE NO. 34-16

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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>14.</b>	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					
<b>2)</b>	Class B TAWS Equipment Required (Cont'd)					
<b>b)</b>	Terrain System - Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	<b>B</b>	<b>1</b>	<b>0</b>		
<b>c)</b> ***	Terrain Displays	<b>C</b>	-	<b>0</b>		
<b>d)</b> ***	Runway Awareness & Advisory System (RAAS)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>3)</b>	Class C TAWS Equipment					
***	TAWS/GPWS	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any mode that operates normally may be used.	
<b>15.</b>	Weather Radar	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided it is not required by 14 CFR.	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>16.</b> ***	Head-Up Display (HUD) (A/C with M-OPT0002 or M-OPT0730)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Approach and landing minima are not predicated on its use, and b) The combiner is stowed.	
	<b>1)</b>  SVS (Synthetic Vision System) on HUD & MDU  (A/C with M OPT0730 and without M-OPT0735)	<b>D</b>	<b>2</b>	<b>0</b>	(O) One or more may be inoperative provided affected SVS image is not displayed.  NOTE: SVS in HUD/MDU is independent from SVS in PDU. If SVS is neither available in PDU, it could be a GPS reception issue.	
	          (A/C with M-OPT0735)	<b>D</b>	<b>2</b>	<b>0</b>	(O) One or more may be inoperative provided: a) Affected SVS image is not displayed, and b) Approaches with EVS operational credit are not conducted.  NOTE: SVS in HUD/MDU is independent from SVS in PDU. If SVS is neither available in PDU, it could be a GPS reception issue.	
	<b>2)</b>  HUD BRIGHT Switch  (A/C with M-OPT0730 and without M-OPT0734)  (A/C with M-OPT0734)  (A/C with M-OPT0730 and without M-OPT0735)	<b>D</b>	<b>1</b>	<b>0</b>	MAN position may be inoperative provided HUD is considered inoperative (refer to item 34 16).  MAN position may be inoperative provided the AUTO position and setting are used.  AUTO position may be inoperative provided MAN position and setting are used.	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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
16. ***	Head-Up Display (HUD) (A/C with M-OPT0002 or M-OPT0730) (Cont'd)					
2)	HUD BRIGHT Switch (Cont'd)					
		<b>D</b>	<b>1</b>	<b>0</b>	AUTO position may be inoperative provided MAN position and setting are used.	
	(A/C with M-OPT0735)	<b>D</b>	<b>1</b>	<b>0</b>	(O) AUTO position may be inoperative provided: a) MAN position and setting are used, and b) Approaches with EVS operational credit are not conducted.	
17.	Checklist Controllers (CLC)	<b>C</b>	<b>2</b>	<b>0</b>	One or more may be inoperative.	
18.	Electronic Checklists (ECL)	<b>D</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
		<b>C</b>	<b>2</b>	<b>0</b>	(O) Both may be inoperative provided alternate procedures are established and used.	
19.	Database Modules				DELETED Revision 7.	
20.	MAU Fans	<b>A</b>	<b>6</b>	<b>5</b>	One may be inoperative provided repairs are made within 2 consecutive calendar-days.	
21. ***	Lightning Sensor System (A/C with M-OPT0005)	<b>D</b>	<b>1</b>	<b>0</b>		
22. ***	Jeppesen Electronic Terminal Charts (A/C with M-OPT0022)	<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 operational procedures do not require its use.	



AIRCRAFT:  
 Falcon 7X/8X

**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
26.	Total Air Temperature (TAT) Probes				Refer to ATA 31.	
27. ***	EFVS (Enhanced Flight Vision System)					
1)	EFVS (Enhanced Vision System)					
	(A/C with M-OPT0017)	D	1	0	(M)(O) May be inoperative provided: a) The EVS System is not used, b) The EVS System is deactivated and secured, and c) Approaches with EVS operational credit are not conducted.	
	(A/C with M-OPT0731 and without M-OPT0735)	D	1	0	(M) May be inoperative provided "HUD CAMERA" Circuit Breaker is pulled and collared.  NOTE: This item includes IRW heating and associated controls.	
	(A/C with M-OPT0731 and without M-OPT0735)	D	1	0	(M) May be inoperative provided: a) Camera is removed and replaced with an approved blanking plate, and b) "HUD CAMERA" Circuit Breaker is pulled and collared.  NOTE 1: For SVS item, refer to item 34-16.1.  NOTE 2: This item includes IRW heating and associated controls (except otherwise specified in the MMEL).	
	(A/C with M-OPT0731 and without M-OPT0735)	D	1	0	(M) May be inoperative provided: a) Camera is removed and replaced with an approved blanking plate, and b) "HUD CAMERA" Circuit Breaker is pulled and collared.  NOTE: This item includes IRW heating and associated controls (except otherwise specified in the MMEL).	

