

TRANSPORT CANADA MASTER MINIMUM EQUIPMENT LIST

BOMBARDIER Global Express BD-700-1A10 & Global 5000 BD-700-1A11

CSP A-044

Date: **August 22, 2022**

Revision: **8**

This MMEL document has been developed with embedded hyper-links in the Table of Contents. This methodology has been incorporated to save time and in keeping pace with industry changes, will be particularly useful in the development and use of electronic media in the cockpit, such as Electronic Flight Bags.

Dispatch relief provisos for inoperative equipment may accessed by simply selectng the respective MMEL Relief Sections, below, and then locating the respective item name from the ensuing list. The facility to use conventional page scrolling remains unchanged.

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(Note that while Transport Canada has approved the printed contents of this MMEL, it does not maintain control of the invisible hyper-links used herein. Control of hyper-links remains the sole responsibility of the aircraft OEM and any errors or omissions experienced in use of these linked Table of Contents' should be directed to the OEM for correction.)

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Manual Approval

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043E458EB4D44B5...

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Temp Rev#	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
1	21-3	W. Jupp Chief, Airworthiness Flight Test January 25, 2002	Revises Outflow Valves relief by removing relief for failed CLOSED condition.	Rev 2
2	27-2	W. Jupp Chief, Airworthiness Flight Test February 21, 2002	Introduces relief for the SFCU Channels (Slat / Flap Control Unit)	Rev 2
3	22-1	W. Jupp, Chief of Flight Test for Minister of Transport February 04, 2005	Clarifies that the relief for A/P Quick DISC button is for failed CLOSED condition.	Rev 3
	23-1		Restores (O) Procedure to Datalink omitted in error	Rev 3
	26-3		Changes Lav Smoke Detector (M) Procedure to (O) Procedure	Rev 3
	34-6		(O) Procedure added to single Rad Alt . failure	Rev 3
4	30-1	W. Jupp, Chief of Flight Test for Minister of Transport September 13/ 05	Amendment to Wing Anti-Ice Valves – C/2/1 case, to require use of AFM Supplement.	Rev 3

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4	30-6		Incorporates new relief for Enhanced Vision System – Ice Protection System	Rev 3
4	34-4		Incorporates new relief for Enhanced Vision System	Rev 3
5	30-5		30-31-02 HBMU – New proviso added to consider associated yaw damper heat inoperative.	Rev 6
5	Section 2 2-24, 2-35		CAS messages - - L PROBE MON FAIL - R PROBE MON FAIL Incorporates omitted restrictions from ER operations and deletes redundant cases	Rev 6
6	30-4	 <hr/> W. Istchenko - Chief - National Aircraft Certification Flight Test for Minister of Transport – March 15, 2012	Corrects page header date and revision as associated with issue at Rev 6. 30-30-01 Probe Heaters – inserts omitted change bars and italics text per changes at Rev 6.	Rev 7

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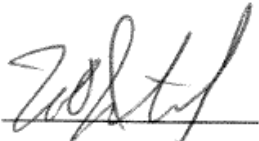
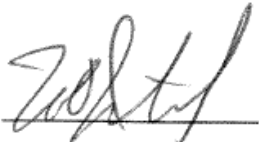
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6	Section 2 2-50,		CAS message – - WOW FAULT Advisory: Revises WOW FAULT Advisory message relief provisos, requiring that flights be conducted unpressurized.	Rev 7
7	HOC-3	W. Istchenko - Chief - National Aircraft Certification Flight Test for Minister of Transport – May 01, 2013	Clerical correction – reference to item “52-11-21” should read “52-11-02”.	Rev 7
	23-2		23-21-01 Datalink System Incorporates CPDLC and ADS-C into system relief following recent certification.	Rev 7
	31-8		31-61-05 Cursor Control Panel (CCP) – New relief added (CCP & trackball) following certification of new software.	Rev 7
	Section 2 2-10		CVR FAULT (Advisory) – Proviso revised following change to failure detection logic.	Rev 7
	Section 2 2-12		FMS 3 FAIL (Advisory) – Relief restriction against Global Vision deleted following system certification	Rev 7

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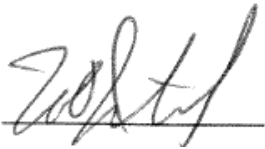
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8	24-4	W. Istchenko - Chief - National Aircraft Certification Flight Test for Minister of Transport December 17, 2013	24-31-01 Battery Temperature Control System – 2) Battery Heaters a) Avionics Battery Heater: New relief case incorporated to permit dispatch for post- S/B aircraft, providing altitude is adjusted to maintain Avionics Battery temperature above prescribed limit.	Rev 7
9	24-1	 W. Istchenko - Chief - National Aircraft Certification Flight Test for Minister of Transport December 17, 2013	24-20-03 RAT Heater: Incorporates an additional expanded relief interval permitting dispatch for up to three flight days, providing a maintenance check is carried out prior to each dispatch.	Rev 7
10	34-10	 W. Istchenko - Chief - National Aircraft Certification Flight Test for Minister of Transport December 17, 2013	34-54-02 Automatic Dependent Surveillance (ADS-B Out) System: Following approval of Honeywell Batch 3 avionics modifications, ADS-B system is now operable, and MMEL dispatch relief is added herein.	Rev 7

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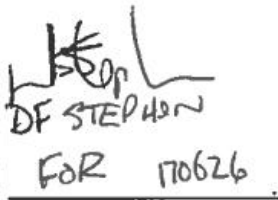
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11	24-2	 W. Istchenko - Chief - National Aircraft Certification Flight Test for Minister of Transport March 27, 2015	24-21-01 Engine Generator Systems: Bombardier internal discussions have determined a potential VFG failure scenario, requiring increased restriction upon existing provisos.	Rev 7
11	33-5		33-42-01 Navigation Lights: Following certification of a new Nav Lights System, which utilizes LEDs as the source of illumination, the existing relief cases have been re-structured to accommodate this new system variant.	Rev 7
11	56-10		56-10-01 Windshields (Faceply): Following approval of AFM Supplement for Operation With A Cracked Windshield Faceply, existing MMEL relief is rescinded.	Rev 7
11	Section 2 2-10		DATALINK FAIL (Advisory) and DATALINK CPDLC FAIL (Advisory) Following GVFD software updates, new CAS message relief is proposed as an alternative to existing Section One relief.	Rev 7

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11	Section 2 2-33		R BLEED FAULT (Advisory): Clerical correction – proviso reference to “L BLEED OFF” should read “R BLEED OFF”	Rev 7
12	Section 1 34-6	 <i>W. Istchenko - Chief - National Aircraft Certification Flight Test for Minister of Transport – June 26, 2017</i>	34-34-1, Synthetic Vision System: No changes to the existing SVS Section One relief provisions are proposed – only the quantity installed column is revised to now read as variable (dash), due to possibility of either the single or dual SVS installations	Rev 8
12	Section 2 2-47		With two SVS systems, several associated Section Two CAS message reliefs will now vary in respect of annunciating failures to either the single (unidentified) SVS, or SVS 1 or SVS2. Either new Advisory CAS messages – divided between SVS 1 and SVS 2 failures – will serve the dual SVS system arrangement: - SVS 1(2) FAIL - SVS 1(2) OBSTACLE FAIL - SVS 1(2) RUNWAYS FAIL - SVS 1(2) TAWS ALERT FAIL	Rev 8
12	Section 2 2-18		IMS FAIL (Advisory): The new CAS message, IMS FAIL Advisory, is the result of a recent software upgrade.	Rev 8

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13	30-6	 FR. A. HARTONO W. Istchenko - Chief - National Aircraft Certification Flight Test for Minister of Transport, March 09, 2018	Enhanced Vision System – Ice Protection – Provisos previously prohibiting aircraft dispatch into and operating in icing, replaced with restrictions surrounding EVS image use and selecting OFF.	Rev 8
13	Section 2 2-12		EVS HEAT FAIL (Caution): Provisos previously prohibiting aircraft dispatch into and operations in icing, replaced with restrictions surrounding EVS image use and selecting OFF.	Rev 8
13	Section 2 2-12		EVS HEAT OVHT (Caution): Provisos previously prohibiting aircraft dispatch into and operations in icing, replaced with restrictions surrounding EVS image use and selecting OFF.	Rev 8
14	30-7	 <hr style="width: 100%; border: 0.5px solid red;"/> W. Istchenko - Chief - National Aircraft Certification Flight Test for Minister of Transport March 23, 2018	Introduces relief for Drain Master Heaters, separate from the Potable Water Systems for better clarity when operating in freezing temperatures.	Rev 8
15	25-10	 <hr style="width: 100%; border: 0.5px solid red;"/> W. Istchenko - Chief - National Aircraft Certification Flight Test for Minister of Transport March 23, 2018	Introduces new relief for Global 5000 7 GL5000 aircraft: Avionics Rack – Fwd & Aft Decompression Panels - Louvers	Rev 8

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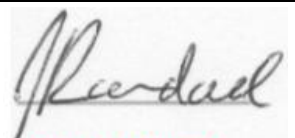
16	Section 1 29-01	 <i>W. Istchenko - Chief - National Aircraft Certification Flight Test for Minister of Transport September 07, 2018</i>	Hydraulic Firewall Shut-off Valve – EICAS Synoptic page Indications New relief for Hydraulic Shut-off Valve EICAS Synoptic Page indications has been added to include magenta or amber coloured HYD SOV icon as part of relief.	Rev 8
16	Section 1 34-9		Radio Altimeter – A new proviso is added directing crews to disengage and confirm autothrottles are disconnected before selecting gear down for landing, when one Radio Altimeter is inoperative.	Rev 8
16	Section 1 34-11		ATC Transponders and Automatic Altitude Reporting Systems – Existing item 34-54-01, ATC Transponders and Automatic Altitude Reporting Systems, sub-item 1), is hereby being amended to remove the pre-existing reference to ADS-B Out, such that no conflict remains with the separate relief item 34-54-02, ADS-B Out.	Rev 8
16	Section 2 2-43		RAD ALT 1 FAIL (Advisory), RAD ALT 2 FAIL (Advisory), RAD ALT 1-2 FAIL (Caution) Changes to align with Section One relief changes.	Rev 8

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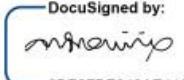
17	MMEL front matter- Preamble PRE-2 PRE-3 PRE-4	 <i>Andre's Haron</i> <hr style="width: 50%; margin: 0 auto;"/> Chief - National Aircraft Certification Flight Test for Minister of Transport October 10, 2019	Recent modification to the Global Platform of aircraft, affecting current models with marketing designations as 5000/6000 (GVFD), provides for a new engine. Whereas these newly modified aircraft will be marketed with new model designations "Global 5500 and 6500", respectively, the existing MMEL document requires update to provide for continuing effectively for the new model references.	Rev 8
17	75-1		This is a newly added relief item. Incorporated only on the new Global 5500/9500 engines, the new Turbine Case Cooling Valve modulates cooling air to the outside of the turbine case, effectively minimizing the case-to-blade-tip clearance for engine increases efficiency. When inoperative, the valve is to be locked CLOSED for dispatch, to prevent turbine case over-cooling and the for potential blade-tip interference.	Rev 8
18	23-8	 <hr style="width: 50%; margin: 0 auto;"/> - Chief - National Aircraft Certification Flight Test for Minister of Transport July 10, 2020	Resulting from engineering assessment of the effects of the DCU channels subsequent failure possibilities, in support of the new DCU relief, the existing provisos for the Control Tuning Panels have amended.	Rev 8

