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RECORD OF TEMPORARY REVISIONS

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Temp Rev#	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
20	Section 2 2-10	DocuSigned by: <i>Jason Christopher Randall</i> 043E458EB4D44B5... <i>Chief - National Aircraft Certification Flight Test for Minister of Transport.</i> October 6, 2022	CDTI FAIL <i>(Advisory): New CAS relief of Tech- Insert Phase 1 for GVFD</i>	
	Section 2 2-13		DATALINK 1 FAIL <i>(Advisory): New CAS relief of Tech-Insert Phase 1 for GVFD.</i>	
	Section 2 2-13		DATALINK 2 FAIL <i>(Advisory): New CAS relief of Tech-Insert Phase 1 for GVFD</i>	

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Section 2 2-39			NO SVS TAXI <i>(Advisory):</i> <i>New CAS relief of Tech-Insert Phase 1 for GVFD</i>
Section 2 2-56			SVS FAIL <i>(Caution):</i> <i>New CAS relief to reflect the design intention of Tech-Insert Phase 1 and to improve Global BD-700-1A10 and BD-700-1A11 dispatchability.</i>
Section 2 2-56			SVS 1-2 FAIL <i>(Caution):</i> <i>New CAS relief of Tech-Insert Phase 1 for GVFD</i>
Section 2 2-57			SVS DATABASE EXPIRED <i>(Advisory):</i> <i>New CAS relief of Tech-Insert Phase 1 for GVFD</i>
Section 2 2-58			SVS TAXI MODE FAIL <i>(Advisory):</i> <i>New CAS relief of Tech-Insert Phase 1 for GVFD</i>
Section 2 2-63			WXR AUTO FAULT <i>(Advisory):</i> <i>New CAS relief of Tech-Insert Phase 1 for GVFD</i>
Section 2 2-63			WXR CTRL FAULT <i>(Advisory):</i> <i>New CAS relief of Tech-Insert Phase 1 for GVFD</i>

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<i>Section 2</i> <i>2-64</i>		WXR FAIL <i>(Advisory):</i> <i>New CAS relief of Tech-Insert</i> <i>Phase 1 for GVFD</i>
<i>Section 2</i> <i>2-64</i>		WXR FAULT <i>(Advisory):</i> <i>New CAS relief of Tech-Insert</i> <i>Phase 1 for GVFD</i>
<i>Section 2</i> <i>2-65</i>		WXR L CTRL FAULT <i>(Advisory):</i> <i>New CAS relief of Tech-Insert</i> <i>Phase 1 for GVFD</i>
<i>Section 2</i> <i>2-65</i>		WXR L DSPL FAIL <i>(Advisory):</i> <i>New CAS relief of Tech-Insert</i> <i>Phase 1 for GVFD</i>
<i>Section 2</i> <i>2-65</i>		WXR PWS FAIL <i>(Advisory):</i> <i>New CAS relief of Tech-Insert</i> <i>Phase 1 for GVFD</i>
<i>Section 2</i> <i>2-65</i>		WXR R CTRL FAULT <i>(Advisory):</i> <i>New CAS relief of Tech-Insert</i> <i>Phase 1 for GVFD</i>
<i>Section 2</i> <i>2-65</i>		WXR R DSPL FAIL <i>(Advisory):</i> <i>New CAS relief of Tech-Insert</i> <i>Phase 1 for GVFD.</i>
<i>Section 2</i> <i>2-65</i>		WXR TURB FAULT <i>(Advisory):</i> <i>New CAS relief of Tech-Insert</i> <i>Phase 1 for GVFD</i>

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TEMPORARY REVISION 20
LETTER OF TRANSMITTAL

REASON FOR ISSUE:

Section 2, CAS messages

- 1) The following new CAS reliefs in Section 2 are introduced to reflect the design intention of Tech-Insert Phase 1 and to improve Global BD-700-1A10 and BD-700-1A11 dispatchability.
 - CDTI FAIL (Advisory)
 - DATALINK 1 FAIL (Advisory)
 - DATALINK 2 FAIL (Advisory)
 - NO SVS TAXI (Advisory)
 - SVS 1-2 FAIL (Caution)
 - SVS DATABASE EXPIRED (Advisory)
 - SVS TAXI MODE FAIL (Advisory)
 - WXR AUTO FAULT (Advisory)
 - WXR CTRL FAULT (Advisory)
 - WXR FAIL (Advisory)
 - WXR FAULT (Advisory)
 - WXR L CTRL FAULT (Advisory)
 - WXR L DSPL FAIL (Advisory)
 - WXR PWS FAIL (Advisory)
 - WXR R CTRL FAULT (Advisory)
 - WXR R DSPL FAIL (Advisory)
 - WXR TURB FAULT (Advisory)

- 2) SVS FAIL (Caution) message is amended to replace existing SVS (Advisory) per design change.

This Temporary Revision will be cancelled when Revision 9 is approved.

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TEMPORARY REVISION 20
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INSTRUCTIONS FOR INSERTION OF THIS TEMPORARY REVISION:

- (1) In the front portion of the MMEL, following page **TpRv-10, (dated August 22, 2022, Rev 8)**, insert pages **TpRv-11, 12** above, provided as part of this Temporary Revision.
- (2) Insert the remaining ages of these Temporary Revisions into the MMEL, as instructed at the top of each page.
- (3) Retain this page for record purposes.

LIST OF PAGES AFFECTED BY THIS REVISION:

Section 2: page 2-10, 2-13, 2-39, 2-56, 2-57, 2-58, 2-63, 2-64, 2-65.

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***CDTI FAIL (Advisory) (Global Vision only)	D	Aircraft may be dispatched. NOTE: Cockpit Display of Traffic Information (CDTI) display of data from other aircraft systems may be used.
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*** NO SVS TAXI (Advisory) (Global Vision only)	D	Aircraft may be dispatched.
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*** SVS FAIL (Caution) (Global Vision only – Single SVS Configuration)	D	Aircraft may be dispatched with SVS not selected on either PFD.
*** SVS 1-2 FAIL (Caution) (Global Vision only – Dual SVS Configuration)	D	Aircraft may be dispatched with SVS not selected on either PFD.

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*** SVS DATABASE EXPIRED (Advisory) (Global Vision only)	D	Aircraft may be dispatched with SVS not selected on either PFD.
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*** SVS TAXI MODE FAIL (Advisory) (Global Vision only)	D	Aircraft may be dispatched with SVS Taxi Mode not selected on either PFD.
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WXR FAIL (Advisory) (Global Vision only)	D	Aircraft may be dispatched provided weather radar function is not required by regulations.
WXR FAULT (Advisory) (Global Vision only)	D	Aircraft may be dispatched provided weather radar function is not required by regulations. NOTE: Any operative WXR functions may continue to be used.

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WXR L CTRL FAULT (Advisory) (Global Vision only)	C D	Aircraft may be dispatched provided Weather Radar (WXR) Control is operative from the co-pilot side. Aircraft may be dispatched provided weather radar function is not required by regulations.
WXR L DSPL FAIL (Advisory) (Global Vision only)	D	Aircraft may be dispatched provided WXR R DSPL FAIL (Advisory) is not displayed.
*** WXR PWS FAIL (Advisory) (Global Vision only)	B C	(O) Aircraft may be dispatched provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions. (O) Aircraft may be dispatched provided: a) Alternate procedures are established and used, and b) GPWS/TAWS, Windshear Mode (Mode 7) is operative.
WXR R CTRL FAULT (Advisory) (Global Vision only)	C D	Aircraft may be dispatched provided Weather Radar (WXR) Control is operative from the pilot side. Aircraft may be dispatched provided weather radar function is not required by regulations.
WXR R DSPL FAIL (Advisory) (Global Vision only)	D	Aircraft may be dispatched provided WXR L DSPL FAIL (Advisory) is not displayed.
WXR TURB FAULT (Advisory) (Global Vision only)	C D	(O) Aircraft may be dispatched provided alternate procedures are established and used. NOTE1: Operator's alternate procedure should include reviewing turbulence avoidance procedures. NOTE 2: Any operative WXR functions may continue to be used. Aircraft may be dispatched provided weather radar function is not required by regulations.

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21	Section 1 46-3	DocuSigned by:  043E458EB4D44B5... <i>Chief - National Aircraft Certification Flight Test for Minister of Transport.</i>	<i>AFDX Network Port Lock (New relief)</i>	

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REASON FOR ISSUE:

[Section 1, Item 46-31-00, AFDX Network Port Lock](#)

New GVFD relief introduced for allowing dispatch with the missing or damaged AFDX Network Port Lock(s).

This Temporary Revision will be cancelled when Revision **9** is approved.

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INSTRUCTIONS FOR INSERTION OF THIS TEMPORARY REVISION:

- (1) In the front portion of the MMEL, following page **TpRv-12, (Sep 16, 2022, TR-20)**, insert pages **TpRv-13** above, provided as part of this Temporary Revision.
- (2) Insert the remaining ages of these Temporary Revisions into the MMEL, as instructed at the top of each page.
- (3) Retain this page for record purposes.

LIST OF PAGES AFFECTED BY THIS REVISION:

Section 1 : page 46-3.

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1. System & Sequence No Item No de système/série article		2. Number Installed Nombre d'article installés		3. Number Required For Dispatch Nombre d'articles a expédier	
46 - <u>INFORMATION SYSTEMS</u> 31-00 AFDX Network Port Lock (Applicable to A/C s/n 9381, 9386, 9401, 9432-9997 and 60001 to 61999; which incorporate SB 700-46-5008, SB700- 46-5504, SB 700-46- 6008 and SB 700-46- 6504)	B	2	0	(0)	Remarks or Exceptions One or both may be missing, damaged or inoperative provided alternate security procedures are established and used.