(Continued)

AIRCRAFT:  
 Falcon 7X/8X

**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
27. ***	EFVS (Enhanced Flight Vision System) (Cont'd)	<b>D</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Approaches with EVS operational credit are not conducted, and b) "HUD CAMERA" C/B is pulled and collared.	
	(A/C with M-OPT0735)					
	(A/C with M-OPT0735)	<b>D</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Approaches with EVS operational credit are not conducted, b) Camera is removed and replaced with an approved blanking plate, and c) "HUD CAMERA" C/B is pulled and collared.	
					NOTE 1: For SVS item, refer to item 34-16.1.	
					NOTE 2: This item includes IRW heating and associated controls (except otherwise specified in the MMEL).	
2)	MDU EVS Video System (A/C with M-OPT0017)	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided approaches with EVS operational credit are not conducted.	
3)	CVS (Combined Vision System) on HUD & MDU  (A/C with M-OPT0731 and without M-OPT0735)	<b>D</b>	<b>2</b>	<b>0</b>	(O) One or more may be inoperative provided affected CVS image is not displayed.	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>27.</b> ***	EFVS (Enhanced Flight Vision System) (Cont'd)					
<b>3)</b>	CVS (Combined Vision System) on HUD & MDU (Cont'd)  (A/C with M-OPT0735)	<b>D</b>	<b>2</b>	<b>0</b>	(O) One or more may be inoperative provided: a) Affected CVS image is not displayed, and b) Approaches with EVS operational credit are not conducted.	       
<b>4)</b>	XVS BRT/SBY Switch (on sidestick)  (A/C with M-OPT0731 and without M-OPT0735)  (A/C with M-OPT0735)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided SVS/EVS image brightness is set to minimum.  (O) May be inoperative provided: a) SVS/EVS image brightness is set to minimum, and b) Approaches with EVS operational credit are not conducted.	       

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>28.</b>	Aircraft Configuration Database (ACDB) / Aero Engine Database (AEDB)					
	(A/C without M1254)	<b>D</b>	<b>3</b>	<b>2</b>	(O) One may be corrupted provided: a) Affected FMS is set to Single mode, b) Other FMS are operative, c) Other FMS are set to Synchronous mode, d) Affected FMS is not selected on Flying Pilot's side, and e) SmartPerf Learning function is set to OFF.	
	(A/C with M1254)	<b>D</b>	<b>3</b>	<b>2</b>	(O) One may be corrupted provided: a) Affected FMS is set to Independent mode, b) Other FMS are operative, c) Other FMS are set to Synchronous mode, and d) Affected FMS is not selected on Flying Pilot's side.	
<b>29.</b>	ATC Transponder and Automatic Altitude Reporting System	<b>B</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	   
		<b>D</b>	<b>2</b>	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
<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 heavy maintenance visit.	

(Continued)

REVISION NO. 12

PAGE NO. 34-24

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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>29.</b>	ATC Transponder and Automatic Altitude Reporting System (Cont'd)					
<b>2)</b>	Automatic Dependent Surveillance-Broadcast Out (ADS-B OUT) Function (A/C with M-OPT0637)				Moved to item 34-32 - Revision 12.	
<b>30.</b>	Aircraft Personality Module (APM)	<b>C</b>	<b>4</b>	<b>3</b>	One may be inoperative provided "AVC: APM MISCOMPARE" amber CAS message is not displayed with park brake set after power-up.	
<b>31.</b> ***	SVS (Synthetic Vision System) on PDU (A/C with M-OPT0638)	<b>D</b>	<b>2</b>	<b>0</b>	One or more may be inoperative provided: a) Affected SV function is deselected, and b) NAV: AGM.. DB OLD Fault Message is not displayed.	