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18	31-2		This is a newly added relief item, applicable to the Global 6000 and GVFD 5000 model, which incorporate the Vision Avionics suite. (it does not include the Global 5500/6500, at this time.) The new relief provides dispatch considerations for one single DCU channel being inoperative.	Rev 8
19	Section 2 2-23	DocuSigned by:  2BE2FBE348AE416... Andreas Hartono	L ENGINE TCCV FAULT (Advisory): New CAS relief to reflect the design intention and to improve Global 5500/6500 dispatchability.	Rev 8
19	Section 2 2-35	<i>Chief - National Aircraft Certification Flight Test for Minister of Transport, August 20, 2021</i>	R ENGINE TCCV FAULT (Advisory): New CAS relief to reflect the design intention and to improve Global 5500/6500 dispatchability.	Rev 8

AUGUST 2022

Bombardier

**BD-700-1A10 / BD-7600-1A11
GLOBAL EXPRESS / GLOBAL 5000**



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**MMEL USER COMMENTS
ON ERRORS, OMISSIONS, PROCEDURES (IF APPLICABLE), ETC.**

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From:	Telephone No.:
Company:	Email address:
Date:	

The MMEL requires the following correction or clarification:

ATA Chapter/MMEL Item No.:	
Page No.:	Page Date:

OUR RESPONSE

Thank you for your comment;
F We will issue Temporary Revision No. _____
F We will include in Revision ____ scheduled for:
Comment:
Date:

Bombardier Aerospace
400 Cote-Vertu Road West
Dorval, Quebec H4S 1Y9
Canada

Attention: Raymond Kolment
MMEL Customer Coordinator
Customer Support Engineering

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28-6	August 22 / 22	31-9	August 22 / 22
28-7	Feb. 20 / 09	31-10	August 22 / 22
28-8	August 22 / 22	31-11	August 22 / 22
28-9	August 22 / 22	31-12	August 22 / 22
28-10	August 22 / 22	31-13	August 22 / 22
28-11	August 22 / 22	31-14	August 22 / 22
28-12	July 08 / 04	31-15	August 22 / 22
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29 Hydraulics		31-17	August 22 / 22
29-1	August 22 / 22		
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29-3	August 22 / 22	32-1	August 22 / 22
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30 Ice & Rain Protection		32-3	August 22 / 22
30-1	August 22 / 22	32-4	Feb. 20 / 09
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30-3	November 22 / 16	33 Lights	
30-4	August 22 / 22	33-1	August 22 / 22
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34 Navigation			
34-1	August 22 / 22	46 Information Systems	
34-2	August 22 / 22	46-1	August 22 / 22
34-3	August 22 / 22	46-2	August 22 / 22
34-4	August 22 / 22	46-3	August 22 / 22
34-5	August 22 / 22		
34-6	August 22 / 22	49 Auxiliary Power	
34-7	August 22 / 22	49-1	August 22 / 22
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34-9	August 22 / 22		
34-10	August 22 / 22	52 Doors	
34-11	August 22 / 22	52-1	August 22 / 22
34-12	August 22 / 22	52-2	August 22 / 22
34-13	August 22 / 22	52-3	July 08 / 04
		52-4	July 08 / 04
35 Oxygen			
35-1	August 22 / 22	56 Windows	
35-2	July 08 / 04	56-1	November 22 / 16
35-3	August 22 / 22	56-2	July 08 / 04
35-4	August 22 / 22		
35-5	August 22 / 22	73 Engine Fuel & Control	
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36 Pneumatics		73-2	November 22 / 16
36-1	August 22 / 22		
36-2	Feb. 20 / 09	74 Ignition	
		74-1	July 08 / 04
		74-2	July 08 / 04
38 Water & Waste			
38-1	August 22 / 22	75 Engine Cooling & Sealing	
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2-TOC-2	August 22 / 22		2-30	August 22 / 22
2-TOC-3	August 22 / 22		2-31	August 22 / 22
2-TOC-3	August 22 / 22		2-32	August 22 / 22
2-TOC-4	August 22 / 22		2-33	August 22 / 22
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HIGHLIGHTS OF CHANGE

Along with the incorporation of TC Temp Rev # 12 thru 19, this Revision 8 incorporates TCCA Guidance Book, Rev 8 updates, clerical correction, and amended/new reliefs, for Global Classic platforms.

MMEL ITEM	EXPLANATION OF CHANGE
TCCA Guidance Book Review 8 (GB8) Updates	
Def-3 (GB8 Update)	Added "Aircraft Crew" per TCCA Guidance Book 8, Definition.
Def-5 (GB8 Update)	Added "all cargo operation", "Cargo Configuration", "All cargo configuration", "Cargo Aircraft", and "All Cargo Aircraft" per TCCA Guidance Book 8, Definition.
Def-7 (GB8 Update)	Added "Alternate Procedures" per TCCA Guidance Book 8, Definition.
Def-8 (GB8 Update)	Added "Any in Excess of Those Required by Regulation" per TCCA Guidance Book 8, Definition.
Def-9 (GB8 Update)	Updated "As Required by Regulation" per TCCA Guidance Book 8, Definition.
Def-15 (GB8 Update)	Deleted "ETOPS" definition.
Def-18 (GB8 Update)	Replaced "FAR" with "14 CFR" per TCCA Guidance Book 8, Definition.
Def-20 (GB8 Update)	Added "Heavy Maintenance Visit (HMV)" per TCCA Guidance Book 8, Definition.
Def-24 (GB8 Update)	Deleted "M#", which is only used by TC and used for MEL, from MMEL per TCCA Guidance Book 8, Definition.
23-11-01 (GB8 Update)	Deleted NOTE per TCCA Guidance Book 8, Item 23-10-1.
23-22-01 (GB8 Update)	Deleted "route" per TCCA Guidance Book 8, Item 23-20-1.
23-40-01 (GB8 Update)	Deleted "Bunk" and amended the associated provisos per TCCA Guidance Book 8, Item 23-30-1.
23-40-02 (GB8 Update)	Added (O) and "Alternate procedures for contacting flight attendants" in the provisos per TCCA Guidance Book 8, Item 23-40-2.
23-40-03 (GB8 Update)	Changed "Number Required for Dispatch" to "-", added in C-0 (O) relief, amended the associated provisos/repair interval, and deleted "Bunk", per TCCA Guidance Book 8, Item 23-40-1.
23-51-01 (GB8 Update)	Added proviso c) per TCCA Guidance Book 8, Item 23-50-2.
23-51-02 (GB8 Update)	Added "hand microphone" restriction in the proviso per TCCA Guidance Book 8, Item 23-50-3.
25-11-01 (GB8 Update)	Deleted Cat "B" relief and amended proviso per TCCA Guidance Book 8, Item 25-10-3.
25-21-01 (GB8 Update)	Deleted "M", updated item 1) and 2) per TCCA Guidance Book 8, Item 25-20-3.

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25-22-01 (GB8 Update)	Amended the sub-title numbering and updated item 1) number required for dispatch per TCCA Guidance Book 8, Item 25-20-2.
25-61-02 (GB8 Update)	Updated Cat "A" and added Cat "D" relief per TCCA Guidance Book 8, Item 25-60-1.
25-61-03 (GB8 Update)	Changed Category from "B" to "A" and updated the provisos per TCCA Guidance Book 8, Item 25-60-2.
25-70-01 (GB8 Update)	Added Expire Date, amended sub-item 2) proviso and added FAA AD 74-08-09 in Notes per TCCA Guidance Book 8, Item 25-20-1.
25-70-03 (GB8 Update)	Added associated proviso and NOTE per TCCA Guidance Book 8, Item 25-20-5.
25-70-04 (GB8 Update)	Updated item 1) and 2) relief per TCCA Guidance Book 8, Item 25-40-1.
25-71-01 (GB8 Update)	Added (O) and updated NOTE per TCCA Guidance Book 8, Item 25-50-1.
25-75-10 (GB8 Update)	Deleted "Bunk" and the relief of "removing/stowing main entry door..." per TCCA Guidance Book 8, Item 25-50-2.
26-12-01 (GB8 Update)	Added "Except for ER operation beyond 120 minutes" per TCCA Guidance Book 8, Item 26-10-3.
26-15-01 SMOKE BAGGAGE FAIL (GB8 Update)	Amended the proviso and NOTE per TCCA Guidance Book 8, Item 26-10-5.
26-16-01 SMOKE AFT LAV FAIL SMOKE FWD LAV FAIL (GB8 Update)	Amended the reliefs per TCCA Guidance Book 8, Item 26-10-6.
26-23-01 (GB8 Update)	Added "and used" to proviso c) per TCCA Guidance Book 8, Item 26-20-4.
26-26-01 (GB8 Update)	Amended per TCCA Guidance Book 8, Item 26-20-3.
30-11-01 (GB8 Update)	Added "Except ER operations beyond 120 minutes require its use" per TCCA Guidance Book 8, Item 30-00-2.
31-31-01 (GB8 Update)	Updated subtitle, added "-" in sub-item 2), added in "up to three parameters" and deleted (C-Check) per TCCA Guidance Book 8, Item 31-30-1.
33-11-01 (GB8 Update)	Added missed Cat "C – 0" relief per TCCA Guidance Book 8, Item 33-10-1.
33-22-01 (GB8 Update)	Delete first relief related to Airlines Operations (CAR 705) and updated Non-Airlines Operation per TCCA Guidance Book 8, Item 33-20-2.
33-45-01 (GB8 Update)	Updated proviso C) per TCCA Guidance Book 8, Item 33-40-5.
33-50-01 (GB8 Update)	Deleted "Bunk" and added the missing Cat "A" dispatch for non-passenger carrying operations per TCCA Guidance Book 8, Item 33-50-2.

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33-50-02 (GB8 Update)	Updated Item 1) sub-title, amended item 2) relief and added "All Cargo Operations" Cat "A" relief per TCCA Guidance Book 8, Item 33-50-1.
33-51-01 (GB8 Update)	Added the missing Cat "A" relief per TCCA Guidance Book 8, Item 33-50-3.
34-21-01 (GB8 Update)	Deleted (M) and added C-1-0 relief per TCCA Guidance Book 8, Item 34-20-2.
34-41-01 (GB8 Update)	Updated dispatch category from "C" to "D" per TCCA Guidance Book 8, Item 34-40-1
34-41-02 (GB8 Update)	Added dispatch category "D" per TCCA Guidance Book 8, Item 34-40-1
34-42-01 (GB8 Update)	Updated and aligned the dispatch categories per TCCA Guidance Book 8, Item 34-40-2
34-43-01 (GB8 Update)	Updated the provisos per TCCA Guidance Book 8, Item 34-40-4.
34-51-01 (GB8 Update)	Added missing (O) procedure and updated the proviso per TCCA Guidance Book 8, Item 34-50-1.
34-52-01 (GB8 Update)	Removed the restriction of #1 and amended the relief per TCCA Guidance Book 8, Item 34-50-1.
34-53-01 (GB8 Update)	Removed the restriction of #1 and amended the relief per TCCA Guidance Book 8, Item 34-50-1.
34-54-01 (GB8 Update)	Amended Category "C" to "B", added the provisos and changed "D - -" to "D/2/1" per TCCA Guidance Book 8, Item 34-50-2.
34-61-01 (GB8 Update)	Added Category "D" for FMS inoperative and amended FMS Database proviso per TCCA Guidance Book 8, Item 34-50-1.
35-12-01 (GB8 Update)	Amended Item 3) from "B" to "C" per TCCA Guidance Book 8, Item 35-10-1.
35-21-01 (GB8 Update)	Added numbering to sub-item and added "All Cargo Operations" relief per TCCA Guidance Book 8, Item 35-20-1.
35-30-01 (GB8 Update)	Replaced "regulation" with "regulations" per TCCA Guidance Book 8, Item 35-30-1.
38-10-01 (GB8 Update)	Amended provisos and added notes per TCCA Guidance Book 8, Item 38-10-1.
38-30-01 (GB8 Update)	Added notes per TCCA Guidance Book 8, Item 38-30-1.
46-10-01 (GB8 Update)	Deleted EFB classes per TCCA Guidance Book 8, Item 46-20-1.
73-21-01 (GB8 Update)	Amended the proviso per TCCA Guidance Book 8, Item 73-20-1.
SMOKE BAGGAGE FAIL (GB8 Update)	Amended the proviso and NOTE per TCCA Guidance Book 8, Item 26-10-5.