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22	<i>Section 1:</i> 21-1, 21-2, 21-4, 21-11, 21-12, 22-4, 23-3, 23-5, 24-1, 24-6, 25-2, 25-4, 25-6, 26-4, 27-1, 28-8, 28-10, 28-11, 29-3, 30-1, 30-2, 30-4, 30-8, 32-1, 33-3, 33-6, 34-1, 34-3, 34-5, 34-10, 35-2, 35-5, 36-1, 73-2.	DocuSigned by:  Jason Christopher Randall 043E458EB4D44B5 <i>Chief - National Aircraft Certification Flight Test for Minister of Transport.</i>	<i>Proposal of (M) to (O) procedure changes</i>	

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REASON FOR ISSUE:

Section 1 - Proposal of (M) to (O) procedure changes for the following MMEL items:

ITEM	TITLE	EXPLANATION OF CHANGE
21-21-01	Recirculation Fans	Recommended to change from (M) to (O)
21-23-03	Supplemental Cooling Fans	Recommended to change from (M) to (O)
21-51-03	Pack Inlet Flow Sensor (PIFS)	Recommended to change from (M) to (O)
21-61-01-1)	AUTO mode (NORM)	Recommended to change from (M) to (O)
21-61-02-1)	Ventilated Temperature Sensors (VENTS) – Sensors elements	Recommended to change from (M) to (O)
22-30-02	Auto throttle Engage / Disengage Switches (on Thrust Lever System)	Recommended to change from (M) to (O)
22-30-03	Auto throttle Quick Disconnect Buttons (on Thrust Lever Handles)	Recommended to change from (M) to (O)
23-40-01-4	Crew Rest Facility	Recommended to change from (M) to (O)
23-40-03-1)	Crew Rest Facility	Recommended to change from (M) to (O)
24-20-01	Transformer Rectifier Units (TRUs)	Recommended to change from (M) to (O)
24-41-03-1	All panel functions and indications (excepting APU SHUT-OFF)	Recommended to change from (M) to (O)
25-13-01	Flight Crew Floor Heaters	Recommended to change from (M) to (O)
25-50-01	Cargo Restraint Systems	Recommended to change from (M) to (O)
25-64-01-2)	Holders	Recommended to change from (M) to (O)
26-23-01	Portable Fire Extinguishers	Recommended to change from (M) to (O)
27-11-01	Aileron Control Surface Position Indications	Recommended to change from (M) to (O)
27-21-01	Rudder Control Surface Position Indication	Recommended to change from (M) to (O)
27-31-01	Elevator Surface Position Indication	Recommended to change from (M) to (O)

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28-23-06	External Refuel / Defuel Panel	Recommended to change from (M) to (O)
28-23-07	Flight Compartment Refuel / Defuel Panel	Recommended to change from (M) to (O)
28-41-01-3)	Center Tank Probes – Probe / Compensators	Recommended to change from (M) to (O)
28-41-01-5)	Aft Tank Probe / Compensators	Recommended to change from (M) to (O)
28-41-05-1)	Fuel Quantity Fields	Recommended to change from (M) to (O)
28-41-05-2)	PRESEL Field	Recommended to change from (M) to (O)
29-31-02	Hydraulic Pump Low Pressure Switches	Recommended to change from (M) to (O)
30-11-01-1)	AUTO Mode	Recommended to change from (M) to (O)
30-21-01	Cowl Anti-Ice System AUTO Mode (LH and RH)	Recommended to change from (M) to (O)
30-30-01-1)	Pitot/Static Probes	Recommended to change from (M) to (O)
30-30-01-2)	TAT	Recommended to change from (M) to (O)
30-81-01	Ice Detection Systems	Recommended to change from (M) to (O) for C-2-0 relief. For C-2-1, keep as (M).
32-30-01	Landing Gear Retraction System	Recommended to change from (M) to (O)
32-31-01	Landing Gear Selector Handle Anti-Retract Mechanism	Recommended to change from (M) to (O)
33-40-01	Baggage Compartment Lights	Recommended to change from (M) to (O)
33-50-01-2)	Crew Rest Facilit	Recommended to change from (M) to (O)
34-10-01	Air Data Computers (ADC)	Recommended to change from (M) to (O)
34-21-01	Standby Attitude Indicator	Recommended to change from (M) to (O)
34-23-01-2b-i)	EDM (Emergency Descent Mode) Button	Recommended to change from (M) to (O)
34-32-02	Enhanced Vision System (incl. Infrared Sensor Unit)	Recommended to change from (M) to (O)
34-32-02-2)	CLEAR Switch	Recommended to change from (M) to (O)
34-45-01	Enhanced Vision System (incl. Infrared Sensor Unit)	Recommended to change from (M) to (O)
35-12-04	Crew Oxygen - Cruise Masks (including Mask Microphones)	Recommended to change from (M) to (O)
35-20-01	Protective Breathing Equipment (PBE)	Recommended to change from (M) to (O)

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35-30-01	Portable Oxygen Dispensing Units (Bottle and Mask)	Recommended to change from (M) to (O)
36-11-01	Bleed Pressure Transducer (BPT)	Recommended to change from (M) to (O)
73-32-01	Engine Fuel Temp Indications (on the FUEL Synoptic Page)	Recommended to change from (M) to (O)

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INSTRUCTIONS FOR INSERTION OF THIS TEMPORARY REVISION:

- (1) In the front portion of the MMEL, following page **TpRv-13, (Jan 31, 2023, TR-21)**, insert pages **TpRv-14** above, provided as part of this Temporary Revision.
- (2) Insert the remaining ages of these Temporary Revisions into the MMEL, as instructed at the top of each page.
- (3) Retain this page for record purposes.

LIST OF PAGES AFFECTED BY THIS REVISION:

Section 1 : Page 21-1, 21-2, 21-4, 21-11, 21-12, 22-4, 23-3, 23-5, 24-1, 24-6, 25-2, 25-4, 25-6, 26-4, 27-1, 28-8, 28-10, 28-11, 29-3, 30-1, 30-2, 30-4, 30-8, 32-1, 33-3, 33-6, 34-1, 34-3, 34-5, 34-10, 35-2, 35-5, 36-1, 73-2.

This Temporary Revision will be cancelled when Revision 9 is approved.

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1. System & Sequence No Item No de système/série article		2. Number Installed Nombre d'article installés		3. Number Required For Dispatch Nombre requis pour le départ	4. Remarks or Exceptions
21 - <u>AIR CONDITIONING</u> 21-01 Recirculation Fans	C C	2 2	1 0	<input type="radio"/> <input type="radio"/>	One may be inoperative. Except for ER operations, both may be inoperative provided both air conditioning packs operate normally.

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21 - <u>AIR CONDITIONING</u> 23-03 Supplemental Cooling Fans (AFD Displays) (Global Vision only)	C 2	0	Number Installed Nombre d'article installés Number Required For Dispatch Nombre requis pour le départ Remarks or Exceptions (O) One or both supplemental cooling fans may be inoperative, provided all AFD display fans are operative for AFD # 1, AFD #2 and AFD #3.

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					3. Number Required For Dispatch Nombre requis pour le départ
					4. Remarks or Exceptions
21 - <u>AIR CONDITIONING</u>					
51-03 Pack Inlet Flow Sensor (PIFS)	C	2	1	(O)	Except for ER operations, one may be inoperative provided MANUAL mode of both air conditioning packs is verified operative.
	C	2	0	(O)	Except for ER operations, both may be inoperative provided: a) One pack is selected OFF and considered inoperative, and b) MANUAL mode of air conditioning is selected for the remaining pack and verified operative.

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1. System & Sequence No Item No de système/série article	2.	3.	4. Remarks or Exceptions
21 - <u>AIR CONDITIONING</u> 61-01 Cabin Temperature Control 1) AUTO mode (NORM)	C	1 0	(O) May be inoperative provided: a) One pack is selected OFF and considered inoperative, b) MANUAL Temp Control is verified operative, and c) Operations are conducted at or below FL350.

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			2. Number Installed Nombre d'article installés
			3. Number Required For Dispatch Nombre requis pour le départ
21 - <u>AIR CONDITIONING</u> 61-02 Temperature Sensors 1) Ventilated Temperature Sensors (VENTS) – Sensors elements	C 6 C 6	3 4	(O) One element from each sensor may be inoperative. Both elements of any one VENTS sensor may be inoperative provided all duct temperature indications are operative.

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1. System & Sequence No Item No de système/série article		2. Number Installed Nombre d'article installés		3. Number Required For Dispatch Nombre requis pour le départ	4. Remarks or Exceptions
22 - <u>AUTOFLIGHT</u> 30-02 Autothrottle Engage / Disengage Switches (on Thrust Lever Stem)	C C	2 2	1 0	(O)	One may be inoperative. Both may be inoperative provided autothrottle systems are considered inoperative.

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1. System & Sequence No Item No de système/série article	2.	3.	4. Remarks or Exceptions
22 - <u>AUTOFLIGHT</u> 30-03 Autothrottle Quick Disconnect Buttons (on Thrust Lever Handles)	Number Installed Nombre d'article installés	Number Required For Dispatch Nombre requis pour le départ	Remarks or Exceptions
C	2	1	One may be inoperative.
C	2	0	(O) Both may be inoperative provided autothrottle systems are considered inoperative.

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1. System & Sequence No Item No de système/série article	2.	3.	4.
	Number Installed Nombre d'article installés	Number Required For Dispatch Nombre requis pour le départ	Remarks or Exceptions
23 - <u>COMMUNICATIONS</u> 40-01 Passenger Address System 4) Crew Rest Facility	D - 0	(O)	May be inoperative provided: a) Associated Crew Rest Facility - Bunk is not occupied, and b) Associated Crew Rest Facility - Bunk is placarded INOPERATIVE – DO NOT USE.