AIRCRAFT:  
 Falcon 7X/8X

**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>32</b> ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (A/C with M-OPT0637)	<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.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
<b>1)</b>	ADS-B Out Extended Squitter Transmissions	<b>C</b>	-	<b>1</b>	One must be operative as required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
		<b>C</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.	
					NOTE: Any ADS-B function that operates normally may be used.	
		<b>C</b>	-	<b>1</b>	One must be operative as required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	Crew Oxygen System (A/C without M1435)					
1)	Normal Mode	C	1	0	(O) May be inoperative provided sufficient oxygen quantity for the flight is computed based on 100% oxygen supply.	
2.	Passenger Oxygen System					
1)	Normal Mode	C	1	0	May be inoperative provided the flight is conducted below FL 150.	
		C	1	0	May be inoperative provided the flight is conducted without any passengers on board.	
2)	Override Mode	C	1	0	May be inoperative provided the flight is conducted without any passengers on board.	
3)	Drop-Out Boxes	B	-	-	One or more may be inoperative provided: <ol style="list-style-type: none"> <li>a) Affected seats are blocked and placarded to prevent occupancy, and</li> <li>b) Drop-out boxes are operative for all operative passenger seats and toilet compartments.</li> </ol>	
4)	First Aid Mode	C	1	0	May be inoperative provided required portable oxygen bottles are operative.	
3.	Third Crew Member Oxygen System	D	1	0	May be inoperative provided the associated seat is not occupied.	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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
4.	Portable Protective Breathing Equipment (PBE)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained.  NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
5.	Portable Oxygen Bottles	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
6.	Oxygen Indications (in ECS synoptic)	<b>C</b>	<b>2</b>	<b>0</b>	(O) Either or both VOL or QTY indications may be inoperative provided oxygen refilling pressure gauge is used for oxygen quantity computation.	

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	Engine Bleed Air Systems (BAS)	<b>A</b>	<b>3</b>	<b>2</b>	(M)(O) One may be inoperative for one flight provided: <ol style="list-style-type: none"> <li>a) Associated engine BLEED pushbutton is set to OFF position,</li> <li>b) Associated HP bleed valve, MP bleed valve and precooler cold air valve are verified and secured in closed position,</li> <li>c) If inoperative engine #1 BAS, XBLEED 1-2 pushbutton is set to ON position,</li> <li>d) If inoperative engine #3 BAS, XBLEED 2-3 pushbutton is set to ON position, and</li> <li>e) Flight is not conducted into known or forecast icing conditions.</li> </ol>	
2.	Precooler System	<b>A</b>	<b>3</b>	<b>2</b>	(M) One may be inoperative for one flight provided: <ol style="list-style-type: none"> <li>a) Associated engine BLEED pushbutton is set to OFF,</li> <li>b) Associated precooler cold air valve is verified and secured in closed position, and</li> <li>c) Associated Engine BAS is not used (refer to item 36-1).</li> </ol> <p>NOTE: Only one Engine Bleed Air System may be affected by inoperative equipment.</p>	
1)	Cold Air Shut Off Valve (CASOV) (A/C without M1000)	<b>A</b>	<b>3</b>	<b>2</b>	(O) One may be inoperative for one flight provided: <ol style="list-style-type: none"> <li>a) Associated engine BLEED pushbutton is set to OFF,</li> <li>b) Limitations and Performance are applied, and</li> <li>c) Associated engine BAS is not used (refer to item 36-1).</li> </ol> <p>NOTE: Only one Engine Bleed Air System may be affected by inoperative equipment.</p>	

AIRCRAFT:  
 Falcon 7X/8X

**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
3.	Air Management Modules (AMM)				Refer to ATA 21.	
4.	Bleed Air Temperature Sensors	A	3	2	One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF position, and b) Associated engine bleed air system is not used (refer to item 36-1).  NOTE: Only one Engine Bleed Air System may be affected by inoperative equipment.	
5.	Bleed Air Pressure Sensors	A	3	2	One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF position, and b) Associated engine bleed air system is not used (refer to item 36-1).  NOTE: Only one Engine Bleed Air System may be affected by inoperative equipment.	
6.	Precooler Outlet Dual Temperature Sensors (PODTS)	A	3	2	One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF position, and b) Associated engine bleed air system is not used (refer to item 36-1).  NOTE: Only one Engine Bleed Air System may be affected by inoperative equipment.	
7.	APU Bleed Air System				Refer to ATA 49.	