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Clerical Items	
General 1 (Clerical Change)	The use of the word “and” in the Remarks and Exceptions column is not consistent throughout the MMEL. Sometimes, it is used twice within an MMEL item and sometimes, not at all. For consistency, the word “and” should be used only at the end of the second last proviso of an MMEL item (if there is more than one proviso).
General 2 (Clerical Change)	When more than one NOTE, they should be numbered (NOTE 1, NOTE 2, etc.) throughout the MMEL.
General 3 (Clerical Change)	There are many MMEL items that do not have any Remarks or Exceptions. For the sake of consistency, add the missed Remarks or Exceptions throughout the MMEL.
General 4 (Clerical Change)	“OR” should be refrained from using between sets of provisos the MMEL. It could lead to confusion.
21-51-05 (Clerical Change)	For clarity, Remarks and Exceptions is stated as “One or both may be inoperative provided...”
21-61-01-1) (Clerical Change)	No need to repeat AUTO mode in Remarks column since it is already mentioned in the System and Sequence No. column. For consistency, re-phased as “May be inoperative provided...”
21-61-01-2) (Clerical Change)	No need to repeat MANUAL mode in Remarks column since it is already mentioned in the System and Sequence No. column. For consistency, re-phased as “May be inoperative provided...”
21-61-01-2) (Clerical Change)	To minimize confusion, “OR” should be refrained between sets of provisos in this MMEL item.
21-61-02-3) (Clerical Change)	For clarity, Remarks and Exceptions is re-phased as “Up to three may be inoperative provided...”
21-62-02 (Clerical Change)	For clarity, Remarks and Exceptions is added as “One or both may be inoperative”.
21-62-03 (Clerical Change)	For clarity, Remarks and Exceptions is added as “One or both may be inoperative”.
21-71-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “May be dispatched provided...”
22-11-02 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is added as “One or both may be inoperative”.
22-30-01 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is added as “One may be inoperative” for C/2/1 and is rephased as "Both may be inoperative provided..." for C/2/0.
22-30-02 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is added as “One may be inoperative”.
22-30-02 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “...autothrottle systems are considered inoperative.”
22-30-03 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is added as “One may be inoperative”.
22-30-03 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “...autothrottle systems are considered inoperative.”
23-81-02-1) a) (Clerical Change)	For consistency, if only one is installed, no need to say “One”. Re-phased as “May be inoperative...”
23-81-02-1) b) (Clerical Change)	For consistency, if only one is installed, no need to say “One”. Re-phased as “May be inoperative...”
24-20-01	For consistency, remove “the” in the provisos. This also should apply throughout the MMEL.

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(Clerical Change)	
24-21-02 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is added as “One or both may be inoperative”.
24-21-03 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is added as “One or both may be inoperative”.
24-21-04 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is added as “One or both may be inoperative”.
24-21-05 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is added as “One or both may be inoperative”.
24-22-02 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is added as “One or both may be inoperative”.
24-22-03 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is added as “One or both may be inoperative”.
24-31-03-1) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One may be inoperative provided...”
24-41-03-1) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Any or all may be inoperative provided...”
25-13-01 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is added as “One or both may be inoperative.”
25-61-02 (Clerical Change)	Deleted CAR number reference in 1st proviso.
27-11-01 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is re-phased as “One or both may be inoperative”.
27-20-01 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is re-phased as “One or both may be inoperative”.
27-31-01 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is re-phased as “One or both may be inoperative”.
27-42-01 (Clerical Change)	No need to repeat RVDT Channels in Remarks column since it is already mentioned in the System and Sequence No. column.
27-42-01 (Clerical Change)	Text denoted with an asterisk (*) should be a NOTE (more appropriate) and moved NOTE after the first proviso.
27-51-01 (Clerical Change)	No need to repeat Slat or Flap Channels in Remarks column since it is already mentioned in the System and Sequence No. column.
27-61-02 (Clerical Change)	No need to repeat “Channel” in Remarks column since it is already mentioned in the System and Sequence No. column.
27-62-02 (Clerical Change)	No need to repeat RVDT Channels in Remarks column since it is already mentioned in the System and Sequence No. column.
27-62-03 (Clerical Change)	No need to repeat RVDT in Remarks column since it is already mentioned in the System and Sequence No. column.
27-62-04 (Clerical Change)	No need to repeat Throttle Lever RVDT in Remarks column since it is already mentioned in the System and Sequence No. column.
27-63-02 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “May be inoperative for one or for one symmetrical pair...”

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28-22-01 (Clerical Change)	No need to repeat “pump” in Remarks column since it is already mentioned in the System and Sequence No. column.
28-23-06 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Any or all functions may be inoperative provided...”
28-23-07 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Any or all functions may be inoperative provided...”
28-40-01 (Clerical Change)	For consistency, Remarks and Exceptions is added as “One or both may be inoperative”
28-40-02 (Clerical Change)	For consistency, Remarks and Exceptions is added as “One or both may be inoperative”
28-41-01-3) (Clerical Change)	For clarity, Remarks and Exceptions is added as “One or two may be inoperative.”
28-41-01-5) (Clerical Change)	For clarity, Remarks and Exceptions is added as “One may be inoperative.”
28-41-01-6) (Clerical Change)	For clarity, Remarks and Exceptions is added as “One may be inoperative.”
28-41-03 (Clerical Change)	For clarity, Remarks and Exceptions is re-phased as “One or both may be inoperative.”
28-41-04 (Clerical Change)	System & Sequence No is not correct (28-41-03). It should be 28-41-04.
28-41-05 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Any or all may be inoperative provided...”
29-11-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Any or all may be inoperative provided...”
29-13-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One may be inoperative...”
29-31-02 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is re-phased as “Up to three may be inoperative...”
29-31-03 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Any or all may be inoperative provided...”
29-31-04 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Any or all may be inoperative provided...”
30-21-01 (Clerical Change)	For clarity, Remarks and Exceptions is re-phased as “One or both may be inoperative...”
31-31-03 (Clerical Change)	Removed "(C check)" as it contradicts definition in preamble.
31-40-02 (Clerical Change)	“DCU 1BA FAIL” (Advisory) in TR-18 is corrected as “DCU 1B FAIL” (Advisory)
31-41-02 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Any or all may be inoperative provided...”
31-43-01 (Clerical Change)	For consistency, Remarks and Exceptions is added as “One may be inoperative provided...”
31-61-03-2) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One may be inoperative provided...”

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31-61-03-3) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One may be inoperative provided...”
31-61-03-4) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One may be inoperative provided...”
31-61-03-5) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One may be inoperative provided...”
31-61-03-6) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One may be inoperative provided...”
31-61-06-2) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One may be inoperative provided...”
32-30-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “May be inoperative for one flight day provided...”
32-43-02 (Clerical Change)	For clarity, Remarks and Exceptions is re-phased as “One or both may be inoperative...”
32-43-04-1) (Clerical Change)	No need to repeat “temperature sensor” in Remarks column since it is already mentioned in the System and Sequence No. column.
32-43-05 (Clerical Change)	For clarity and consistency, Remarks and Exceptions is added as “One may be inoperative.”
32-43-06 (Clerical Change)	For clarity, Remarks and Exceptions is re-phased as “One or both may be inoperative...”
33-13-01 (Clerical Change)	For consistency, Remarks and Exceptions is added as “One or both may be inoperative”
33-21-02 (Clerical Change)	For consistency, Remarks and Exceptions is added as “Any or all may be inoperative”
33-21-03 (Clerical Change)	For consistency, Remarks and Exceptions is added as “Any or all may be inoperative”
33-31-02 (Clerical Change)	For consistency, Remarks and Exceptions is added as “Any or all may be inoperative”
33-31-04 (Clerical Change)	For consistency, Remarks and Exceptions is added as “Any or all may be inoperative”
33-31-05 (Clerical Change)	For consistency, Remarks and Exceptions is added as “One or both may be inoperative”
33-31-06 (Clerical Change)	For consistency, Remarks and Exceptions is added as “One or both may be inoperative”
33-40-01 (Clerical Change)	For consistency, Remarks and Exceptions is added as “One or all may be inoperative” for both C-0/D-0.
33-41-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Any or all may be inoperative provided...” for consistency.
33-42-01-2) (Clerical Change)	For consistency, Remarks and Exceptions is added as “One may be inoperative”
33-43-02 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Any or all may be inoperative provided...” for consistency.
33-45-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One or both may be inoperative...”

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33-46-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One or both may be inoperative...”
33-51-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Any or all may be inoperative provided...”
34-23-01-1) (Clerical Change)	No need to repeat “flight director” in Remarks column since it is already mentioned in the System and Sequence No. column.
34-23-01-2) a) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Up to three may be inoperative...”
34-24-01-3 (Clerical Change)	For clarity, Remarks and Exceptions is re-phased as “One or both may be inoperative...”
34-32-02-3) ii) (Clerical Change)	No need to repeat “EVS MFW video” in Remarks column since it is already mentioned in the System and Sequence No. column.
34-34-01 (Clerical Change)	For consistency, Remarks and Exceptions is added as “Any or all may be inoperative.”
34-41-02 (Clerical Change)	For consistency, Remarks and Exceptions is added as “One may be inoperative”
34-44-01-1) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One may be inoperative provided...”
34-50-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One may be inoperative provided...”
34-51-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One or both may be inoperative...”
34-54-01-1) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One or both may be inoperative...”
34-54-02 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One or both may be inoperative...”
36-11-01 (Clerical Change)	For consistency, Remarks and Exceptions is added as “One or both may be inoperative...”
49-14-01 (Clerical Change)	Added missing # installed and # required as “A-1-0”
49-61-01-1) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Except for ER operations, one may be inoperative...” and added missing comma in sub-item (4) proviso (a).
49-61-01-2) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “Except for ER operations, one may be inoperative...”
49-61-01-9) (Clerical Change)	No need to repeat “channel” in Remarks column since it is already mentioned in the System and Sequence No. column.
52-70-01 (Clerical Change)	Changed period to comma in proviso (e).
52-70-04 (Clerical Change)	Added missing comma in proviso (b).
73-21-02 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One or both may be inoperative...”
77-31-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as “One or both may be inoperative...” and changed period to comma in proviso (a).