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23 - <u>COMMUNICATIONS</u> 40-03 Crewmember Interphone System (Flight Compartment/Cabin, Cabin/Flight Compartment)	2. Number Installed Nombre d'article installés	3. Number Required For Dispatch Nombre requis pour le départ	4. Remarks or Exceptions
1. Crew Rest Facility	D	-	(O) May be inoperative provided: a) Associated Crew Rest Facility is not occupied, and b) Associated Crew Rest Facility is placarded INOPERATIVE – DO NOT USE.

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1. System & Sequence No Item No de système/série article	2.	3.	4. Number Installed Nombre d'article installés						
24 - <u>ELECTRICAL POWER</u> 20-01 Transformer Rectifier Units (TRUs)	C	4	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;">3.</td> <td style="width: 5%;">4.</td> <td style="width: 90%;"> Number Required For Dispatch Nombre requis pour le départ </td> </tr> <tr> <td style="width: 5%;">3</td> <td style="width: 5%;">(O)</td> <td style="width: 90%;"> Remarks or Exceptions Except where Extended Range operations are conducted, one may be inoperative provided: a) Affected unit is not ESS TRU 1 or ESS TRU 2, b) All indications for the remaining TRUs operate normally, and c) Affected unit is de-activated. </td> </tr> </table>	3.	4.	Number Required For Dispatch Nombre requis pour le départ	3	(O)	Remarks or Exceptions Except where Extended Range operations are conducted, one may be inoperative provided: a) Affected unit is not ESS TRU 1 or ESS TRU 2, b) All indications for the remaining TRUs operate normally, and c) Affected unit is de-activated.
3.	4.	Number Required For Dispatch Nombre requis pour le départ							
3	(O)	Remarks or Exceptions Except where Extended Range operations are conducted, one may be inoperative provided: a) Affected unit is not ESS TRU 1 or ESS TRU 2, b) All indications for the remaining TRUs operate normally, and c) Affected unit is de-activated.							

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	Number Installed Nombre d'article installés	Number Required For Dispatch Nombre requis pour le départ	Remarks or Exceptions
24 - <u>ELECTRICAL POWER</u> 41-03 Aft External Services Panel 1) All panel functions and indications (excepting APU Shut-off)	C - 0 D - 0	(O)	Any or all may be inoperative provided alternate procedures are established and used. Any or all may be inoperative provided routine procedures do not require its use.

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25 - <u>EQUIPMENT / FURNISHINGS</u>			3. Number Required For Dispatch Nombre requis pour le départ
			4. Remarks or Exceptions
13-01 Flight Crew Floor Heaters	D	2	0 (O) One or both may be inoperative.

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1. System & Sequence No Item No de système/série article	2.	3.	4. Remarks or Exceptions
25 - <u>EQUIPMENT / FURNISHINGS</u>			
50-01 Cargo Restraint Systems	A	-	(O) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
	C	-	May be inoperative, or missing provided cargo compartment remains empty.
1) Baggage Nets	A	-	(O) One or more may be inoperative, damaged or missing provided: a) Contents can be secured by remaining nets, b) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed, and c) Repairs are made prior to the completion of the next heavy maintenance visit.
	C	-	May be damaged, or missing provided cargo compartment remains empty.

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	Number Installed Nombre d'article installés	Number Required For Dispatch Nombre requis pour le départ	Remarks or Exceptions
25 - <u>EQUIPMENT / FURNISHINGS</u> 64-01 Crewmember Flashlights / Flashlight Holder 2) Holders	C	-	0 (O) May be inoperative or missing provided alternate stowage provisions are provided.

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1. System & Sequence No Item No de système/série article	2.	3.	4.
26 - <u>FIRE PROTECTION</u> 23-01 Portable Fire Extinguishers	D	-	Number Installed Nombre d'article installés Number Required For Dispatch Nombre requis pour le départ Remarks or Exceptions (O) Any in excess of those required by Regulations may be inoperative or missing provided: a) The inoperative fire extinguisher(s) is/are removed from the passenger cabin, flight deck, and/or class E cargo compartment that is accessible to crewmembers during flight, and its location placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the fire extinguisher and its location are placarded INOPERATIVE, b) Required distribution is maintained in the passenger cabin, flight deck, and each class E cargo compartment that is accessible to crewmembers during flight, as applicable, and c) Procedures are established and used to alert crewmembers of missing portable fire extinguishers.

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				3. Number Required For Dispatch Nombre requis pour le départ
				4. Remarks or Exceptions
27 - <u>FLIGHT CONTROLS</u>				
11-01 Aileron Control Surface Position Indications	C	2	0	(O) One or both may be inoperative provided a visual check of the associated control surface movements is made prior to each flight.

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27 - <u>FLIGHT CONTROLS</u>							
21-01 Rudder Control Surface Position Indication	C	1	0	(O)			May be inoperative provided a visual check of the associated control surface movements is made prior to each flight.

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1. System & Sequence No Item No de système/série article	2.	3.	4. Number Installed Nombre d'article installés
27 - <u>FLIGHT CONTROLS</u>			3. Number Required For Dispatch Nombre requis pour le départ
31-01 Elevator Surface Position Indications	C	2	0 (O) 4. Remarks or Exceptions One or both may be inoperative provided: a) Visual inspection of affected control surface for correct operation is made before each departure, and b) Aircraft speed is limited to 250 KIAS throughout the flight.

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1. System & Sequence No Item No de système/série article	2.	3.	4. Remarks or Exceptions
28 - <u>FUEL</u>			
23-06 External Refuel/Defuel Panel	C	1 0	(O) Any or all functions may be inoperative provided alternate means are available to perform required operations (ie: Flight Compartment Refuel/Defuel Panel or gravity refueling). NOTE: For inoperative panel indications, refer to MMEL Item 28-41-05, Refuel/Defuel Panel Indications, herein).

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1. System & Sequence No Item No de système/série article	2.	3.	4. Remarks or Exceptions
28 - <u>FUEL</u>			
23-07 Flight Compartment *** Refuel/Defuel Panel	D 1	0	(O) Any or all functions may be inoperative provided alternate means are available to perform required operations (ie: External Refuel/Defuel Panel or gravity refueling). NOTE: For inoperative panel indications, refer to MMEL Item 28-41-05, Refuel/Defuel Panel Indications, herein).

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28 - <u>FUEL</u>			3. Number Required For Dispatch Nombre requis pour le départ
41-01 Fuel Quantity Probes			4. Remarks or Exceptions
3) Center Tank Probes - Probe / Compensators C	4	2	(O) One or two may be inoperative.

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28 - <u>FUEL</u>			3. Number Required For Dispatch Nombre requis pour le départ
41-01 Fuel Quantity Probes			4. Remarks or Exceptions
5) Aft Tank Probe / Compensators (GX)	C	2	1 (O) One may be inoperative.

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28 - <u>FUEL</u> 41-05 Fuel System Indications on External or Flight Compartment REFUEL/DEFUEL Control Panels 1) Fuel Quantity Fields	C	5	0	(O)		Any or all may be inoperative provide alternate procedures are used to verify fuel quantity.

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1. System & Sequence No Item No de système/série article	2.	3.	4. Remarks or Exceptions
28 - <u>FUEL</u> 41-05 Fuel System Indications on External or Flight Compartment REFUEL/DEFUEL Control Panels 2) PRESEL Field	C 1	0	(O) May be inoperative provided that refuel AUTO mode is considered inoperative.

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29 - <u>HYDRAULIC POWER</u>				
31-02 Hydraulic Pump Low Pressure Switches C	6	3	(O)	Up to three may be inoperative provided: a) Associated AC hydraulic pump is selected "ON", b) At least one low pressure switch is operative for each hydraulic system, and c) All other hydraulic system components are operative.

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					3. Number Required For Dispatch Nombre requis pour le départ
					4. Remarks or Exceptions
30 - <u>ICE AND RAIN PROTECTION</u> 11-01 Wing Anti-Ice System 1) AUTO Mode	C	1	0	(O)	May be inoperative provided: a) MAN mode (ON) is verified operative, and b) Both Ice Detection systems are operative.

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1. System & Sequence No Item No de système/série article	2.	3.	4.
30 - <u>ICE AND RAIN PROTECTION</u> 21-01 Cowl Anti-Ice System AUTO Mode (LH and RH)	C 2	0	(O) One or both may be inoperative provided: a) Associated manual mode is operative, and b) Both Ice Detection Systems are operative.

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1. System & Sequence No Item No de système/série article	2.	3.	4. Number Installed Nombre d'article installés						
30 - <u>ICE AND RAIN PROTECTION</u> 30-01 Probe Heaters 1) Pitot/Static Probes	B	4	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;">3.</td> <td style="width: 95%;">Number Required For Dispatch Nombre requis pour le départ</td> </tr> <tr> <td style="width: 5%;">4.</td> <td style="width: 95%;">Remarks or Exceptions</td> </tr> <tr> <td style="width: 5%;"></td> <td style="width: 95%; padding: 10px;"> <div style="display: flex; align-items: flex-start;"> <div style="margin-right: 10px; text-align: center;">(O)</div> <div> <p>Except where en route operations require its use, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) ADC 1 and Standby system probes heating is operative, b) Associated ADC is deselected via the reversion switching system, c) TAT probes of unaffected ADCs are operative, d) Operations are not conducted in visible moisture in any form, e) Operations are not conducted in known or forecast icing conditions, f) Both ice detection systems are operative, and g) Operations are conducted in day VMC conditions only. <p style="margin-top: 10px;">NOTE: Transponder and Flight Director / Autopilot must use the same ADC data for RVSM.</p> </div> </div> </td> </tr> </table>	3.	Number Required For Dispatch Nombre requis pour le départ	4.	Remarks or Exceptions		<div style="display: flex; align-items: flex-start;"> <div style="margin-right: 10px; text-align: center;">(O)</div> <div> <p>Except where en route operations require its use, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) ADC 1 and Standby system probes heating is operative, b) Associated ADC is deselected via the reversion switching system, c) TAT probes of unaffected ADCs are operative, d) Operations are not conducted in visible moisture in any form, e) Operations are not conducted in known or forecast icing conditions, f) Both ice detection systems are operative, and g) Operations are conducted in day VMC conditions only. <p style="margin-top: 10px;">NOTE: Transponder and Flight Director / Autopilot must use the same ADC data for RVSM.</p> </div> </div>
3.	Number Required For Dispatch Nombre requis pour le départ								
4.	Remarks or Exceptions								
	<div style="display: flex; align-items: flex-start;"> <div style="margin-right: 10px; text-align: center;">(O)</div> <div> <p>Except where en route operations require its use, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) ADC 1 and Standby system probes heating is operative, b) Associated ADC is deselected via the reversion switching system, c) TAT probes of unaffected ADCs are operative, d) Operations are not conducted in visible moisture in any form, e) Operations are not conducted in known or forecast icing conditions, f) Both ice detection systems are operative, and g) Operations are conducted in day VMC conditions only. <p style="margin-top: 10px;">NOTE: Transponder and Flight Director / Autopilot must use the same ADC data for RVSM.</p> </div> </div>								