REVISION NO. 12

PAGE NO. 36-3

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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>8.</b>	Bleed Air Leak Detection System (BALDS)					
<b>1)</b>	Channel B	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) BALDS system is connected to channel A, and b) Channel A is verified operative.	
<b>2)</b>	Channel A	<b>D</b>	<b>1</b>	<b>0</b>		
<b>9.</b>	Manifold Temperature Sensors	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative.	

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	Water System Computer Unit (WSCU)					
	A/C without M1000 and without M-OPT0038 and without M-OPT0761	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Water heaters are disconnected and secured, b) Water system is drained, and c) COMPRESSOR switch is set to OFF.	
					NOTE 1: Water system is not available.  NOTE 2: Toilet and water systems are independent.	
	A/C without M-OPT0761 and (with M1000 or with M-OPT0038)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Water heaters are disconnected and secured, b) Water system is drained, c) COMPRESSOR switch is set to OFF, and d) Aft vacuum toilet is considered inoperative (refer to item 25-18).	
					NOTE 1: Water system is not available.  NOTE 2: Forward toilet and water systems are independent.	
	A/C with M-OPT0761 and (with M1000 or with M-OPT0038)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Water heaters are disconnected and secured, b) Water system is drained, c) COMPRESSOR switch is set to OFF, d) Aft Vacuum Toilet is considered inoperative (refer to item 25-18), and e) Fwd Vacuum Toilet is considered inoperative (refer to item 25-22).	
					NOTE: Water system is not available.	

AIRCRAFT:  
 Falcon 7X/8X

**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
2.	Tank Drain Valve	C	1	0	(M) May be inoperative provided the tank drain valve is manually closed.	
3.	Automatic Drainage System	A	1	0	May be inoperative for one flight provided water tank is not refilled.  NOTE: This item addresses automatic drainage system of fuselage-under-floor zone from Frame 9 up to Frame 20.	
4. ***	Aft Lavatory Shower System (A/C with M-OPT0459)					
1)	Shower Control Unit (SCU) or Shower High Altitude Valve (SHAV)	D	2	0	(M) One or more may be inoperative provided: a) Shower system is drained, and b) Shower system is deactivated and secured.	
2)	Shower Low Altitude Valve (SLAV) or Fan	D	2	0	(M) One or more may be inoperative provided: a) Aft lavatory shower system use is not authorized on ground, and b) Shower Low Altitude Valve (SLAV) is closed and secured.	
3)	Shower Water Pumps					
a)	Normal Cold Water Pump	D	1	0	(M) May be inoperative provided Shower Standby Cold Water Pump is activated and operative.	
		D	1	0	(M) May be inoperative provided: a) Shower system is drained, and b) Shower system is deactivated and secured.	

(Continued)

REVISION NO. 12

PAGE NO. 38-3

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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>4.</b> ***	Aft Lavatory Shower System (A/C with M-OPT0459) (Cont'd)					
<b>3)</b>	Shower Water Pumps (Cont'd)					
<b>b)</b>	Standby Cold Water Pump	<b>D</b>	<b>1</b>	<b>0</b>		
<b>c)</b>	Hot Water Pumps	<b>D</b>	<b>2</b>	<b>0</b>		
<b>4)</b>	Shower Hot/Cold Water Level Indications	<b>D</b>	<b>4</b>	<b>2</b>	One indication hot or cold may be inoperative.	
		<b>D</b>	<b>4</b>	<b>0</b>	One or more may be inoperative provided the aft lavatory shower system is not used.	
<b>5)</b>	Shower Cabinet Light (Spots or LED Strips)	<b>D</b>	<b>6</b>	<b>0</b>		
<b>6)</b>	Return to Seat Panel and Loudspeaker in Shower Cabinet	<b>D</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
		<b>C</b>	<b>2</b>	<b>0</b>	(O) Both may be inoperative provided alternate procedures are established and used.	
<b>7)</b>	Shower Electrical Window Shade System	<b>D</b>	<b>1</b>	<b>0</b>		