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79-30-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as "One or both may be inoperative..."
ADC 2 DEGRADED (Clerical Change)	Changed semi-colon to comma in proviso (c).
ADC 2 FAIL (Clerical Change)	Changed semi-colon to comma in proviso (c).
ADC 3 FAIL (Clerical Change)	Changed semi-colon to comma in proviso (c).
AP 2 FAIL (Clerical Change)	Corrected typo 'AP 1 FAIL' in NOTE as 'AP 1 FAIL'.
APU GEN FAIL (Clerical Change)	Added missing period at end of proviso.
CHECKLIST MISMATCH (Clerical Change)	Added missing period at end of proviso (b).
CPLT BRAKE FAULT (Clerical Change)	Changed comma to semi-colon in proviso (a) after NOSE STEER FAIL.
FD 1 (2) FAIL (Clerical Change)	Added missing period from end of proviso (b).
FDR ACCEL FAIL (Clerical Change)	Added missing period from end of proviso (b).
FLAP HALFSPD (Clerical Change)	Added missing period from end of proviso (b).
ICE (Clerical Change)	Changed comma to semi-colon in proviso (a) after L COWL A/I FAULT.
IRS 1 MISCMP (Clerical Change)	Changed comma to semi-colon in proviso (a) after IRS 2 MISCMP.
IRS 2 MISCMP (Clerical Change)	Changed comma to semi-colon in proviso (a) after IRS 1 MISCMP.
IRS 3 MISCMP (Clerical Change)	Changed comma to semi-colon in proviso (a) after IRS 1 MISCMP.
ISI FAULT (Clerical Change)	Deleted 2nd period after proviso.
L WSHLD HEAT FAIL (Clerical Change)	Added missing period missing from end of proviso (b). Removed 2nd period after proviso (c).
MLG BAY OVHT FAIL (Clerical Change)	Added change bar for removed 'and' in proviso (b).
MLG BAY OVHT FAULT	Added change bar for removed 'and' in proviso (b).

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(Clerical Change)	
R PACK FAIL (GX) (Clerical Change)	Changed to colons to semi-colons in Proviso (l).
R WINDOW HEAT FAIL (Clerical Change)	Added missing period from end of 1st proviso (b) and 2nd proviso (c).
R WSHLD HEAT FAIL (Clerical Change)	Added missing period from end of 1st proviso (b) and 2nd proviso (c).
SPLRS/STAB BIT (Clerical Change)	The '*' at the end of the first proviso was meant to go with the note. Deleted the '*'.
TAT HT 1 FAIL (Clerical Change)	Changed comma to semi-colon in proviso (a).
TAT HT 2 FAIL (Clerical Change)	Changed comma to semi-colon in proviso (a).
TAT HT 3 FAIL (Clerical Change)	Changed comma to semi-colon in proviso (a).
WING A/ICE FAULT (Clerical Change)	Added a missing period at the end.
TC Temp Revision (TR-12 to TR-19) Incorporation	
34-34-01 (TpRv-12)	<u>Section 1, Item 34-34-01, Synthetic Vision System</u> The Rockwell Collins second Synthetic Vision System is now an approved option. No changes to the existing SVS Section One relief provisos are proposed - only the quantity installed column is revised to now read as variable (dash), due to possibility of either the single or dual SVS installations.
SVS 1 (2) FAIL (Advisory) SVS 1 (2) OBSTACLE FAIL (Advisory) SVS 1 (2) RUNWAYS FAIL (Advisory) SVS 1 (2) TAWS ALERT FAIL (Advisory) (TpRv-12)	<u>Section 2, CAS message: SVS FAIL (Advisory)</u> As supported above, there are now two SVS systems, and as a result, several associated Section Two CAS message reliefs will now vary in respect of annunciating failures to either the single (unidentified) SVS, or SVS 1 or SVS2. Whereas four existing Advisory CAS messages will continue to serve a single SVS installation, eight new Advisory CAS messages – divided between SVS 1 and SVS 2 failures - will serve a dual SVS system arrangement.
IMS FAIL (Advisory)	<u>Section 2, CAS message: IMS FAIL (Advisory)</u>

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(TpRv-12)	The new CAS message, IMS FAIL Advisory, is the result of a recent software upgrade, and is offered as a dispatch alternative to Section One Item 46-30-01.
30-40-02 (TpRv-13)	<u>Section 1, Item 30-40-02, Enhanced Vision System – Ice Protection</u> Provisos previously prohibiting aircraft dispatch into and operations in icing, replaced with restrictions surrounding EVS image use and selecting EVS OFF.
EVS HEAT FAIL (Caution) (TpRv-13)	<u>Section 2, CAS message: EVS HEAT FAIL (Caution)</u> Provisos previously prohibiting aircraft dispatch into and operations in icing, replaced with restrictions surrounding EVS image use and selecting EVS OFF.
EVS HEAT OVHT (Caution) (TpRv-13)	<u>Section 2, CAS message: EVS HEAT OVHT (Caution)</u> Provisos previously prohibiting aircraft dispatch into and operations in icing, replaced with restrictions surrounding EVS image use and selecting EVS OFF.
30-70-01 (TpRv-14)	<u>Section 1, Item 30-70-01 Drain Mast Heaters</u> New relief introduced for allowing dispatch with the Drain Mast Heaters inoperative, separate from the potable water systems, for better clarity when operating in freezing temperatures.
38-10-01 (TpRv-14)	<u>Section 1, Item 38-10-01 Potable Water Systems</u> NOTE added to Section 1, Item 38-10-01, Potable Water Systems, directing crews to Item 30-70-01 for dispatch relief of inoperative potable water drain mast heaters.
25-72-01 (TpRv-15)	<u>Section 1, Item 25-72-01, Avionics Rack – Fwd & Aft Decompression Panels – Louvers</u> New relief introduced for allowing dispatch with missing ventilation louvers from the forward and aft decompression panels in the avionics rack on Global 5000 & GL5000 aircraft.
29-30-02 (TpRv-16)	<u>Section 1, New Item 29-30-02 Hydraulic Firewall Shut-off Valve– EICAS Synoptic Page Indications</u> New MMEL relief for Hydraulic Shut-off Valve EICAS Synoptic Page indications has been added to include HYD SOV icon (magenta or amber coloured) as part of relief, provided it is confirmed prior to dispatch that the associated valve is verified to operate to fully open and fully closed positions, hydraulic pressure indication shows correct pressure with engine operating and ACMP selected OFF and associated valve remains in the open position for take-off.
34-44-01 (TpRv-16)	<u>Section 1, Item 34-44-01, Radio Altimeter</u> A new proviso is added to Section 1, Item 34-44-01, Radio Altimeter, directing crews to disengage and confirm autothrottles are disconnected before selecting gear down for landing, when one Radio Altimeter is inoperative.
34-54-01 (TpRv-16)	<u>Section 1, Item 34-54-01 ATC Transponders and Automatic Altitude Reporting Systems</u> During previous addition of TC accepted Temporary Revision 10 (December 2013), which incorporated a new independent relief item for the ADS-B Out System, the pre-existing ADS-B Out sub-item relief contained in the preceding item was inadvertently left standing, creating two different relief paths for the same function. Existing item 34-54-01 , ATC Transponders and Automatic Altitude Reporting Systems, sub-item 1), is hereby being amended to remove the pre-existing reference to ADS-B Out, such that no conflict remains with the separate relief item 34-54-02, ADS-B Out.
RAD ALT 1 (2) FAIL (Advisory) RAD ALT 1-2 FAIL	<u>Section 2, RAD ALT FAIL CAS messages</u> A new proviso is added to Section 2 RAD ALT FAIL CAS messages, directing crews to disengage and confirm autothrottles are disconnected before selecting gear down for landing, when one Radio Altimeter is inoperative.

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(Caution) (TpRv-16)	In addition, correction is made to Global Vision relief case 2, item c, for both Sections from “Dual Radio Altimeter Failure” to “RAD ALT 1-2 FAIL (Caution)”
Preamble (TpRv-17)	<u>MMEL front matter - Preamble</u> Recent modification to the Global Platform of aircraft, affecting the current models with marketing designations as 5000/6000 (GVFD), now provides for a new engine. Whereas these newly modified aircraft will be marketed with new model designations “Global 5500 and 6500”, respectively, the existing MMEL document requires clarification, providing for continuing effectivity of the MMEL for these new marketing designations. This has been accomplished via change to the Preamble.
75-20-01 (TpRv-17)	<u>Section 1, Item 75-20-01, Turbine Case Cooling Valve (TCCV)</u> This is a newly added relief item. Incorporated only on the new Global 5500 / 6500 engines, the new Turbine Case Cooling Valve modulates cooling air to the outside of the turbine case, effectively minimizing the case-to-blade-tip clearance for engine increased efficiency. When inoperative, the valve is to be locked CLOSED for dispatch, to prevent turbine case over-cooling and the for potential blade-tip interference.
23-81-02 (TpRv-18)	<u>Section 1, 23-81-02 Radio Tuning System - Control Tuning Panels</u> Resulting from engineering assessment of the effects of the DCU channels subsequent failure possibilities, in support of the new DCU relief, the existing provisos for the Control Tuning Panels have been amended.
31-40-02 (TpRv-18)	<u>Section 1, Data Concentrator Units – (DCU) Channels</u> This is a newly added relief item, applicable to the Global 6000 and GVFD 5000 models, which incorporate the Vision Avionics suite. (It does not include the Global 5500 / 6500, at this time.) The new relief provides dispatch considerations for one single DCU channel being inoperative.
L (R) ENGINE TCCV FAULT (Advisory) (TpRv-19)	<u>Section 2, CAS message: L (R) ENGINE TCCV FAULT (Advisory)</u> Introducing new CAS reliefs in Section 2 to reflect the design intention and to improve Global 5500/6500 dispatchability.
Amended Items	
21-30-01 (Amendment)	Rescinded requirement to "verify" the safety valves
22-30-01 (Amendment)	Added NOTE regarding LOW AIRSPEED aural alert.
24-22-01 (Amendment)	Added “Except for ER operations” in the Remarks and Exceptions to be consistent with MMEL Item 49-10-01
24-31-01 (Amendment)	Avionics Battery Heaters. Effectivity statements clarified. Added missed “installed and required for dispatch” numbers.
30-31-02 (Amendment)	Changed (M) to (O) and added NOTE 2 to distinguish Global Vision with Non-Global Vision aircrafts.
31-40-02 (Amendment)	DCU One Channel Failure (M) to (O) change – TR18 Amendment
45-45-02 (Amendment)	Amended Portable Maintenance Access Terminal (PMAT) Category C to D and added associated proviso for Cat D and added proviso as “May be inoperative provided procedures do not require its use”
46-20-01 (Amendment)	Amended 46-20-01-1) repair interval from a “C” to a “D”

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52-70-01 (Amendment)	Rescinded requirement to "verify" the safety valves
52-70-03 (Amendment)	Rescinded requirement to "verify" the safety valves
52-70-04 (Amendment)	Rescinded requirement to "verify" the safety valves
L PROBE MON FAIL (Advisory) (Amendment)	Condition d) is removed from the proviso to reflect Global Vision configuration with a separate relief added for "(Global Vision only)"
R PROBE MON FAIL (Advisory) (Amendment)	Condition d) is removed from the proviso to reflect Global Vision configuration with a separate relief added for "(Global Vision only)"
New Proposals	
21-23-01-2) (New Relief)	<u>Section 1, AFD Display Fans</u> – New relief for GVFD
21-54-10 (New Relief)	<u>Section 1, Data Concentrator Unit (DCU) Fans</u> – New relief for GVFD
31-42-09 (New Relief)	<u>Section 1, Aircraft Personality Module (APM)</u> – New relief for GVFD
31-54-01 (New Relief)	<u>Section 1, IPC Cover & Environment Module Fan</u> – New relief for GVFD
CTR DSPL FAN FAULT (Advisory) (New Relief)	<u>Section 2, CAS message: CTR DSPL FAN FAULT (Advisory)</u> – New relief for GVFD
L DSPL FAN FAULT (Advisory)	<u>Section 2, CAS message: L DSPL FAN FAULT (Advisory)</u> – New relief for GVFD
R DSPL FAN FAULT (Advisory) (New Relief)	<u>Section 2, CAS message: R DSPL FAN FAULT (Advisory)</u> – New relief for GVFD
LWR DSPL FAN FAULT (Advisory) (New Relief)	<u>Section 2, CAS message: LWR DSPL FAN FAULT (Advisory)</u> – New relief for GVFD
LWR DSPL FAN FAIL (Advisory) (New Relief)	<u>Section 2, CAS message: LWR DSPL FAN FAIL (Advisory)</u> – New relief for GVFD
DCU 1A FAN FAIL (Advisory) (New Relief)	<u>Section 2, CAS message: DCU 1A FAN FAIL (Advisory)</u> – New relief for GVFD