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30 - <u>ICE AND RAIN PROTECTION</u> 30-01 Probe Heaters 2) TAT Probes	B	3	2 (O) Except where en route operations, including RVSM, require its use, one may be inoperative provided: a) Operations are not conducted in visible moisture where TAT is 10 deg C or lower, b) Operations are not conducted in known or forecast icing conditions, c) Both Ice Detection systems are operative, and d) Operations are conducted in day VMC conditions only.

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30 - <u>ICE AND RAIN PROTECTION</u>			
81-01 Ice Detection Systems	C	2	1 (O)(M) One may be inoperative provided wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated.
	C	2	0 (O) Both may be inoperative provided operations are not conducted in known or forecast icing conditions.

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32 - <u>LANDING GEAR</u>					
30-01 Landing Gear Retraction System	A	1	0	(O)	May be inoperative for one flight day provided: <ul style="list-style-type: none"> a) All gear doors (not attached to gear leg) close normally, b) Approved ground lock-pins are installed (flags removed) for flight, c) All weight-on-wheels sensors are operative, d) Both ice detector probes are operative, e) Both packs are operative, and f) Aircraft is operated in accordance with AFM Supplement for Dispatch With Landing Gear Retraction System Inoperative. NOTE 1: Be prepared for NOSE STEER FAIL Caution upon touchdown. NOTE 2: With GEAR DISAGREE posted, nose-wheel steering cannot operate, but will not post failure until wheel spin-up.

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32 - <u>LANDING GEAR</u>			3. Number Required For Dispatch Nombre requis pour le départ
31-01 Landing Gear Selector Handle Anti-Retracton Mechanism	C	1	0
			4. Remarks or Exceptions
			(O) May be inoperative in the LOCKED position (down) provided downlock release mechanism is verified operative.

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1. System & Sequence No Item No de système/série article	2.	3.	4. Remarks or Exceptions
33 - <u>LIGHTS</u>			
40-01 Baggage Compartment Lights	C -	0	(O) Any or all may be inoperative providing adequate alternate lighting is available.
	D -	0	Any or all may be inoperative for daylight operations.

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1. System & Sequence No Item No de système/série article	2.	3.	4. Remarks or Exceptions
33 - <u>LIGHTS</u> 50-01 Interior Emergency Lights 2) Crew Rest Facility	D - -	(0)	May be inoperative provided: a) Crew Rest Facility is not occupied, and b) Crew Rest Facility is placarded INOPERATIVE – DO NOT USE.

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34 - <u>NAVIGATION</u>			3. Number Required For Dispatch Nombre requis pour le départ
10-01 Air Data Computers (ADC)	B	3	4. Remarks or Exceptions
		2	(O) One ADC may be inoperative provided: a) ADC #1 is operative, b) Reversion Switching System is operative, c) The four pitot-static probes are functional, including the probe heaters, and d) TAT probes of unaffected ADCs are operative.

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1. System & Sequence No Item No de système/série article	2.	3.	4. Remarks or Exceptions
34 - <u>NAVIGATION</u> 23-01 Flight Director Systems 1) i) EDM (Emergency Descent Mode) Button	C 1	0 (O)	May be inoperative provided switch is placarded "INOP" on the flight control panel.

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1. System & Sequence No Item No de système/série article		2. Number Installed Nombre d'article installés	3. Number Required For Dispatch Nombre requis pour le départ	4. Remarks or Exceptions
34 - <u>NAVIGATION</u> 32-02 Enhanced Vision *** System (incl. Infrared Sensor Unit)	D	1	0	(O) May be inoperative provided EVS fairing and IR Window heater functions are operative. NOTE: For loss of IR Window heat functions, see MMEL Item 30-40-02.

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INSERT IN MMEL, SECTION 1
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1. System & Sequence No Item No de système/série article	2.	3.	4. Remarks or Exceptions
34 - <u>NAVIGATION</u> 32-02 Enhanced Vision *** System (incl. Infrared Sensor Unit) 2) CLEAR Switch	D	1 0	(O) May be inoperative provided the EVS is considered inoperative and is not used.

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TEMPORARY REVISION 22
INSERT IN MMEL, SECTION 1
AFFECTED PAGE 34-10

1. System & Sequence No Item No de système/série article	2.	3.	2. Number Installed Nombre d'article installés
34 - <u>NAVIGATION</u>			3. Number Required For Dispatch Nombre requis pour le départ
45-01 Inertial Reference Systems (IRS)	C	3	2 (O) 4. Remarks or Exceptions One may be inoperative provided: a) Independent attitude indication is available at each pilot's station, b) Independent directional compass indication is available at each pilot's station, and c) Standby Attitude Indicator is operative.

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INSERT IN MMEL, SECTION 1
AFFECTED PAGE 35-2

1. System & Sequence No Item No de système/série article	2.	3.	4.
35 - <u>OXYGEN</u>			
12-04 Crew Oxygen – *** Cruise Masks (incl. Mask mics)	C	-	(O) Any in excess of those required by regulation may be inoperative or missing provided the inoperative unit is removed from the installed location, secured out of sight and the unit and its installed location are placarded INOPERATIVE.

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INSERT IN MMEL, SECTION 1
AFFECTED PAGE 35-2

1. System & Sequence No Item No de système/série article	2.	2. Number Installed Nombre d'article installés	3. Number Required For Dispatch Nombre requis pour le départ	4. Remarks or Exceptions
35 - <u>OXYGEN</u>				
20-01 Protective Breathing Equipment (PBE)	D	-	-	(O) Any in excess of those required by regulation may be inoperative or missing provided: <ul style="list-style-type: none"> a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative protective breathing equipment unit is removed from the passenger cabin and its location placarded "INOPERATIVE", or it is removed from its installed location, secured out of sight and the protective breathing equipment unit and its installed location are placarded "INOPERATIVE", and c) Procedures are established to alert crew members of inoperative or missing equipment.

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INSERT IN MMEL, SECTION 1
AFFECTED PAGE 35-5

1. System & Sequence No Item No de système/série article	2.	3.	4.
35 - <u>OXYGEN</u>			
30-01 Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	(O) Any in excess of those required by Regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) Inoperative portable oxygen dispensing unit is removed from the passenger cabin and its location placarded "INOPERATIVE", or it is removed from the installed location, and secured out of sight and the unit and its installed location are placarded "INOPERATIVE", and c) Procedures are established to alert crew members of inoperative or missing equipment.

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TEMPORARY REVISION 22
INSERT IN MMEL, SECTION 1
AFFECTED PAGE 36-1

1. System & Sequence No Item No de système/série article	2.	3.	4. Remarks or Exceptions
36 - <u>PNEUMATICS</u> 11-01 Bleed Pressure Transducer (BPT)	C 2	0	(O) Except for ER operations, one may be inoperative failed in OPEN position provided: a) Associated Air Conditioning Pack is selected OFF and considered inoperative, b) Opposite Air Conditioning Pack is operative, c) Opposite bleed system is operative, and d) Cross Bleed Valve is verified operative.

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TEMPORARY REVISION 22
INSERT IN MMEL, SECTION 1
AFFECTED PAGE 73-2

1. System & Sequence No Item No de système/série article		2. Number Installed Nombre d'article installés	3. Number Required For Dispatch Nombre requis pour le départ
73 - <u>ENGINE FUEL & CONTROL</u>			4. Remarks or Exceptions
32-01 Engine Fuel Temp Indications (on the FUEL Synoptic Page)	C	2	1 (O) One may be inoperative provided icing inhibitor is added to the fuel

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RECORD OF TEMPORARY REVISIONS

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

Temp Rev#	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
22-1	Section 1: 36-1	<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;"> <small>Microsoft Word - 2004-20-91-13-07-61-VTC-124-111-100-817</small> Daniel Ribeiro </div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;"> <small>Wintex AssureSign® 7a1142b-5668-4085-9b01-b1e200682208</small> </div> <div style="color: red;"> <p>(A/Chief) Chief - National Aircraft Certification Flight Test for Minister of Transport.</p> </div>	<p>TR 22-1: update page 36-1 Item 36-11-01 clerical error.</p>	<p style="text-align: center;">09/05/2024</p>

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TEMPORARY REVISION 22-1
LETTER OF TRANSMITTAL

REASON FOR ISSUE:

Section 1:

ITEM	TITLE	EXPLANATION OF CHANGE
36-11-01	Bleed Pressure Transducer (BPT)	Clerical error update

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TEMPORARY REVISION **22-1**
LETTER OF TRANSMITTAL

INSTRUCTIONS FOR INSERTION OF THIS TEMPORARY REVISION:

- (1) In the front portion of the MMEL, following page TpRv-13, (Jan 31, 2023, TR-21), insert pages TpRv-14 above, provided as part of this Temporary Revision.
- (2) Insert the remaining ages of these Temporary Revisions into the MMEL, as instructed at the top of each page.
- (3) Retain this page for record purposes.