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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
5.	Compressor Monitoring PCB					
	A/C without M1000 and without M-OPT0038 and without M-OPT0761	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided COMPRESSOR switch is set to OFF.  NOTE 1: Water system is not available.  NOTE 2: Toilet and water systems are independent.	
	A/C without M-OPT0761 and (with M1000 or with M-OPT0038)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) COMPRESSOR switch is set to OFF, and b) Aft Vacuum Toilet Rinse Valve and Flush Valve are considered inoperative (refer to items 25-18.1 and 25-18.2).  NOTE 1: Water System is not available.  NOTE 2: Forward toilet and water systems are independent.	
	A/C with M-OPT0761 and (with M1000 or with M-OPT0038)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) COMPRESSOR switch is set to OFF, b) Aft Vacuum Toilet Rinse Valve and Flush Valve are considered inoperative (refer to items 25-18.1 and 25-18.2), and c) Fwd Vacuum Toilet Rinse Valve and Flush Valve are considered inoperative (refer to items 25-22.1 and 25-22.2).  NOTE: Water System is not available.	

AIRCRAFT:  
 Falcon 7X/8X

**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
6.	Water Tank Detection Sensor	C	1	0	May be inoperative provided water tank is not refilled.	
7.	Baggage Compartment Water Detection Sensor	A	2	1	(M) One may be inoperative for three days provided the other Baggage Compartment Water Detection Sensor is verified operative.	
8.	Chemical Toilet Drain Valve					
1)	Fwd Chemical Toilet Drain Valve					
	(A/C without M-OPT0761)	A	1	0	May be inoperative in closed position provided repairs are made before next Toilet Drain pan-draining operation.	
	(A/C without M1000 and without M-OPT0761)	A	1	0	(O) May be inoperative in open position provided: <ol style="list-style-type: none"> <li>a) Flight is conducted in non-pressurized configuration,</li> <li>b) Fwd toilet is not used,</li> <li>c) Fwd toilet door is placarded "DO NOT USE TOILET",</li> <li>d) Draining port cap is verified in locked position, and</li> <li>e) Repairs are made within 3 consecutive calendar-days.</li> </ol>	
	(A/C with M1000 and without M-OPT0761)	A	1	0	May be inoperative in open position provided: <ol style="list-style-type: none"> <li>a) Fwd toilet is not used,</li> <li>b) Fwd toilet door is placarded "DO NOT USE TOILET",</li> <li>c) Draining port valve is verified in closed position, and</li> <li>d) Repairs are made within 3 consecutive calendar-days.</li> </ol>	

(Continued)

REVISION NO. 12

PAGE NO. 38-6

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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>8.</b>	Chemical Toilet Drain Valve (Cont'd)					
<b>2)</b>	Aft Chemical Toilet Drain Valve (A/C without M-OPT0038 and without M1000)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative in closed position provided repairs are made before next Toilet Drain pan-draining operation.	
		<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative in open position provided: a) Flight is conducted in non-pressurized configuration, b) Aft toilet is not used, c) Aft toilet door is placarded "DO NOT USE TOILET", d) Draining port cap is verified in locked position, and e) Repairs are made within 3 consecutive calendar-days.	

REVISION NO. 10

PAGE NO. 45-1

DATE: 08/11/2016

AIRCRAFT:  
 Falcon 7X/8X

**TABLE KEY**

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

**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Central Maintenance Computer (CMC)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
2. ***	Cockpit Printer (A/C with M-OPT0015)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided alternate procedures, if required, are established and used.	