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DCU 1B FAN FAIL (Advisory) (New Relief)	<u>Section 2, CAS message: DCU 1B FAN FAIL (Advisory) – New relief for GVFD</u>
DCU 2A FAN FAIL (Advisory) (New Relief)	<u>Section 2, CAS message: DCU 2A FAN FAIL (Advisory) – New relief for GVFD</u>
DCU 2B FAN FAIL (Advisory) (New Relief)	<u>Section 2, CAS message: DCU 2B FAN FAIL (Advisory) – New relief for GVFD</u>
APM 1 FAIL (Advisory) (New Relief)	<u>Section 2, CAS message: APM 1 FAIL (Advisory) – New relief for GVFD</u>
APM 2 FAIL (Advisory) (New Relief)	<u>Section 2, CAS message: APM 2 FAIL (Advisory) – New relief for GVFD</u>
IPC 1 FAN FAIL (Advisory) (New Relief)	<u>Section 2, CAS message: IPC 1 FAN FAIL (Advisory) – New relief for GVFD</u>
IPC 3 FAN FAIL (Advisory) (New Relief)	<u>Section 2, CAS message: IPC 3 FAN FAIL (Advisory) – New relief for GVFD</u>
IPC 4 FAN FAIL (Advisory) (New Relief)	<u>Section 2, CAS message: IPC 4 FAN FAIL (Advisory) – New relief for GVFD</u>
*** 25-61-04 (New Relief)	Introduced per FAA Policy Letter 129.

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DEFINITIONS

1. **Systems Definitions:** Systems numbers are based on the Air Transport Association (ATA) Specifications Number 100 and items are numbered sequentially.

- a) **“Item”** (Column 1) means the equipment, systems, component, or function listed in “Item” column.
- b) **“Number Installed”** (Column 2) is the number (quantity) of the items normally installed in the aircraft. This number represents the aircraft configuration considered in development this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

“****” Symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator’s MEL after the approving office has determined that the item has been installed on one or more of the operator’s aircraft. The symbol, however, shall not be carried forward into the operator’s MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft. The “****” symbol may be considered equivalent to the term **“if installed”**.

- c) **“Number required for dispatch”** (Column 3) is the minimum number (quantity) of the items required for operation provided the conditions specified in Column 4 are met.

Note: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configurations control approved by Transport Canada.

- d) **“Remarks or Exceptions”** (Column 4) in this column included a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operations, and appropriate notes.
- e) A **“vertical bar” (change bar)** in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
- f) **“Approved”** means approved by the Minister.
- g) **“Master Minimum Equipment List”** means a document approved by the Minister that establishes the aircraft equipment allowed to be inoperative under conditions specific therein for a specific type of aircraft.
- h) **“Minimum Equipment List”** means a document approved by the Minister that authorizes an operator to dispatch an aircraft with aircraft equipment inoperative under conditions specified therein.
- i) **“Minister”** means the Minister of Transport.

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2. **“Administrative Control Items”** means items listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator’s MEL provided no relief is granted, or provided conditions and limitations are contained in an approved document such as the Structural Repair Manual. If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to Transport Canada. If the request results in review and approval, the item becomes an MMEL item rather than an administrative control item.

3. **“Aircraft Crew”** for the purpose of this document, means the operating crew members including flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members.

4. **“Airplane/Rotorcraft Flight Manual”** (AFM/RFM) is the document required for type certification and approved by Transport Canada. The approved AFM/RFM for the specific aircraft is listed on the applicable Type Certification Data Sheet.

5. **“All Cargo Operations”** refers to aircraft that are used for the carriage of cargo only, regardless of the configuration. All crew members are seated on the flight deck or in the dedicated supernumerary area. For small aircraft, which do not allow the carriage of other crew members in the flight compartment, the observer’s seat is considered equivalent. “Cargo Configuration”, “All cargo configuration”, “Cargo Aircraft”, and “All Cargo Aircraft”, for the purpose of this document, refers to aircraft that are configured to only carry cargo on the main deck. These aircraft are typically referred to as “freighters”.

6. **“Alphabetical symbol”** in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

7. **“Alternate Procedures”** means that the operator needs to develop normal, abnormal and/or emergency procedures, as applicable, for the associated item.

8. **“Any in Excess of Those Required by Regulations”** means that the equipment required by the Canadian Aviation Regulations (CARs) must be operative and only excess equipment may be inoperative.

9. **“As Required by Regulation”** may include such things as Canadian Aviation Regulations (CARs), both operational and design related; Aviation Occupational Health and Safety (AOH&S) regulations, etc. It is noted that detailed relief provided in the CARs is only applicable where a MEL is not required.

10. **“Combustible Materials”**, for the purpose of this document, refers to materials which are capable of catching fire and burning (baggage, livestock, etc.)

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Where loading of flammable or combustible material is prohibited, no material may be loaded except the following:

- a) Cargo handling equipment (ballast or empty ULD). ULD must not contain any energy supplied device of any kind (e.g. ULD integrated trackers/monitoring devices, cooled containers), must be without oxygen supply, or any other flammable or combustible material,
- b) Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.),
- c) In-flight service material (Return catering - only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).

11. **“Deleted”** in the remark column after a sequence item indicates that the item was previously listed but is now required to be operative is installed in the aircraft.
12. **“Deactivated and Secured”** means that the specified component must be put into an acceptable condition for sale flight. An acceptable method of deactivating and securing will be established by the operator for inclusion in his/her MEL.
13. **“Day of discovery”** is the calendar day an equipment/instrument malfunction was discovered. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment, and is applicable to all MMEL items in categories A, B, C, and D.
14. **“Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems”** that provide electronic messages refer to a system capable of providing different priority levels of system information messages (e.g., Warning, Caution, Advisory, Status, and Maintenance). An airplane discrepancy message may or may not affect dispatchability.

The Bombardier Global Express is equipped with an integrated EICAS messaging system that alerts the flight crew to aircraft systems' operating conditions, at four levels of priority:

WARNING (red); CAUTION (amber); ADVISORY (cyan); and STATUS (white). During display of ADVISORY and/or CAUTION messages, subsequent aircraft dispatch requires referral to the MEL for possible relief.

EICAS messages presented at the ADVISORY level require crew awareness, stemming from system failures and/or instantaneous operational conditions. Where ADVISORY messages stem from failures, the root cause must be confirmed and the MEL then investigated for possible relief. As an easement to dispatch, a summary list of ADVISORY messages is provided in the Aircraft Maintenance Manual to quickly

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indicate which messages are driven by operating conditions only, and those with possible dispatch relief.

STATUS messages are reminders of various systems' mode selections, that are not in their normal operating conditions, and are resulting from crew initiated actions, typically in response to ADVISORY, CAUTION and WARNING messages (ie.: system OFF). STATUS messages themselves do not impact dispatch of the aircraft.

In addition to cockpit annunciation, a highly integrated maintenance reporting system, CAIMS - Central Aircraft Information Maintenance System, provides in-depth diagnostic messaging to maintenance personnel. All EICAS messages at the level of ADVISORY, CAUTION, and WARNING, have fault diagnostic descriptions and Flight Deck Effect correlation available through interrogation of CAIMS.

15. **“Excess Items”** means those items installed that are excess to the requirements.

Deleted (Rev 08)

16. **“ER Operations”**, as described in this MMEL, are those flights conducted over a route that contains a point further than one hour flying time, at the approved one-engine inoperative cruise speed, from an adequate airport."

17. **“Extended Over-water Operations”**, as described in this MMEL, are those flights conducted over water, at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

18. **“Federal Aviation Regulations (14 CFR)”** means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

19. **“Flight Day”** means 24 hour period (e.g. from midnight to midnight) – either Universal Co-ordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affect aircraft.

20. **“Heavy Maintenance Visit (HMV)”** means check related items such as C or D Check tasks or other required inspection tasks where an aircraft is scheduled to be out of service for 4 or more days.

21. **“Icing conditions”** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

22. **“Inoperative”** means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

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DEFINITIONS (cont'd)

23. “Inoperative components of an inoperative system” Inoperative items which are components of a system, which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

24. “M” symbol indicates a requirement for a specific maintenance procedure, which must be accomplished by prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel, however, other personnel may be qualified and authorized to perform certain functions.

Deleted (Rev 08)

25. “Maintenance Instruction” Indicates maintenance instructions that must be accomplished by prior to operation with the listed item inoperative, as per “(M)” procedure above.

26. “Notes” Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

27. “O” symbol indicates a requirement for a specific operations procedure, which must be accomplished in planning for and/or operating with the listed item inoperative.

Normally these procedures are accomplished by a crew member; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator.

Appropriate procedures are required to be published as a part of the operator’s manual or MEL. Recording of the accomplishment or required specific operations procedures in the logbook will be accomplished by adding the following statement to the “Instructions for Journey Book Use” found in the Operator’s Journey Logbook to cover those items requiring Operations Procedures.

Note: The (M) and (O) symbols are required in the operator’s MEL unless authorized by Transport Canada.

28. “Operating Instruction” Indicates operating instructions that must be accomplished prior to operation with the listed item inoperative, as per “(O)” procedure above.

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DEFINITIONS (cont'd)

- 29. “Passenger Convenience Items”** means those items related to passenger convenience, comfort or entertainment such as, but not limited to, gallery equipment, movie equipment, ash trays, stereo equipment, over head reading lamps, etc.
- 30. “Visual Flight Rules”** (VFR) is defined in the CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
- 31. “Placarding”** Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment.
- Note:** To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.
- 32. “_”** symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
- 33. “Visual Meteorological Conditions”** (VMC) means the atmospheric environment is such that would allow a flight to proceed under the Visual Flight Rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
- 34. “Visible Moisture”** means an atmosphere environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
- 35. “Repair Intervals”** All users of an MEL must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

“Category A” Items in this category shall be repaired within the time intervals specified in the “Remarks or Exceptions” column of the operator’s approved MEL. Whenever the proviso in the “Remarks or Exceptions” column of the MMEL states cycles or flight time, the time interval begins with the next flight.

Whenever the time interval is listed as flight days, the time interval begins on the flight day following the day of discovery.

“Category B” Items in this category shall be repaired within three (3) consecutive calendar days, excluding the day of discovery. For example, if it were discovered at 10 a.m. on January 26th, the three-day interval would begin at midnight the 26th and end at midnight the 29th.

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DEFINITIONS (cont'd)

“**Category C**” Items in this category shall be repaired within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it were discovered at 10 a.m. on January 26th the ten day interval would begin at midnight the 26th and end at midnight February 5th.