LIST OF PAGES AFFECTED BY THIS REVISION:

Section 1 : 36-1.

This Temporary Revision will be cancelled when Revision **9** is approved.

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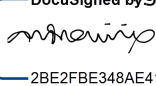
TEMPORARY REVISION 22-1
INSERT IN MMEL, SECTION 1
AFFECTED PAGE 36-1

1. System & Sequence No Item No de système/série article	2.	3.	4.	2. Number Installed Nombre d'article installés
36 - <u>PNEUMATICS</u>				
11-01 Bleed Pressure Transducer (BPT)	C	2	0	(O) One or both may be inoperative.

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RECORD OF TEMPORARY REVISIONS

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

Temp Rev#	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
23	Section 1: 23-9, 23-10, 30-6, 30-7, 31-4, 31-5, 31-13, 34-1, 34-5, and 34-6. Section 2: 2-15, 2-16, 2-56, and 2-57.	<div style="border: 1px solid black; padding: 2px; width: fit-content;"> <small>DocuSigned by</small>  <small>2BE2FBE348AE416...</small> </div> Andreas Hartono A/ Chief Flight Test <i>Chief - National Aircraft Certification Flight Test for Minister of Transport.</i>	August 9, 2023 <i>Introduce new reliefs of EVS 3600, CVS and HUD and amend the associated existing reliefs.</i>	

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TEMPORARY REVISION 23
LETTER OF TRANSMITTAL

REASON FOR ISSUE:

Section 1 - Technical Changes

ITEM	TITLE	EXPLANATION OF CHANGE
23-81-02	Radio Tuning System 1) Control Tuning Panels (CTP)	Amendment
30-40-02	Enhanced Vision System – Ice Protection	Amendment
31-40-02	Data Concentration Units (DCU) Channels	Amendment
31-61-03	Control Tuning Panels (CTPs)	Amendment
34-20-00	Head Up Display (HUD) System	New Proposal
34-32-02	Enhanced Vision System (EVS)	Amendment
34-34-01	Synthetic Vision System (SVS)	Amendment
34-34-02	Combined Vision System (CVS)	New Proposal

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Section 2 - Technical Changes

CAS MESSAGE	EXPLANATION OF CHANGE
EVS ALIGN MODE (Advisory)	New Proposal
EVS HEAT FAIL (Caution)	Amendment
EVS HEAT FAIL (Advisory)	New Proposal
EVS FAIL (Caution)	Amendment
EVS TEMP (Advisory)	New Proposal
EVS DEFOG FAULT (Advisory)	Amendment
EVS HEAT OHVT (Caution)	Amendment
SVS FAIL (Advisory)	Amendment
SVS 1(2) FAIL (Advisory)	Amendment
SVS FAULT (Advisory)	Amendment
SVS FAIL (Caution)	Amendment
SVS 1-2 FAIL (Caution)	Amendment
SVS DADABASE EXPIRED	Amendment

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TEMPORARY REVISION 23
LETTER OF TRANSMITTAL

INSTRUCTIONS FOR INSERTION OF THIS TEMPORARY REVISION:

- (1) In the front portion of the MMEL, following page **TpRv-14, (Mar 27, 2023, TR-22)**, insert pages **TpRv-15** above, provided as part of this Temporary Revision.
- (2) Insert the remaining ages of these Temporary Revisions into the MMEL, as instructed at the top of each page.
- (3) Retain this page for record purposes.

LIST OF PAGES AFFECTED BY THIS REVISION:

Section 1 : Page 23-9, 23-10, 30-6, 30-7, 31-4, 31-5, 31-13, 34-1, 34-5, and 34-6.
Section 2 : Page 2-15, 2-16, 2-56, and 2-57.

This Temporary Revision will be cancelled when Revision **9** is approved.

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TEMPORARY REVISION 23
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1. System & Sequence No Item No de système/série article					2. Number Installed Nombre d'article installés
23 - <u>COMMUNICATIONS</u> 81-02 Radio Tuning System (Global Vision only) (cont'd) 1) Control Tuning Panels (CTP) – Radio Tuning functions only a) CTP 1	C	1	0	(O)	3. Number Required For Dispatch Nombre requis pour le départ 4. Remarks or Exceptions <p style="text-align: center;">NOTE: For inoperative CTP functions other than radio tuning, see MMEL item 31-61-03.</p> <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) CTP 1 is selected to OFF, b) DCU channel 1A must be operative, c) RIU channel 1A must be operative, d) Prior to each flight, reversionary tuning is confirmed operative on CTP 2 and DU tuning, e) Planned destination and alternate airports must have an approach available other than VOR, f) Planned operations must not require selection between MAG and TRUE, or vice versa, g) CAT II ILS approach is not planned at destination, and h) Operations and/or approach minimums do not require the following functions performed by affected crewmember: <ul style="list-style-type: none"> - Weather radar ON/OFF - EVS ON/OFF (CMA-2700 Infrared Sensor Unit Installation Only) - MINIMUMS (MDA / DH) set - MAG / TRUE heading selection - BRG 1 & 2 selection - CRS SEL adjustment <p style="text-align: center;">NOTE: Turning CTP to OFF does not Impact dedicated CTP EFIS pushbuttons nor BARO-set.</p>
(cont'd)					

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TEMPORARY REVISION 23
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AFFECTED PAGE 23-10

1. System & Sequence No Item No de système/série article	2.	3.	4. Remarks or Exceptions
23 - <u>COMMUNICATIONS</u> 81-02 <div style="text-align: center; margin-left: 100px;">b) CTP 2</div>	C 1	0 (O)	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) CTP 2 is selected to OFF, b) DCU channel 2A must be operative, c) RIU channel 2A must be operative, d) Prior to each flight, reversionary tuning is confirmed operative on CTP 1 and DU tuning, e) Planned destination and alternate airports must have an approach available other than VOR, f) Planned operations must not require selection between MAG and TRUE, or vice versa, g) CAT II ILS approach is not planned at destination, and h) Operations and/or approach minimums do not require the following functions performed by affected crewmember: <ul style="list-style-type: none"> - Weather radar ON/OFF - EVS ON/OFF (CMA-2700 Infrared Sensor Unit Installation Only) - MINIMUMS (MDA / DH) set - MAG / TRUE heading selection - BRG 1 & 2 selection - CRS SEL adjustment <p style="text-align: center; margin-top: 20px;">NOTE: Turning CTP to OFF does not Impact dedicated CTP EFIS pushbuttons nor BARO-set.</p>

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TEMPORARY REVISION 23
INSERT IN MMEL, SECTION 1
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1. System & Sequence No Item No de système/série article		2. Number Installed Nombre d'article installés		3. Number Required For Dispatch Nombre requis pour le départ	4. Remarks or Exceptions
30 - <u>ICE AND RAIN PROTECTION</u> 40-02 Enhanced Vision System - Ice Protection *** (CMA-2600 and CMA-2700 Infrared Sensor Unit Installation Only)					
1) EVS Fairing & IR Window Heat – DE-ICE / ANTI-ICE Function	C	2	0		One or both may be inoperative provided: a) EVS system is not used if the image is affected, and b) If dispatching into, or encountering icing conditions, the EVS imaging control must be selected and remain OFF. NOTE: With IR Window heat inoperative, the EVS image may degrade in high humidity or icing conditions, to the point of disappearance, as IR Window misting / icing increases.
	D	2	0	(M)	One or both may be inoperative provided the IR Window and EVS fairing are removed as an assembly and replaced with an approved blanking plate.
2) IR Window – DE-MIST Function	C	1	0		May be inoperative provided the system is not used if the image is affected. NOTE: The EVS image may degrade in high humidity or icing conditions, to the point of disappearance, as IR Window misting / icing increases.
3) EVS Fairing Temperature Sensors	C	1	0		May be inoperative provided EVS IR Window heat is considered inoperative.
	D	2	1		One may be inoperative.
(cont'd)	C	2	0		Both may be inoperative provided EVS IR Window heat is considered inoperative.

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INSERT IN MMEL, SECTION 1
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1. System & Sequence No Item No de système/série article		2. Number Installed Nombre d'article installés	3. Number Required For Dispatch Nombre requis pour le départ	4. Remarks or Exceptions
30 - <u>ICE AND RAIN PROTECTION</u> 40-02 4) IR Window Temperature Sensors	D C	2 2	1 0	One may be inoperative. Both may be inoperative provided EVS IR Window heat is considered inoperative.