AIRCRAFT:  
 Falcon 7X/8X

**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>1.</b> ***	Electronic Flight Bag System (EFB)					
<b>1)</b>	EFB Devices used with "Class 2 EFB for EASy Cockpit" (A/C with M-OPT0252)	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: a) Inoperative EFB is secured or removed from the aircraft, b) Remaining operative EFB is verified fully charged, c) Alternate procedures are established and used, d) EASy-based Jeppesen Charts are available, and e) En-Route and Terminal paper charts for the route to be flown are available on board.	
		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) Both may be inoperative provided: a) EFBs are secured or removed from the aircraft, b) Alternate procedures are established and used, c) EASy-based Jeppesen Charts are available, and d) En-Route and Terminal paper charts for the route to be flown are available on board.	
<b>2)</b>	EFB Device (other use)	<b>C</b>	-	<b>0</b>	(M)(O) One or more may be inoperative provided: a) Inoperative EFB(s) is/are secured or removed from the aircraft, b) Alternate procedures are established and used, and c) En-Route and Terminal paper charts for the route to be flown are available on board.	
<b>3)</b>	Power Connection	<b>C</b>	-	<b>0</b>	(O) One or more may be inoperative provided associated EFB device is considered inoperative.	
(Continued)						

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>1.</b> ***	Electronic Flight Bag System (EFB) (Cont'd)					
<b>4)</b>	Mounting Device	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided: a) Associated mounting device is secured or removed from the aircraft, and b) Associated EFB device is considered inoperative.	
<b>5)</b>	Data Connectivity	<b>C</b>	-	<b>0</b>	(O) One or more may be inoperative provided associated EFB device is considered inoperative.	
<b>2.</b> ***	Airshow System	<b>D</b>	-	<b>0</b>	May be inoperative provided passenger safety briefing does not require its use.	
		<b>C</b>	-	<b>0</b>	May be inoperative provided alternate procedures for passenger safety briefing are established and used.	

REVISION NO. 12

PAGE NO. 49-1

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	Auxiliary Power Unit (APU)	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) APU fuel shut-off valve is verified in closed position, and b) APU COMPUTER Solid State Power Controller (SSPC) is set to LOCK.	
2.	APU Bleed Air System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) BLEED APU pushbutton is set to OFF position, and b) APU Load Control Valve (LCV) is verified in closed position.	
3.	APU Electrical Generation System				Refer to ATA 24.	
4.	APU Fire Protection System				Refer to ATA 26.	
5.	APU N1 Indicating System				DELETED Revision 3.  NOTE: Relief may be taken using item 49-1.	
6.	APU T5 Indicating System				DELETED Revision 3.  NOTE: Relief may be taken using item 49-1.	

REVISION NO. 12

PAGE NO. 49-2

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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
7.	APU Oil Tank Gauging System	A	1	0	May be inoperative until next Basic inspection or for up to 100 APU hours after evidence of last Basic inspection, whichever occurs first.	
		A	1	0	(M) May be inoperative up to 100 APU hours or until next Basic inspection, whichever occurs first, provided APU oil tank level is visually verified adequate within the first 3 flights of the period.	
		D	1	0	May be inoperative provided APU is considered inoperative (refer to item 49-1).	

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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
1.	Passenger Door Electrical Lifting System	C	1	0	May be inoperative provided door opening duration is verified to be less than 10 seconds.  NOTE: The door is closed with outside help or/and using a rope tied to the unlocking handle.	
2.	Cabin to Baggage Compartment Door	C	1	0	May be inoperative provided: a) Door is verified to open, close, and latch properly, b) A placard is applied in the cabin on the cabin to baggage compartment door to require permission from the crew to open the door, c) The cabin to baggage compartment door is verified in closed and latched position every time it has been used, and d) Flight level is limited to FL 400 or below.  NOTE: This item includes associated door position detection system.	
3.	Baggage Compartment Door	C	1	0	May be jammed in closed position provided: a) Latch and lock handles are in flush position, b) DOOR: BAG NOT SECURED white CAS message is not displayed with the parking brake set, and c) Lock visual inspection device is operative and green.	