“**Category D**” Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

36. “Message-oriented” relief refers to the MMEL dispatch provisos as provided for in Section 2 of this MMEL. Typically this type of MMEL relief will not require fault isolation by maintenance personnel, allowing flight crew direct association of dispatch provisos to messages posted on the Crew Alerting System (CAS).

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ABBREVIATIONS and ACRONYMS

The following abbreviations and acronyms may be used on flight compartment displays, radio tuning units and the flight management system or may be found in this manual. Some abbreviations may appear in upper or lower case letters. Abbreviations which have limited usage are explained in the chapters where they are used.

A

a/c, A/c	Aircraft	AHC	Attitude Heading
A/C	Air Conditioning		Computer
A/G	Air/Ground	AHRS	Attitude Heading Reference System
A/ICE	Anti-ice		
A/P	Autopilot	AIL	Aileron
A/S	Airspeed	ALIGN	Aligning, alignment
A/SKID	Anti-skid	ALPHA	alpha
ABS	Absolute	ALT	Altitude, Altimeter
AC	Alternating Current	ALT	Altitude Hold (PFD/FD)
ACARS	ARINC Communications Addressing and reporting System	ALT CAP	Altitude Capture (PFD/FD)
ACCEL	Acceleration, accelerate(d), accelerometers	ALT HOLD	Altitude Hold
ACM	Air Cycle Machine	ALTN	Alternate
ACMP	Alternating Current Motor Pump/ Electric Hydraulic Pump	ALTS	Selected Altitude Arm/Abort (PFD/FD)
ACT	Active	AM	Amplitude Modulation
ACU	Air Conditioning Unit	AMB	Ambient
ADC	Air Data Computer	AMP	Amperes
ADDR	Address	ANNUN	Annunciator
ADF	Automatic Direction Finder	ANT	Antenna
ADG	Air Driven Generator	AOA	Angle of Attack
ADI	Attitude Director Indicator	AP	Autopilot
ADS	Air Data System	APC	Auxiliary Power Control
ADS-B	Automatic Dependent Surveillance – Broadcast	APP	Approach
AFCS	Automatic Flight Control System	APPROX	Approximately
AFT	Afterward	APR	Automatic Performance Reserve
AFD	Adaptive Flight Display	APU	Auxiliary Power Unit
AGL	Above Ground Level	ARINC	Aeronautical Radio Incorporated
		ARP	Air Data Reference Panel

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ASYM	Asymmetrical	AUTO BAL	Automatic Balance
ATA	Air Transport Association	AUTO XFER	Automatic Transfer
ATC	Air Traffic Control	AUX	Auxiliary
ATT	Attitude	AV	Avionics
ATTD	Attitude	AVAIL	Available
ATTND	Attendant	AZ	Azimuth
AUTO	Automatic		

B

B/AIR	Bleed Air	BK	Brake
B/C	Back Course	BLD	Bleed
B/CRS	Back Course	BOOM	Headset microphone
B/LEAK	Bleed Leak	BRG	Bearing
BARO	Barometric	BRKR(s)	Breaker(s)
BAT	Battery	BRT	Bright
BATT	Battery	BTL	Bottle
BDI	Bearing Distance Indicator	BTMS	Brake Temperature Monitoring System
BFO	Beat Frequency Oscillator	BTMU	Brake Temperature Monitoring Unit
BITE	Built-In-Test Equipment	BYPS	Bypass

C

C	Center, Caution, Cabin	CDL	Configuration Deviation List
CAL	Calibrate	CDP	Compressor Discharge Pressure
CAP	Capture	CDU	Control Display Unit
CAPT	Captain	CFM	Cubic Feet Per Minute
CAS	Calibrated Air Speed	CG	Center of Gravity
CARs	Canadian Aviation Regulations	CH	Chapter, Channel
CAT	Category	CHAN	Channel
CAT II	Category II	CHGR	Charger
CB, C/B	Circuit Breaker	CHR	Chronograph
CBP	Circuit Breaker Panel	CHRT	Chart
CCP	Cursor Control Panel	CK	Check
CCW	Counter Clockwise	CKPT	Cockpit
CKT	Circuit	CONT	Control, Continuous, Contactor, Controller
CLB	Climb	COOL	Cooling

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CLK	Clock	CORR	Correction
cm	Centimeters	CPAM	Cabin Pressure Acquisition Module
CMD	Command		
CMPS	Compass	CPLT	Copilot
CMPTR	Computer	CRS	Course
CO ₂	Carbon Dioxide	CRT	Cathode Ray Tube
COM	Communication	CRZ	Cruise
COMM	Communication	CSD	Constant Speed Drive
COMP	Compressor, Comparator	CTP	Control Tuning Panel
		CTR	Center
COMPT	Compartment	CVR	Cockpit Voice Recorder
COND	Condition, Continued	CW	Clockwise
CONFIG	Configuration	CYL	Cylinder
CONN	Connection		

D

DA	Drift Angle	DFDR	Digital Flight Data Recorder
DBU	Data Base Unit		
DC	Direct Current	DG	Directional Gyro
DCP	Display Control Panel	DH	Decision Height
DCU	Data Concentrator Unit	DIFF	Differential
		DIM	Dimming
DDG	Dispatch Deviation Guide	DIR	Direct
DECEL	Decelerate(d)	DIS	Distance (to way point), Disconnect
DECR	Decrease		
DEFL	Defuel	DISC	Disconnect
DEG	Degree	DISCH	Discharge
DEPR	Depressurize	DISP	Dispatch, Display
DEPT	Departure	DIST	Distance
DEST	Destination	DME	Distance Measuring Equipment
DET	Detector		
DEV	Deviation	DN	Down
DFDAU	Digital Flight Data Acquisition Unit	DOT	Department of Transport (Canada)
		DR	Door

E

EAS	Equivalent Airspeed	EL	Elevation
		ELEC	Electrical

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ECAM	Electronic Centralized Aircraft Monitoring System	ELEV	Elevator, Elevation
		ELT	Emergency Locator Transmitter
ECP	EICAS Control Panel	EMER(G)	Emergency
ECL	Electronic Checklist	ENG	Engine
ECS	Environmental Control System	EPC	External Power Contactor
ECU	Electronic Control Unit	EQUIP	Equipment
ED	EICAS Display	ER	Extended Range
EDP	Engine Driven Pump/ Engine Primary Hydraulic Pump	ERP	Eye Reference Position Datum
EFB	Electronic Flight Bag	ESS	Essential
EFIS	Electronic Flight Instrument System	ET	Elapsed Time
		ETA	Estimated Time of Arrival
EGT	Exhaust Gas Temperature	EVAC	Evacuation
EICAS	Engine Indication and Crew Alerting System	EXH	Exhaust
		EXTIN	Extinguish(ed)
EGPWS	Enhanced Ground Proximity Warning System		

F

F/CTL	Flight Controls	FIRE BTL	Fire Bottle
FAA	Federal Aviation Administration (USA)	FIREX	Fire Extinguisher
FAIL	Failure	FL CH	Flight Level Change
FCC	Flight Control Computer	FLD	Field
FCU	Fuel Control Unit	FLT	Flight
FD, F/D	Flight Director	FLT DIR	Flight Director
FDAU	Flight Data Acquisition Unit	FLUOR	Fluorescent
FDR	Flight Data Recorder (Digital)	FM	Fan Marker
FECU	Flaps Electronic Control Unit	FMS	Flight Management System
FEED	Feeder	FPM	Feet Per Minute
FF, F/F	Fuel Flow	FREQ	Frequency
		ft	Feet, Foot
		FW	Fire Wall
		FWD	Forward

G

G (+/-)	Receiver Gain	GLD	Ground Lift Dumping
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G/S	Glide slope	GMT	Greenwich Mean Time
GA	Go-around	GND	Ground
GAL	Gallon	GPM	Gallons Per Minute
GALY	Galley	GPWS	Ground Proximity Warning System
GCS	Ground Clutter Suppression	GR	Gear
GCU	Generator Control Unit	GRAV	Gravity
GE	General Electric	GS	Ground Speed
GEN	Generator	GUIDE	Guidance
		GW	Gross Weight

H

HDG	Heading	HPA	Hecto Pascals
HDG HOLD	Heading Hold	HSI	Horizontal Situation Indicator
HDG SEL	Heading Select	HSTA	Horizontal Stabilizer Trim
HEAT	Heater HF High Frequency (3 - 30 m Hz)	HSTCU	Horizontal Stabilizer Trim Control Unit
Hg	Mercury	HTR	Heater
HI	High	HUD	Heads-up Display
HLDR	Holder	HYD	Hydraulic
HOR, HORIZ	Horizontal	Hz	Hertz
HOT	High Oil Temperature		
HP	High Pressure		

I

IB, I/B, INBD	Inboard	ID	Identification
I/C	Intercom, Inspection Check	IDENT	Identification
IAPS	Integrated Avionics Processor System	IDG	Integrated Drive Generator
IAS	Indicated Air Speed	IFIS	Integrated Flight Information System
ICAO	International Civil Aviation Organization	IFR	Instrument Flight Rules
ICS	Idle Corrected Speed	IGN	Ignition
IB, I/B, INBD	Inboard	IND	Indication, Indicator
I/C	Intercom, Inspection Check	INFLT	In Flight
IAPS	Integrated Avionics Processor System	INHIB	Inhibit
		INOP	Inoperative

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IAS	Indicated Air Speed	INPH	Interphone
ICAO	International Civil Aviation Organization	INSP	Inspection
ICS	Idle Corrected Speed	INST(S)	Instrument(s)
ILS	Instrument Landing System	INST, INSTR	Instrument
IM	ILS Inner Marker	INT	Internal, Integral, Intersection
IMC	Instrument Meteorological Conditions	INTEG	Integral IRS
IMP.	Imperial		Inertial Reference System
IMS	Information Management System	IRU	Inertial Reference Unit
in.	Inch, Inches	ISA	International Standard Atmosphere
in. Hg	Inches of Mercury	ISO	International Standard Organization
INCR	Increase	ISOL	Isolation, Isolated
		ITT	Inter Turbine Temperature

J

JAA Joint Aviation Authorities

K

K, KT, KTS	Knots	KIAS	Knots Indicated
kg	Kilogram(s)		Airspeed
kHz	Kilohertz	kW(s)	Kilowatt(s)

L

L	Left, Landing	LCV	Load Control Valve
L/T	Landing/Taxi	LDG	Landing
LAV	Lavatory	LDG GR	Landing Gear
lb	Pound(s)	LDS	Lamp Dimmer Supply
LCN	Load Classification Number		

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ABBREVIATIONS AND ACRONYMS (cont'd)

LDU	Lamp Driver Unit	LOM, MM	Compass Locator at Outer Marker
LE	Leading Edge		
LG	Landing Gear	LOP	Low Oil Pressure
LGC	Landing Gear Controller	LP	Low Pressure
LGW	Landing Gross Weight	LPM	Liter Per Minute
LH	Left Hand	LR	Left Rear
LIM	Limit	LRC	Long Range Cruise
LK	Leak	LRU	Line Replaceable Unit
LN	Left Nose	LSB	Lower Side Band
LNAV	Lateral Navigation	LT(s)	Light(s)
LOC	ILS Localizer	LW	Left Wing
LOGO	Logo Graphic	LWD	Left Wing Down
		LWR	Lower