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TEMPORARY REVISION 23
INSERT IN MMEL, SECTION 1
AFFECTED PAGE 31-4

1. System & Sequence No Item No de système/série article	2.	3.	4. Number Installed Nombre d'article installés
31 - <u>INDICATING/RECORDING SYSTEMS</u> 40-02 Data Concentrator Units (DCU) Channels (Global Vision only) (except Global 5500/6500) 2) DCU Channel 1B (includes associated Power Producing Module)	A	1	0 (O) Except for ER Operations and Polar Operations, may be inoperative provided: a) All IPCs and DSMs are operative, b) CAS Aural Alert transfer capability is verified operative prior to each flight, c) None of the following messages are posted: - DCU 1A FAIL Advisory - DCU 1A FAN FAIL Advisory - DCU 2A FAIL Advisory - DCU 2B FAIL Advisory - R PACK FAULT Advisory - R PACK FAIL Caution - R PACK AUTO FAIL Caution - R WING ANTI-ICE FAIL Caution - L WING ANTI-ICE FAIL Caution - WING ANTI-ICE FAULT Advisory, and d) Following systems are considered inoperative: - Autopilot #1 - Flight Director #1 - Yaw Damper #1 - Lightning Detection/Sensor System - Head-up Guidance Systems e) Autothrottle systems are considered inoperative and not used, f) Dynamic switching check of L FCV, and L and R Bleed Valves is performed prior to each flight, g) Operations are not conducted in known or forecast icing conditions, and

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TEMPORARY REVISION 23
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1. System & Sequence No Item No de système/série article	2. Number Installed Nombre d'article installés								
31 - <u>INDICATING/RECORDING SYSTEMS</u> 40-02	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 65%; text-align: center;">3. Number Required For Dispatch Nombre requis pour le départ</th> <th style="width: 35%;"></th> </tr> <tr> <td style="vertical-align: top;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 65%; text-align: center;">4. Remarks or Exceptions</th> <th style="width: 35%;"></th> </tr> <tr> <td style="vertical-align: top;"> <p>h) Repairs are made within three flight days.</p> <p>NOTE 1: In association with posting of DCU 1B FAIL Advisory message, L BLEED FAULT, R BLEED FAULT, and L PACK FAULT Advisory messages, will also be posted.</p> <p>NOTE 2: HUD FAIL Caution message will be posted (if selected for use).</p> <p>NOTE 3: LX FAIL amber flag will be displayed on HSI/MAP.</p> <p>NOTE 4: DE-MIST function for the EVS ISU will not be available, and EVS DEFOG FAULT will be posted if EVS ISU is selected/remains ON. Whenever cowl A/I is selected ON, EVS HEAT FAIL Caution will replace the Advisory. (CMA-2700 Infrared Sensor Unit Installation Only)</p> <p>NOTE 5: Amber CTRL FAULT icon, associated with the WX radar data block, will be displayed on AFD 1 & 2, when WX radar is operating. Radar controls is inoperative from pilot controller, but will slave to opposite controller. (Ref: item 34-41-02, Weather Radar Controllers).</p> <p>NOTE 6: Subsequent loss of DCU channel 1A will affect operation of the CAS STATUS message, SEAT BELTS SIGN ON, associated with selection of the cabin ordinance signs. Operation of the signs is not affected.</p> <p>NOTE 7: Subsequent loss of DCU channel 1A, will observe the loss LAMP TEST 1. Lamp Test 2 is not affected.</p> </td> <td style="width: 35%;"></td> </tr> </table> </td> <td style="width: 35%;"></td> </tr> </table>	3. Number Required For Dispatch Nombre requis pour le départ		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 65%; text-align: center;">4. Remarks or Exceptions</th> <th style="width: 35%;"></th> </tr> <tr> <td style="vertical-align: top;"> <p>h) Repairs are made within three flight days.</p> <p>NOTE 1: In association with posting of DCU 1B FAIL Advisory message, L BLEED FAULT, R BLEED FAULT, and L PACK FAULT Advisory messages, will also be posted.</p> <p>NOTE 2: HUD FAIL Caution message will be posted (if selected for use).</p> <p>NOTE 3: LX FAIL amber flag will be displayed on HSI/MAP.</p> <p>NOTE 4: DE-MIST function for the EVS ISU will not be available, and EVS DEFOG FAULT will be posted if EVS ISU is selected/remains ON. Whenever cowl A/I is selected ON, EVS HEAT FAIL Caution will replace the Advisory. (CMA-2700 Infrared Sensor Unit Installation Only)</p> <p>NOTE 5: Amber CTRL FAULT icon, associated with the WX radar data block, will be displayed on AFD 1 & 2, when WX radar is operating. Radar controls is inoperative from pilot controller, but will slave to opposite controller. (Ref: item 34-41-02, Weather Radar Controllers).</p> <p>NOTE 6: Subsequent loss of DCU channel 1A will affect operation of the CAS STATUS message, SEAT BELTS SIGN ON, associated with selection of the cabin ordinance signs. Operation of the signs is not affected.</p> <p>NOTE 7: Subsequent loss of DCU channel 1A, will observe the loss LAMP TEST 1. Lamp Test 2 is not affected.</p> </td> <td style="width: 35%;"></td> </tr> </table>	4. Remarks or Exceptions		<p>h) Repairs are made within three flight days.</p> <p>NOTE 1: In association with posting of DCU 1B FAIL Advisory message, L BLEED FAULT, R BLEED FAULT, and L PACK FAULT Advisory messages, will also be posted.</p> <p>NOTE 2: HUD FAIL Caution message will be posted (if selected for use).</p> <p>NOTE 3: LX FAIL amber flag will be displayed on HSI/MAP.</p> <p>NOTE 4: DE-MIST function for the EVS ISU will not be available, and EVS DEFOG FAULT will be posted if EVS ISU is selected/remains ON. Whenever cowl A/I is selected ON, EVS HEAT FAIL Caution will replace the Advisory. (CMA-2700 Infrared Sensor Unit Installation Only)</p> <p>NOTE 5: Amber CTRL FAULT icon, associated with the WX radar data block, will be displayed on AFD 1 & 2, when WX radar is operating. Radar controls is inoperative from pilot controller, but will slave to opposite controller. (Ref: item 34-41-02, Weather Radar Controllers).</p> <p>NOTE 6: Subsequent loss of DCU channel 1A will affect operation of the CAS STATUS message, SEAT BELTS SIGN ON, associated with selection of the cabin ordinance signs. Operation of the signs is not affected.</p> <p>NOTE 7: Subsequent loss of DCU channel 1A, will observe the loss LAMP TEST 1. Lamp Test 2 is not affected.</p>		
3. Number Required For Dispatch Nombre requis pour le départ									
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INSERT IN MMEL, SECTION 1
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1. System & Sequence No Item No de système/série article		2. Number Installed Nombre d'article installés		3. Number Required For Dispatch Nombre requis pour le départ	4. Remarks or Exceptions
31 - <u>INDICATING/RECORDING SYSTEMS</u> 61-03 Control Tuning Panels (CTPs) (Global Vision only) 3) TUNE/MENU button	C	2	1	(O)	One may be inoperative provided: a) Reversionary DU radio tuning is confirmed to be operative for both sides, b) DU menus are used for lost CTP MENU functions, c) Planned destination and alternate airports must have an approach available other than VOR, d) Planned operations must not require selection between MAG and TRUE, or vice versa, e) CAT II ILS approach is not planned at destination, and f) Operations and/or approach minimums do not require the following functions performed by affected crewmember: - Weather radar ON/OFF - EVS ON/OFF (CMA-2700 Infrared Sensor Unit Installation Only) - MINIMUMS (MDA / DH) set - MAG / TRUE heading selection - BRG 1 & 2 selection - CRS SEL adjustment

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INSERT IN MMEL, SECTION 1
AFFECTED PAGE 34-1

1. System & Sequence No Item No de système/série article		2. Number Installed Nombre d'article installés		3. Number Required For Dispatch Nombre requis pour le départ	4. Remarks or Exceptions
34 - NAVIGATION					
20-00 Head Up Display (HUD) System (Global Vision only)	D	1	0		May be inoperative provided HUD is not used and combiner is stowed.
1) CLEAR Switch	D	1	0	(O)	May be inoperative provided EVS, SVS and CVS are not used on the HUD.

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AFFECTED PAGE 34-5

1. System & Sequence No Item No de système/série article		2. Number Installed Nombre d'article installés		3. Number Required For Dispatch Nombre requis pour le départ	4. Remarks or Exceptions
34 - NAVIGATION					
32-02 Enhanced Vision System *** (EVS) (CMA-2600 and CMA-2700 Infrared Sensor Unit Installation Only)	D	1	0	(O)	<p>May be inoperative provided:</p> <p>a) EVS and CVS are not used, and</p> <p>b) EVS fairing and IR Window heater functions are operative.</p> <p>NOTE: For loss of IR Window heat functions, see MMEL Item 30-40-02.</p>
(EVS-3600 Sensor Installation Only)	D	1	0	(O)	<p>May be inoperative provided EVS and CVS are not used.</p>
1) Infrared Window (CMA-2600 and CMA-2700 Infrared Sensor Unit Installation Only)	D	1	0	(M)	<p>May be scratched or crazed provided damage limits are not exceeded.</p> <p>NOTE: Where the EVS image is adversely affected, the system is to be considered inoperative.</p>
D	D	1	0	(M)	<p>May be removed with fairing assembly and replaced with an approved blanking plate.</p> <p>NOTE: For loss of IR Window heat functions, see MMEL Item 30-40-02.</p>
2) EVS Infrared Image -					
i) Image on FMS CDU- (except Global Vision)	D	1	0		<p>May be inoperative provided the EVS is not used in lieu of natural vision below minimums and is only used for enhanced situational awareness.</p>
ii) EVS Image on Multi-Function Window (Global Vision only)	D	4	0		<p>Any or all EVS MFW video may be inoperative provided the EVS is not used in lieu of natural vision below minimums and is only used for enhanced situational awareness.</p>

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1. System & Sequence No Item No de système/série article	2.	3.	4.
34 - <u>NAVIGATION</u> 34-01 Synthetic Vision System *** (SVS) (including Database) (Global Vision only)	D - 0	Number Installed Nombre d'article installés Number Required For Dispatch Nombre requis pour le départ	Remarks or Exceptions Any or all may be inoperative provided affected SVS and CVS are not used. NOTE 1: Any operative SVS or CVS functions may continue to be used. NOTE 2: With SVS FAULT Advisory posted, image height discrepancies between actual and HUD SVS virtual image will develop as aircraft descends.

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1. System & Sequence No Item No de système/série article			2. Number Installed Nombre d'article installés
34 - <u>NAVIGATION</u>			3. Number Required For Dispatch Nombre requis pour le départ
34-02 Combined Vision System *** (CVS) (Global Vision only)	D	-	4. Remarks or Exceptions May be inoperative provided CVS is not used.
			0

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INSERT IN MMEL, SECTION 2
AFFECTED PAGE 2-15

CAS Indication	1.	2.	Dispatch Consideration
*** EVS ALIGN MODE (Advisory) (EVS-3600 Sensor Installation Only)	C		Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) EVS and CVS are considered inoperative and are not used, and b) HUD is considered inoperative and stowed.