(Continued)

AIRCRAFT:  
 Falcon 7X/8X

**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>3.</b>	Baggage Compartment Door (Cont'd)					
<b>1)</b>	Lock Visual Inspection Device	<b>B</b>	<b>1</b>	<b>0</b>	(O) Some amount of red may be displayed provided: <ul style="list-style-type: none"> <li>a) The baggage compartment door is verified latched and locked by the absence of the white DOOR: BAG NOT SECURED CAS message with the parking brake set, and</li> <li>b) Latch and lock handles are in flush position.</li> </ul>	
<b>4.</b>	Service Compartment Door					
<b>1)</b>	Position Detection System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided the service compartment door is verified latched in closed position before each flight.	
<b>5.</b> ***	Mid Cabin Partition Door	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided the mid cabin partition door is secured in open position.  NOTE: This item includes associated door position detection system.	
<b>6.</b> ***	Sliding Door	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided the sliding door is secured in open position.  NOTE: This item includes associated door position detection system.	

AIRCRAFT:  
 Falcon 7X/8X

**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
1.	Engine Time Limited Dispatch (TLD)					
1)	Full Authority Digital Electronic Control (FADEC) System Faults	<b>A</b>	-	-	(O) Aircraft may be dispatched with FADEC faults provided: <ol style="list-style-type: none"> <li>a) Repairs are made in accordance with times established by Dassault document DGT106044 or PWC Type Certificate Data Sheet number E33, Note 7, whichever is more restrictive, and</li> <li>b) Reliability monitoring data are submitted to the engine manufacturer in accordance with the engine Type Certificate Data Sheet note.</li> </ol>	
2.	Full Authority Digital Electronic Control (FADEC) Channels					
		<b>A</b>	<b>6</b>	<b>5</b>	(M) #1A or #3A may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated engine oil chip detector is checked free of metal particles every 25 flight-hours, and</li> <li>b) Repairs are made within 125 flight-hours.</li> </ol>	
		<b>A</b>	<b>6</b>	<b>5</b>	(M) #2A may be inoperative provided: <ol style="list-style-type: none"> <li>a) Associated engine oil chip detector is checked free of metal particles every 25 flight-hours,</li> <li>b) Thrust reverser system is considered inoperative (refer to item 78-1), and</li> <li>c) Repairs are made within 125 flight-hours.</li> </ol>	
		<b>A</b>	<b>6</b>	<b>5</b>	#1B or #3B may be inoperative provided repairs are made within 125 flight-hours.	
(Continued)						

REVISION NO. 10

PAGE NO. 73-2

DATE: 08/11/2016

AIRCRAFT:  
 Falcon 7X/8X

**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
2.	Full Authority Digital Electronic Control (FADEC) Channels (Cont'd)	<b>A</b>	<b>6</b>	<b>5</b>	#2B may be inoperative provided: a) Thrust reverser system is considered inoperative (refer to item 78-1), and b) Repairs are made within 125 flight-hours.	
3.	Fuel Filter Impending and Actual Bypass Switches	<b>A</b>	<b>3</b>	<b>2</b>	(O) One may be inoperative for 14 flight-hours provided: a) No Engine Time Limited Dispatch (TLD) - Short Term Faults is displayed, b) It is verified that there is neither impending nor actual fuel filter bypass, and c) No engine abnormal handling characteristic have been observed.	

REVISION NO. Original  
 DATE: 05/10/2007

PAGE NO. 74-1

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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>1.</b>	Igniters	<b>C</b>	<b>6</b>	<b>5</b>	One may be inoperative provided FADEC channels driving the other igniters are operative.	

REVISION NO. 12

PAGE NO. 77-1

DATE: 09/17/2019

AIRCRAFT:  
 Falcon 7X/8X

**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>1.</b>	Engine Primary Parameters					
<b>1)</b>	N1 Indications (in ENG TRM window and ENG synoptic)	<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative provided: a) N2, ITT, and Fuel Flow indications of the associated engine are operative, and b) All FADEC channels are operative.	
<b>2)</b>	N2 Indications (in ENG TRM window and ENG synoptic)	<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative provided: a) N1, ITT, and Fuel Flow indications of the associated engine are operative, and b) All FADEC channels are operative.	
<b>2.</b>	Fuel Flowmeters				Refer to ATA 28.	
<b>3.</b>	Engine Vibration Monitoring Systems	<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative.	
<b>4.</b>	Data Collection Units (DCU)				DELETED and RESERVED Revision 12.	 