M

M	Mach Number	MEL	Minimum Equipment List
m	Meter		
MAA	Maximum Authorized IFR Altitude	MFD	Multifunction Display
MAC	Mean Aerodynamic Chord	MGP	MLS Glideslope
MAG	Magnetic	MHz	Megahertz
MAINT	Maintenance	MI	Miles
MALF	Malfunction	MIC	Microphone
MAB	Manual	MID AFT	Middle Afterward
MAP	Ground Map (WXR)	MID FWD	Middle Forward
MAX	Maximum	MILS	.001 of an inch
MAZ	MLS Azimuth	MIN	Minimum
MB	Millibars	MISC	Miscellaneous
MCA	Minimum Crossing Altitude	MKR	Marker
MCT	Maximum Continuous Thrust	MLG	Main Landing Gear
MDA	Minimum Descent Altitude	MLI	Magnetic Level Indicator
MEA	Minimum Enroute IFR Altitude	MLS	Microwave Landing System
MECH	Mechanic	MLW	Maximum Landing Weight
MED	Medium	MM	ILS Middle Marker
		MMEL	Master Minimum Equipment List

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ABBREVIATIONS AND ACRONYMS (cont'd)

MMO	Maximum Operating Speed in Mach Number	MSG	Message
MKP	Multii-Function Key Panel	MSL	Mean Sea Level
MOCA	Minimum Obstruction Clearance Altitude	MTBF	Mean Time Before Failure
MOD	Module	MTG	Miles to Go
MON	Monitor	MTOW	Maximum Takeoff Weight
MPH	Miles Per Hour	MTW	Maximum Taxi Weight
MRA	Minimum Reception Altitude	MZFW	Maximum Zero Fuel Weight

Misc

%	Percent	°C	Degrees Centigrade
&	and	°F	Degrees Fahrenheit

N

N/A	Not applicable	NL	Nose Left
N1	Low Pressure Rotor	NLG	Nose Landing Gear
N2	High Pressure Rotor	NM	Nautical Mile(s)
NAV	Navigation	No.	Number
ND	Nose Down, Navigation Display	NOPT	No Procedure Turn Required
NDB (ADF)	Nondirectional Beacon (Automatic Direction Finder)	NORM	Normal
NEF	Non-Essential Furnishings	NOSE	Nosewheel
NEG	Negative	NR	Nose Right
NEUT	Neutral	NU	Nose Up

O

OAT	Outside Air Temperature	OEW	Operating Empty Weight
OB/OUTBD	Outboard	OH, OVHD	Overhead
OBS	Observer	OK	Okay
OEI	One Engine Inoperative	OM	ILS Outer Marker
		OVBD	Overboard

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ABBREVIATIONS AND ACRONYMS (cont'd)

OVHT, OH	Overheat	OVSPD	Overspeed
OVL	Overload	OVTEMP	Over Temperature
OVSP	Overspeed	OXY, O2	Oxygen

P

P#6	Panel 6	PRI	Primary
P/S	Pitot/Static	PRIM	Primary
PA	Passenger Address	PROC	Procedure
PASS	Passenger	PROT	Protection
PBE	Portable Breathing Equipment (Smoke Hood)	PROX	Proximity
PCU	Power Control Unit	PSEU	Proximity Sensor Electronics Unit
PF	Pilot Flying	PSI	Pounds Per Square Inch
PFD	Primary Flight Display	PSIG	Pounds Per Square Inch Gauge
PLA	Power Lever Angle	PSS	Proximity Sensor System
PLT(s)	Pilot(s)	PSU	Passenger Service Unit
PNF	Pilot Not Flying	PT2	Engine Inlet Pressure
PNLS(s)	Panel(s)	PTCT	Protect
PO	Outside Air Pressure	PTT	Push To Talk
POS	Position	PWR	Power
PPH	Pounds Per Hour		
PRESS	Pressure, Pressurization		

Q

QAR	Quick Access Recorder	QNH	Altimeter Setting
QEC	Quick Engine Change	QTY	Quantity
QFE	Local Station Pressure		

R

R	Right	RCCB	Remote Controlled Circuit Breaker
RA	Radio Altitude	RCDR	Recorder
	Resolution Advisory	RCVR	Receiver
RAT	Ram Air Turbine		

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ABBREVIATIONS AND ACRONYMS (cont'd)

R/D valve	Refuel/Defuel Valve	ROT	Rotation
RDCP	Refuel/Defuel Control Panel	RPM	Revolutions Per Minute
RDR	Radar	RSP	Reversion Switching Panel
REC	Receiver, Recorder	RT, R/T	Receiver-Transmitter
RECOG	Recognition	RTE DATA	Route Data
REF(s)	Reference(s)	RTO	Rejected Takeoff
REFL	Refuel	RTU	Radio Tuning Unit
REV	Reverse	RUD	Rudder
REU	Remote Electronics Unit	RVR	Runway Visual Range
RH	Right Hand	RVSM	Reduced Vertical Separation Minimum
RIPS	Recorder Independent Power Supply	RVSR	Reverser
RIU	Radio Interface Unit	RW	Right Wing
RMI	Radio Magnetic Indicator	RWD	Right Wing Down
		RWY	Runway

S

S	Status	SPKR	Speaker
SAT	Static Air Temperature	SPLR(s)	Spoiler(s)
SCAV	Scavenge	SQL	Squelch
SEC	Second, Secondary	SSB	Single Side Band
SECS	Spoiler Electronic Control System	STA	Station
SECU	Spoiler Electronic Control Unit	STAB	Stabilizer
SEL	Select, Selector	STAT	Status
SEL CAL	Selective Call	STBY	Standby
SENS	Sensitivity, Sensor	STEER	Steering
SERV, SVCE	Service	SUPPL	Supply
SMKG	Smoking	SVS	Synthetic Vision System
SOV	Shutoff Valve	SW(s)	Switches
SP, SPD	Speed	SYN	Synchronize
		SYNC	Synchronous
		SYS, SYST	System

T

TA	Traffic Alert	TAS	True Airspeed
T/C	Top of Climb	TAT	Total Air Temperature
T/D	Top of Descent	TAWS	Terrain AwarenessWarning System
T/R	Thrust Reverser		

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ABBREVIATIONS AND ACRONYMS (cont'd)

V1	Takeoff Decision Speed (formerly Denoted as Critical Engine Failure Speed)	VIB	Vibration
		VMC	Visual Meteorological Conditions
V2	Takeoff Safety Speed	VNAV	Vertical Navigation
V2	Minimum Takeoff Safety Speed	VOL	Volume
V/S	Vertical Speed	VOLT	Voltage
VERT	Vertical	VOR	VHF Omni directional Range Station
VFR	Visual Flight Rules	VORTAC	VOR and TACAN Co-located
VG	Vertical Gyro	VSI	Vertical Speed Indicator
VHF	Very High Frequency (30 - 300 m Hz)		

W

W	Warning	WIND	Window
W/C	Wind Component	WOW	Weight-On-Wheels
W/S	Wind Shear	WPT(s)	Waypoint(s)
W/W	Wheel Well	WRN	Warning
WARN	Warning	WS	Second Segment Limited Weight
WF	Runway Length Limited Weight	WSHLD	Windshield
WGT	Weight	WX	Weather
WHLS	Wheels	WXR	Weather Radar

X

X	Cross Transfer	XPNDR	Transponder
XFER, XFR	Transfer	XTK	Cross Track
XFLOW	Cross Flow	XWC	Cross Wind Component
XMIT	Transmit		

Y

YD, Y/D	Yaw Damper
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Z

ZFW	Zero Fuel Weight
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PREAMBLE (cont'd)

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to Transport Canada prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that the required level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft Operation and crew workload must be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

Unless otherwise specified, each MMEL item contained herein, is applicable to both Global Express and Global 5000 model aircraft. If an item is applicable to a specific model, it will be specified below the item in brackets in the Item column; eg. "(GX)".

Similarly, with the certification of the new Global Vision Flight Deck (GVFD), the new avionics suite manufactured by Rockwell-Collins, **these have the marketing Global 5000 (GVFD) and Global 6000**. Unless annotated herein, being specific to the Global Vision "(Global Vision only)", or as not applicable to the Global Vision "(except Global Vision)", avionics MMEL relief cases and provisos throughout this MMEL are considered applicable to aircraft equipped with either suite of avionics.

Moreover, and more recently, modification has been approved for incorporating a new engine design to the Global Platform. While only available with the Global Vision suite of avionics, aircraft delivered with the new engines are distinguished by new marketing designation Global 5500 and 6500, respectively. And as the designated change is essentially associated with different engine, for the purposes of MMEL, the contents of this document remain applicable to the new Global 5500 and 6500, unless otherwise stated: "(except Global 5500)" or "(Global 6500)". In the same way, items specifically associated with these will identified as "(Global 5500 only)" or "(Global 6500 only)". Lastly, and with continuing regard to the existing Global Vision avionics relief items, herein, these new models' references remain included with any effectivity references inclusive of the Global Vision.

With this latest incorporation of the new Global 5500 and 6500 marketing references, the growing list of model effectivity restrictions, applied on various relief items herein, may

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PREAMBLE (cont'd)

serve to create confusion as to the continuing applicability of such relief to each model. In the effort to alleviate possible confusion, the following table is offered as a cross-reference between the different effectivity restrictions:

Model Effectivity ref:	BD-700-1A10	BD700-1A11
(GX)	Applies to all derivatives of BD-700-1A10	Excludes all derivatives of BD-700-1A11
(Global 5000 only)	Excludes all derivatives of BD-700-1A10	Applies to all derivatives of BD-700-1A11
(except Global Vision)	Applies to all derivatives of BD-700-1A10 incorporating Honeywell AVCS suite	Applies to all derivatives of BD-700-1A11 incorporating Honeywell AVCS suite
(Global Vision only)	Applies to all derivatives of BD-700-1A10 incorporating Collins AVCS suite	Applies to all derivatives of BD-700-1A11 incorporating Collins AVCS suite
(Global 5500 only)	Excludes all derivatives of BD-700-1A10	Applies to derivatives of BD-700-1A11 incorporating Collins AVCS suite, and BR700-710D5-21 POWERPLANT
(Global 6500 only)	Applies to derivatives of BD-700-1A10 incorporating Collins AVCS suite, and BR700-710D5-21 POWERPLANT	Excludes all derivatives of BD-700-1A11

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A new section has been authorized as an alternative to the standard method of MMEL dispatch relief, as is normally achieved through fault isolation procedures, and subsequent reference to the dispatch LRU/Component MMEL relief. Standard references to MMEL dispatch relief are in Section 1. Following the standard MMEL herein, Section 2 has been developed with the objective of minimizing the requirement for maintenance personnel to be available, largely allowing flight crews to dispatch from the displayed CAS (Crew Alerting System) message, without specifically identifying failed LRUs or components.

As Section 2 is intended as an alternative dispatch relief methodology, the LRU / Component (Section 1) relief will be retained in order to provide maximum flexibility for relief. Flight crews / operators may dispatch failures with reference to either Section 1 or Section 2 of this MMEL to the advantage that either may provide.

It will be recognized in many cases that when comparing dispatch relief provisos for posted CAS messages in Section 2, to those of the related LRU / Component dispatch relief in Section 1, the provisos associated with dispatching the CAS message will generally be more restrictive in content and relief interval. Without the opportunity for fault isolation through maintenance, it must be assumed that worst-case failure conditions always underlie the posted message - commensurately, dispatch must be more restrictive. However, where maintenance personnel are available and fault isolation conducted, relief provisos in Section 1 may be found to provide fewer or less stringent restrictions upon operations and offer a longer relief interval.