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CAS Indication	1.	2. Dispatch Consideration
EVS DEFOG FAULT (Advisory) (CMA-2600 AND CMA-2700 Infrared Sensor Unit Installation Only)	C	Aircraft may be dispatched providing the EVS image is acceptable to the pilot. NOTE: The EVS image may degrade in high humidity condition, to the point of disappearance, as the IR Window misting increases.
	C	Aircraft may be dispatched provided provisos associated with EVS HEAT FAIL are observed.

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CAS Indication	1.	2.	Dispatch Consideration
*** EVS FAIL (Caution) (CMA-2600 AND CMA-2700 Infrared Sensor Unit Installation Only)	D	(O)	Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) EVS and CVS are considered inoperative and, and b) EVS HEAT FAIL and EVS HEAT OVHT Caution messages are not posted.

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INSERT IN MMEL, SECTION 2
AFFECTED PAGE 2-15

CAS Indication	1.	2.	Dispatch Consideration
*** EVS FAIL (Caution) (EVS-3600 Sensor Instalation Only)	D	(O)	Aircraft may be dispatched provided EVS and CVS are considered inoperative and are not used.

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INSERT IN MMEL, SECTION 2
AFFECTED PAGE 2-16

CAS Indication	1.	2. Dispatch Consideration
*** EVS HEAT FAIL (Caution) (CMA-2600 AND CMA-2700 Infrared Sensor Unit Installation Only)	C	Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) EVS and CVS system are not used if the image is affected, and b) If dispatching into, or encountering icing conditions, the EVS imaging control must be selected and remain OFF. NOTE: With IR Window heat inoperative, the EVS image may degrade in high humidity or icing conditions, to the point of disappearance, as IR Window misting / icing increases.

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CAS Indication	1.	2. Dispatch Consideration
*** EVS HEAT FAIL (Advisory) (EVS-3600 Sensor Instalation Only)	C	<p style="color: red;">Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) EVS and CVS system are not used if the image is affected, and b) If dispatching into, or encountering icing conditions, EVS and CVS mode on the HUD, and CVS mode on the PFD must not be selected. <p style="color: red;">NOTE: With Camera Window heat inoperative, the EVS image may degrade in high humidity or icing conditions, to the point of disappearance, as Camera Window misting / icing increases.</p>

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CAS Indication	1.	2. Dispatch Consideration
EVS HEAT OVHT (Caution) (CMA-2600 AND CMA-2700 Infrared Sensor Unit Installation Only)	C	Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) EVS system is not used if the image is affected, and, and b) If dispatching into, or encountering icing conditions, the EVS imaging control must be selected and remain OFF. NOTE: With IR Window heat inoperative, the EVS image may degrade in high humidity or icing conditions, to the point of disappearance, as IR Window misting / icing increases.

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CAS Indication	1.	2. Dispatch Consideration
*** EVS TEMP (Advisory) (EVS-3600 Sensor Instalation Only)	D	Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) EVS mode on HUD is not selected, and b) CVS mode is not selected on HUD and PFD. NOTE: EVS TEMP will result in EVS image removal. EVS image automatically recovers when the temp condition no longer exists.

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CAS Indication	1.	2.	Dispatch Consideration
*** SVS DATABASE EXPIRED (Advisory) (Global Vision only)	D		Aircraft may be dispatched with SVS and CVS not selected on either PFD and HUD.

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CAS Indication	1.	2.	Dispatch Consideration
*** SVS FAIL (Advisory) (Global Vision Only)	D		Aircraft may be dispatched with SVS not selected on either PFD and HUD .

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CAS Indication	1.	2.	Dispatch Consideration
*** SVS FAIL (Caution) (Global Vision only – Single SVS Configuration)	D		Aircraft may be dispatched with SVS and CVS not selected on either PFD and HUD .

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CAS Indication	1.	2.	Dispatch Consideration
*** SVS 1-2 FAIL (Caution) (Global Vision only – Dual SVS Configuration)	D		Aircraft may be dispatched with SVS and CVS not selected on either PFD and HUD .

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CAS Indication	1.	2.	Dispatch Consideration
*** SVS 1-2 FAIL (Caution) (Global Vision only – Dual SVS Configuration)	D		Aircraft may be dispatched with SVS and CVS not selected on either PFD and HUD .

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CAS Indication	1.	2.	Dispatch Consideration
*** SVS 1 FAIL (Advisory) (Global Vision Only)	D		Aircraft may be dispatched with SVS and CVS not selected on HUD.

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CAS Indication	1.	2.	Dispatch Consideration
*** SVS 2 FAIL (Advisory) (Global Vision Only)	D		Aircraft may be dispatched.

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CAS Indication	1.	2.
*** SVS FAULT (Advisory) (Global Vision Only)	D	Aircraft may be dispatched. NOTE 1: Image height discrepancies between actual and HUD SVS and CVS virtual image will develop as aircraft descends. NOTE 2: Any operative SVS and CVS functions may continue to be used.

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RECORD OF TEMPORARY REVISIONS

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

Temp Rev#	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
24	Section 1: 31-2	 <div style="border-top: 1px solid black; padding-top: 5px;"> <i>M. Woloszyn</i> Chief - National Aircraft Certification Flight Test for Minister of Transport. </div>	Remove Data Concentrator Units (DCU) Channel restriction on Global 5500/6500 and update editorial errors	JUNE 17/24

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TEMPORARY REVISION 24
LETTER OF TRANSMITTAL

INSTRUCTIONS FOR INSERTION OF THIS TEMPORARY REVISION:

- (1) In the front portion of the MMEL, following page **TpRv-15, (July 12, 2023, TR-23)**, insert pages **TpRv-16** above, provided as part of this Temporary Revision.
- (2) Insert the remaining ages of these Temporary Revisions into the MMEL, as instructed at the top of each page.
- (3) Retain this page for record purposes.

LIST OF PAGES AFFECTED BY THIS REVISION:

Section 1 : Page 31-2 THRU 31-9.

This Temporary Revision will be cancelled when Revision **9** is approved.

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1. System & Sequence No Item No de système/série article		2. Number Installed Nombre d'article installés		3. Number Required For Dispatch Nombre requis pour le départ		4. Remarks or Exceptions
31 - <u>INDICATING/ RECORDING SYSTEMS</u> 40-02 Data Concentrator Units (DCU) Channels (Global Vision only) 1) DCU Channel 1A (includes associated Power Producing Module)	A	1	0	(O)		Except for ER Operations and Polar Operations, may be inoperative provided: a) All IPCs and DSMs are operative, b) RIU channels 1A, 1B and 2B, and both CTPs are operative, c) CAS Aural Alert transfer capability is verified operative prior to each flight, d) None of the following messages are posted: - DCU 1B FAIL Advisory - DCU 1B FAN FAIL Advisory - DCU 2A FAIL Advisory - DCU 2B FAIL Advisory - R PACK FAULT Advisory - R PACK FAIL Caution - R PACK AUTO FAIL Caution - R WING ANTI-ICE FAIL Caution - L WING ANTI-ICE FAIL Caution - WING ANTI-ICE FAULT Advisory e) Following systems are considered inoperative: - Autopilot #1 - Flight Director #1 - Yaw Damper #1 f) Autothrottle systems are considered inoperative and not used, g) Dynamic switching check of L FCV, and L and R Bleed Valves is performed prior to each flight, h) Operations are not conducted in known or forecast icing conditions, and i) Repairs are made within three flight days.