REVISION NO.11  
 DATE: 11/06/2017

PAGE NO. 78-1

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------	--

**78. Engine Exhaust**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Thrust Reverser System  (A/C without M1000)	A	1	0	(M)(O) May be inoperative provided: a) Thrust reverser system is secured in stowed position, b) Takeoff on icy runways is not authorized, c) The test of thrust reverser is not performed before takeoff, d) For operation on contaminated runways, appropriate landing distance increment is applied, and e) Repairs are made within 100 consecutive calendar-days.  NOTE 1: This item includes thrust reverser stow and deploy switches.  NOTE 2: Thrust reverser inhibit lever switch must be operative.	
	(A/C with M1000)					

REVISION NO. 6  
 DATE: 04/18/2013

PAGE NO. 79-1

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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
1.	Oil Chip Detection Systems	<b>C</b>	<b>3</b>	<b>0</b>	(M) One or more may be inoperative provided associated oil chip detector is verified free of contaminants before each flight.	
		<b>A</b>	<b>3</b>	<b>2</b>	One may be inoperative for 2 flights or 15 flight-hours, whichever occurs first, provided: <ul style="list-style-type: none"> <li>a) No Engine Time Limited Dispatch (TLD) - Short Term Faults is displayed,</li> <li>b) There is no oil filter impending bypass indication,</li> <li>c) There have been no oil chip detector indications within the previous 50 Engine Flight-hours, and</li> <li>d) Associated engine indications (Oil pressure, oil temperature, vibration ...) are operative and are closely monitored during the flight.</li> </ul>	
2.	Oil Quantity Gauging Systems	<b>C</b>	<b>3</b>	<b>0</b>	(M) One or more may be inoperative provided associated oil tank level is verified adequate before each departure.	
3.	Oil Temperature Indications (in ENG-FUEL-TRM window and ENG synoptic)	<b>A</b>	<b>3</b>	<b>2</b>	One may be inoperative provided repairs are made within 3 consecutive calendar-days.  NOTE: Dispatch with oil temperature sensor inoperative is not authorized.	

REVISION NO. 6  
 DATE: 04/18/2013

PAGE NO. 79-2

AIRCRAFT: Falcon 7X/8X	<b>TABLE KEY</b> 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
4.	Oil Filter Detection Systems	<b>C</b>	<b>3</b>	<b>0</b>	(M) One or more may be inoperative provided associated oil filter is verified free of contaminants before each flight.	
		<b>A</b>	<b>3</b>	<b>2</b>	(O) One may be inoperative for 14 flight-hours provided: <ul style="list-style-type: none"> <li>a) No Engine Time Limited Dispatch (TLD) - Short Term Faults is displayed,</li> <li>b) It is verified that there is neither impending nor actual oil filter bypass,</li> <li>c) Associated oil chip detection system is operative, and</li> <li>d) Associated oil pressure and oil temperature indications are operative and are closely monitored during the flight.</li> </ul>	

AIRCRAFT:  
 Falcon 7X/8X

**TABLE KEY**

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

**80. Starting**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Air Turbine Starter Valves (ATSV)	C	3	2	(M)(O) Engine #1 or #2 ATSV automatic opening function may be inoperative provided: a) Associated ATSV is manually set to open position during the associated engine starting sequence, and b) ATSV automatic closing function by the FADEC at the end of the associated engine starting sequence is verified operative.  NOTE: Associated engine relight in flight is only possible using WINDMILLING RELIGHT procedure.	
	(A/C without M1000)	C	3	2	(M)(O) Engine #3 ATSV automatic opening function may be inoperative provided: a) Engine #3 ATSV is manually set to open position during the engine #3 starting sequence, and b) ATSV automatic closing function by the FADEC at the end of the engine #3 starting sequence is verified operative.  NOTE: Engine #3 relight in flight is only possible using WINDMILLING RELIGHT procedure.	
1)	ATSV Switch Position Monitoring	A	6	5	(O) One switch per ATSV may be inoperative provided: a) FADEC channel in control is verified operative, and b) Repairs are made within two flights.	
2.	Engine-Start Selector					
1)	START Function	C	1	0	(O) May be inoperative provided engines are started in manual mode.	