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AFFECTED PAGE 31-3, 31-4

1. System & Sequence No Item No de système/série article	2. Number Installed Nombre d'article installés								
31 - <u>INDICATING/ RECORDING SYSTEMS</u>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 65%; text-align: left;">3. Number Required For Dispatch Nombre requis pour le départ</th> <th style="width: 35%;"></th> </tr> <tr> <td style="vertical-align: top;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 65%; text-align: left;">4. Remarks or Exceptions</th> <th style="width: 35%;"></th> </tr> <tr> <td style="vertical-align: top;"> <p>NOTE 1: In association with posting of DCU 1A FAIL Advisory message, the L BLEED FAULT, R BLEED FAULT, L PACK FAULT, and FDR FAIL Advisory messages will also be posted.</p> <p>NOTE 2: Expected CAS messages AP1 FAIL, AT 1 FAIL, and YD 1 FAIL, are inhibited with DCU 1A FAIL Advisory.</p> <p>NOTE 3: Loss of DCU 1A will result in loss of access redundancy to ATN-CPDLC and DATALINK sub-system ECDUs from the Datalink ECDU menu, as indicated by FUNCTION NOT AVAILABLE message. However, ATN-CPDLC and DATALINK operation and indications remain available using the alternate ECDU.</p> <p>NOTE 4: Subsequent loss of DCU channel 1B will affect operation of the CAS STATUS message, SEAT BELTS SIGN ON, associated with selection of the SEAT BELTS SIGN switch. Operation of the signs is not affected.</p> <p>NOTE 5: Subsequent loss of DCU channel 2A, will result in the loss of all FCP LCD displays and LED annunciators. Visual confirmation of FCP mode selections remain available on the PFDs.</p> <p>NOTE 6: TCAS self-test feature will not function. Subsequent loss of DCU channel 2A will cause TCAS FAIL Caution to be posted.</p> <p>NOTE 7: Subsequent loss of DCU channel 1B, will result in the loss LAMP TEST. Lamp Test 2 is not affected.</p> </td> <td style="width: 35%;"></td> </tr> </table> </td> <td style="width: 35%;"></td> </tr> </table>	3. Number Required For Dispatch Nombre requis pour le départ		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 65%; text-align: left;">4. Remarks or Exceptions</th> <th style="width: 35%;"></th> </tr> <tr> <td style="vertical-align: top;"> <p>NOTE 1: In association with posting of DCU 1A FAIL Advisory message, the L BLEED FAULT, R BLEED FAULT, L PACK FAULT, and FDR FAIL Advisory messages will also be posted.</p> <p>NOTE 2: Expected CAS messages AP1 FAIL, AT 1 FAIL, and YD 1 FAIL, are inhibited with DCU 1A FAIL Advisory.</p> <p>NOTE 3: Loss of DCU 1A will result in loss of access redundancy to ATN-CPDLC and DATALINK sub-system ECDUs from the Datalink ECDU menu, as indicated by FUNCTION NOT AVAILABLE message. However, ATN-CPDLC and DATALINK operation and indications remain available using the alternate ECDU.</p> <p>NOTE 4: Subsequent loss of DCU channel 1B will affect operation of the CAS STATUS message, SEAT BELTS SIGN ON, associated with selection of the SEAT BELTS SIGN switch. Operation of the signs is not affected.</p> <p>NOTE 5: Subsequent loss of DCU channel 2A, will result in the loss of all FCP LCD displays and LED annunciators. Visual confirmation of FCP mode selections remain available on the PFDs.</p> <p>NOTE 6: TCAS self-test feature will not function. Subsequent loss of DCU channel 2A will cause TCAS FAIL Caution to be posted.</p> <p>NOTE 7: Subsequent loss of DCU channel 1B, will result in the loss LAMP TEST. Lamp Test 2 is not affected.</p> </td> <td style="width: 35%;"></td> </tr> </table>	4. Remarks or Exceptions		<p>NOTE 1: In association with posting of DCU 1A FAIL Advisory message, the L BLEED FAULT, R BLEED FAULT, L PACK FAULT, and FDR FAIL Advisory messages will also be posted.</p> <p>NOTE 2: Expected CAS messages AP1 FAIL, AT 1 FAIL, and YD 1 FAIL, are inhibited with DCU 1A FAIL Advisory.</p> <p>NOTE 3: Loss of DCU 1A will result in loss of access redundancy to ATN-CPDLC and DATALINK sub-system ECDUs from the Datalink ECDU menu, as indicated by FUNCTION NOT AVAILABLE message. However, ATN-CPDLC and DATALINK operation and indications remain available using the alternate ECDU.</p> <p>NOTE 4: Subsequent loss of DCU channel 1B will affect operation of the CAS STATUS message, SEAT BELTS SIGN ON, associated with selection of the SEAT BELTS SIGN switch. Operation of the signs is not affected.</p> <p>NOTE 5: Subsequent loss of DCU channel 2A, will result in the loss of all FCP LCD displays and LED annunciators. Visual confirmation of FCP mode selections remain available on the PFDs.</p> <p>NOTE 6: TCAS self-test feature will not function. Subsequent loss of DCU channel 2A will cause TCAS FAIL Caution to be posted.</p> <p>NOTE 7: Subsequent loss of DCU channel 1B, will result in the loss LAMP TEST. Lamp Test 2 is not affected.</p>		
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TEMPORARY REVISION 24
INSERT IN MMEL, SECTION 1
AFFECTED PAGE 31-5

1. System & Sequence No Item No de système/série article	2. Number Installed Nombre d'article installés								
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TEMPORARY REVISION 24
INSERT IN MMEL, SECTION 1
AFFECTED PAGE 31-6

1. System & Sequence No Item No de système/série article	2.	3.	4.
	Number Installed Nombre d'article installés	Number Required For Dispatch Nombre requis pour le départ	Remarks or Exceptions
31 - <u>INDICATING/ RECORDING SYSTEMS</u> 3) DCU Channel 2A A (includes associated Power Producing Module)	1	0	(O) May be inoperative provided: a) All IPCs / DSMs are operative, b) ADC 1 and ADC 3 are operative c) RIU channels 1B, 2A and 2B, and both CTPs are operative, d) CAS Aural Alert transfer capability is verified operative prior to each flight, e) None of the following messages are posted: - DCU 1A FAIL Advisory, - DCU 1B FAIL Advisory, - DCU 2B FAIL Advisory, - DCU 2B FAN FAIL Advisory, - L PACK FAULT Advisory, - R PACK FAIL Caution, - R PACK AUTO FAIL Caution, - R WING ANTI-ICE FAIL Caution, - L WING ANTI-ICE FAIL Caution, - WING ANTI-ICE FAULT Advisory, and f) Following systems are considered inoperative: - Autopilot #2 - Flight Director #2 - Yaw Damper #2 - Quick Access Recorder, - Cockpit Voice Recorder, - Air Data Computer # 2, g) Autothrottle systems are considered inoperative and not used, h) Dynamic switching check of R FCV, and L and R Bleed Valves is performed prior to each flight, i) Operations are not conducted in known or forecast icing conditions, and j) Repairs are made within three flight days.

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TEMPORARY REVISION 24
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AFFECTED PAGE 31-7

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TEMPORARY REVISION 24
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AFFECTED PAGE 31-8

1. System & Sequence No Item No de système/série article	2.	3.	4.
	Number Installed Nombre d'article installés	Number Required For Dispatch Nombre requis pour le départ	Remarks or Exceptions
31 - <u>INDICATING/ RECORDING SYSTEMS</u> 4) DCU Channel 2B A (includes associated Power Producing Module)	1	0	(O) May be inoperative provided: a) All IPCs and DSMs are operative, b) ADC 1 and ADC 2 are operative, c) CAS Aural Alert transfer capability is verified operative prior to each flight, d) None of the following messages are posted: - DCU 1A FAIL Advisory, - DCU 1B FAIL Advisory, - DCU 2A FAIL Advisory, - DCU 2A FAN FAIL Advisory, - L PACK FAULT Advisory, - L PACK FAIL Caution, - L PACK AUTO FAIL Caution, - R WING ANTI-ICE FAIL Caution, - L WING ANTI-ICE FAIL Caution, - WING ANTI-ICE FAULT Advisory, and e) Following systems are considered inoperative: - Autopilot #2 - Flight Director #2 - Yaw Damper #2 - WX Radar Control - Air Data Computer # 3, f) Autothrottle systems are considered inoperative and not used, g) Dynamic switching check of R FCV, and L and R Bleed Valves is performed prior to each flight, h) Operations are not conducted in known or forecast icing conditions, and i) Repairs are made within three flight days.

Aircraft – Aéronef Bombardier Global Express BD-700-1A10 / BD-700-1A11	Revision No - NO de révision: Rev 8 <hr/> Date: Oct 18, 2023	Page 11 of 11
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TEMPORARY REVISION 24
INSERT IN MMEL, SECTION 1
AFFECTED PAGE 31-9

1. System & Sequence No Item No de système/série article	2. Number Installed Nombre d'article installés						
31 - <u>INDICATING/ RECORDING SYSTEMS</u>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 65%; text-align: left;">3. Number Required For Dispatch Nombre requis pour le départ</td> <td style="width: 35%;"></td> </tr> <tr> <td style="width: 65%; text-align: left;">4. Remarks or Exceptions</td> <td style="width: 35%;"></td> </tr> <tr> <td style="width: 65%; text-align: left;"> <p>NOTE 1: In association with posting of DCU 2B FAIL Advisory message, L BLEED FAULT, R BLEED FAULT, R PACK FAULT, and ADC 3 DEGRADED Advisory messages, will also be posted.</p> <p>NOTE 2: Amber CTRL FAULT icon, associated with the WX radar data block, will be displayed on AFD 3 & 4, when WX radar is operating. Radar control is inoperative from co-pilot's controller, but will slave to opposite controller." (Ref: item 34-41-02, Weather Radar Controllers).</p> <p>NOTE 3: Subsequent loss of DCU channel 2A will affect operation of the CAS STATUS message, NO SMKG SIGN ON, associated with selection of the NO SMKG SIGN switch. Operation of these signs is not affected.</p> <p>NOTE 4: Loss of DCU 2B will result in loss of access redundancy to ATN-CPDLC and DATALINK sub-system ECDUs from the Datalink ECDU menu, as indicated by FUNCTION NOT AVAILBLE message. However, ATN-CPDLC and DATALINK operation and indications remain available using the alternate ECDU. Also, the FANS-CPDLC will be unavailable.</p> <p>NOTE 5: Subsequent loss of DCU channel 2A, will result in the loss of LAMP TEST 2. Lamp Test 1 is not affected.</p> </td> <td style="width: 35%;"></td> </tr> </table>	3. Number Required For Dispatch Nombre requis pour le départ		4. Remarks or Exceptions		<p>NOTE 1: In association with posting of DCU 2B FAIL Advisory message, L BLEED FAULT, R BLEED FAULT, R PACK FAULT, and ADC 3 DEGRADED Advisory messages, will also be posted.</p> <p>NOTE 2: Amber CTRL FAULT icon, associated with the WX radar data block, will be displayed on AFD 3 & 4, when WX radar is operating. Radar control is inoperative from co-pilot's controller, but will slave to opposite controller." (Ref: item 34-41-02, Weather Radar Controllers).</p> <p>NOTE 3: Subsequent loss of DCU channel 2A will affect operation of the CAS STATUS message, NO SMKG SIGN ON, associated with selection of the NO SMKG SIGN switch. Operation of these signs is not affected.</p> <p>NOTE 4: Loss of DCU 2B will result in loss of access redundancy to ATN-CPDLC and DATALINK sub-system ECDUs from the Datalink ECDU menu, as indicated by FUNCTION NOT AVAILBLE message. However, ATN-CPDLC and DATALINK operation and indications remain available using the alternate ECDU. Also, the FANS-CPDLC will be unavailable.</p> <p>NOTE 5: Subsequent loss of DCU channel 2A, will result in the loss of LAMP TEST 2. Lamp Test 1 is not affected.</p>	
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