SECTION 1

LRU / COMPONENT ORIENTED MMEL RELIEF

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3. Number Required For Dispatch Nombre d'articles à expédier						
4. Remarks or Exceptions						
21- <u>AIR CONDITIONING</u>						
20-01 Flow Control Valve (FCV)	C	2	1	(O)(M)		Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Affected valve is secured CLOSED, b) Affected air conditioning pack is selected OFF and considered inoperative, c) Opposite air conditioning pack is operative, and d) AUX PRESS system is operative.
21-01 Recirculation Fans	C	2	1	(M)		One may be inoperative.
	C	2	0	(M)		Except for ER operations, both may be inoperative provided both air conditioning packs operate normally.
23-01 Cockpit Displays Cooling						
1) Display Unit Cooling Fans (except Global Vision)	C	12	6	(M)		One per Display Unit may be inoperative provided Avionics Exhaust Fan is operative.
2) AFD Display Fans (Global Vision only)						
a) AFD 1, 2, 3	C	6	5			One may be inoperative provided: <ul style="list-style-type: none"> a) AFD 4 must be operative, b) Avionics Exhaust Fan is operative, and c) Both displays supplemental cooling fans must be operative.
						NOTE: At least one ECS pack is required to cool the flight deck prior to dispatch.
b) AFD 4	C	2	1			One may be inoperative.
	C	2	0			Both may be inoperative provided AFD 4 is considered inoperative. (Ref Item 31-61-01).

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21 - <u>AIR CONDITIONING</u>						
23-02 AFD Display Fans - Filters (Global Vision only)	C	8	0			One or all fan filters may be damaged or missing.
23-03 Supplemental Cooling Fans (AFD Displays) (Global Vision only)	C	2	0	(M)		One or both supplemental cooling fans may be inoperative, provided all AFD display fans are operative for AFD # 1, AFD #2 and AFD #3.
30-01 Cabin Pressurization Control 1) AUTO Pressurization Channels	C	2	1	(M)		Except for ER operations, one may be inoperative provided: a) MAN control channels are verified operative, b) Safety valves are operative, and c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator are verified operative.
	C	2	0	(O)(M)		Except for ER operations both may be inoperative provided: a) MAN control channels are verified operative, b) Safety valves are operative, c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator are verified operative, and d) Flight is conducted at or below FL250.

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	2) MAN Pressurization Channels	C	2	1	(M)	One MANUAL channel may be inoperative provided: a) Both automatic cabin pressurization control channels are operative, and b) Both Outflow valves are verified operative.
		A	2	0	(O)	Except for ER operations, both MANUAL channels may be inoperative for one flight day, provided the flight is conducted in accordance with AFM for unpressurized flight configuration at or below 9,000 ft MSL.
30-02	Outflow Valves	C	2	1	(O)(M)	Except for ER Operations, one may be inoperative OPEN provided: a) Affected outflow valve is verified open, b) Flight is conducted in accordance with AFM for an unpressurized flight configuration at or below 9,000 ft MSL, and c) AFM Buoyancy Limitations are observed with respect to take-offs and landings near bodies of water and extended over-water operations.
31-01	Safety Valves	C	2	0	(O)	Except for ER operations, one or both may be inoperative OPEN provided: a) Both air conditioning packs operate normally, b) Operations are conducted unpressurized at or below 9,000 ft MSL, c) Take-offs and landings are not conducted on runways near bodies of water, and d) Extended over-water operations are prohibited.

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21 - <u>AIR CONDITIONING</u>		4. Remarks or Exceptions			
31-02	Auxiliary Pressurization System	C	1	0	Except for ER operations, may be inoperative provided both air conditioning packs are operative.
51-01	Pack Inlet Temperature Sensor (PITS)	C	2	0	One or both may be inoperative
51-02	Ram Air Valve	C	1	0	(M) Except for ER operations, may be inoperative secured CLOSED
		C	1	0	(O) Except for ER operations, may be inoperative OPEN provided: a) RH air conditioning pack is selected OFF and considered inoperative, b) LH air conditioning pack is operative, and c) Pack NORM and MAN control modes are operative.
51-03	Pack Inlet Flow Sensor (PIFS)	C	2	1	(M) Except for ER operations, one may be inoperative provided MANUAL mode of both air conditioning packs is verified operative.
		C	2	0	(O)(M) 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.
51-04	Pack Flow Control Selection				
	1) HIGH	C	1	0	May be inoperative failed in HIGH position.
	2) LO, NORM	C	1	0	LO or NORM positions may be inoperative provided both packs are operative in the HIGH position.
51-05	Ozone Converters	C	2	0	One or both may be inoperative provided flights are conducted at FL 250 or below.

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21 - <u>AIR CONDITIONING</u>					
52-01 Air Conditioning Packs (GX)	C	2	1	(O)(M)	Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) The remaining pack is operated in AUTO mode, b) Affected air conditioning pack is selected OFF, c) Avionics fan is selected OFF, d) Recirculation system is verified operative, e) AUX PRESS system is verified operative, f) TRIM AIR is selected OFF, and g) Operations are conducted at or below FL 410. NOTE: If dispatching with right pack operative, ensure that RAM Air Valve is not failed in OPEN position.
(Global 5000)	C	2	1	(O)(M)	Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) The remaining pack is operated in AUTO mode, b) Affected air conditioning pack is selected OFF, c) Avionics fan is selected OFF, d) Recirculation system is verified operative, e) AUX PRESS system is verified operative, f) TRIM AIR is selected OFF, g) Operations are conducted at or below FL 410, and h) Av Rack Fan is verified operative. NOTE: If dispatching with right pack operative, ensure that RAM Air Valve is not failed in OPEN position.

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21 - <u>AIR CONDITIONING</u> 1) Pack AUTO Mode (GX)	C	2	1 (O)(M) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) MANUAL mode on unaffected pack is verified operative, b) Unaffected pack is operated in AUTO mode, c) Affected air conditioning pack is selected OFF, d) Avionics Fan is selected OFF, e) Recirculation system is verified operative, f) AUX PRESS system is verified operative, g) TRIM AIR is selected OFF, and h) Operations are conducted at or below FL410. NOTE: If dispatching with right pack operative, ensure that RAM Air Valve is not failed OPEN.	1	
(Global 5000)	C	2	1 (O)(M) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) MANUAL mode on unaffected pack is verified operative, b) Unaffected pack is operated in AUTO mode, c) Affected air conditioning pack is selected OFF, d) Avionics Fan is selected OFF, e) Recirculation system is verified operative, f) AUX PRESS system is verified operative, g) TRIM AIR is selected OFF, h) Operations are conducted at or below FL410, and i) Av Rack fan is verified operative. NOTE: If dispatching with right pack operative, ensure that RAM Air Valve is not failed OPEN.	1	

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21 - <u>AIR CONDITIONING</u>						
52-02 Pack Inlet Pressure Sensor (PIPS)	C	2	0	(O)		One or both may be inoperative provided MANUAL mode of both air conditioning packs is verified operative.
53-01 Avionics Exhaust Fan (GX)	C	1	0	(O)		May be inoperative provided one or both air conditioning packs are operated during ground operation. NOTE 1: Minimize utilization of equipment in the avionics bay without air conditioning and fans during engine start and shutdown. NOTE 2: If only one air conditioning pack is operating, passenger door opening should be minimized.
(Global 5000)	C	1	0	(M)		May be inoperative provided: a) Air conditioning is operated during ground operations, and b) AV Rack Fan is confirmed operative. NOTE 1: Minimize utilization of equipment in the avionics bay without air conditioning and fans during engine start and shutdown. NOTE 2: If only one air conditioning pack is operating, passenger door opening should be minimized.

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21 - AIR CONDITIONING								
53-02	Av Rack Fan (Global 5000)	C	1	0	(M)			May be inoperative provided: a) Air conditioning is operated during ground operations, and b) Avionics exhaust fan is confirmed operative. NOTE 1: Minimize utilization of avionics equipment without air conditioning and during engine start and shutdown. NOTE 2: If only one air conditioning pack is operating, passenger door opening should be minimized.
53-03	Gasper Assist Fan ***	D	1	0				
54-05	Inertial Reference Unit Cooling Fans - Filters (except Global Vision)	C	3	0	(M)			One or all may be missing, or may be removed where airflow obstruction is found to cause IRS unit overheating.
54-09	TCAS Cooling Fan (except Global Vision)	C	1	0				May be inoperative. NOTE: Operating the TCAS without the associated cooling fans will be detrimental to the long-term life expectancy of affected unit.

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						4. Remarks or Exceptions
21 - <u>AIR CONDITIONING</u> 54-10 DCU Cover and Environmental Module (CEM) – Cooling Fans (Global Vision Only) 1) (Global 5000/5500 only) C	4	3	3	3	3	One may be inoperative on either DCU cover (CEM) provided: a) Except own DCU channel failure, other Data Concentrator Unit Channels are operative, and b) AV Rack fan or Avionics exhaust fan is operative.
2) (Global 6000/6500 only) C	4	3	3	3	3	One may be inoperative on either DCU cover (CEM) provided: a) Except own DCU channel failure, other Data Concentrator Unit Channels are operative, and b) Avionics exhaust fan is operative.
54-13 SATCOM *** Components - Cooling Fans (incl. HPA, RFU, SDU) (except Global Vision) (Applicable to GX only, s/n 9002-9139, post SB 700-23-001)	C	3	0	0	0	Any or all may be inoperative. NOTE: Operating the SATCOM components without the associated cooling fans will be detrimental to the long-term life expectancy of affected unit.
54-93 DC Power Center (DCPC) - Ground Cooling Fan (CAIMS message)	C	1	0	0	0	(O) May be inoperative. NOTE: Ground operations above 30 deg C should be limited to 30 minutes if the Environmental Control System is not running.

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21 - AIR CONDITIONING				
60-04 Hot Air Shut Off Valves (HASOV)	C	2	1 (M)	One may be inoperative CLOSED provided: a) Affected HASOV is secured CLOSED, and b) Both air conditioning packs are operative.
	C	2	1	Except for ER operations, one may be inoperative OPEN provided: a) The Trim Air Valves are operative, and b) Both air conditioning packs are operative.
	C	2	0 (M)	Except for ER operations, both may be inoperative CLOSED provided: a) Both HASOVs are secured CLOSED, b) Trim Air system is selected to OFF, c) Both air conditioning packs are operative, and d) AUX PRESS is selected OFF and is considered inoperative.
60-05 Trim Air Valves (TAV)	C	3	0 (M)	Except for ER operations, all may be inoperative CLOSED provided: a) Trim Air Switch is selected OFF, b) Both air conditioning packs are operative, c) Both HASOVs are secured CLOSED, and d) AUX PRESS is selected OFF and considered inoperative.
60-06 Pack Discharge Temperature Indication	C	2	0 (M)	Except for ER operations, one or both may be inoperative provided: a) Both associated automatic temperature controls are operative, and b) Pack Control selection switch is set to either LO, NORM, or HIGH.
<i>(cont'd)</i>				

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21 - <u>AIR CONDITIONING</u> <i>(cont'd)</i>								NOTE: Associated with loss of PDT indications, pack MANUAL mode will be inoperative.
61-01 Cabin Temperature Control								
1) AUTO mode (NORM)	C	1	0	(O)(M)		0	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.	
2) MANUAL mode (MAN)	C	1	0			0	May be inoperative provided: a) AUTO Mode is operative, and b) Both Packs are operative.	
3) Temperature Selectors – Cockpit, FWD Cabin, AFT Cabin	C	1	0	(O)		0	May be inoperative provided: a) AUTO mode is operative, and b) One pack is selected OFF and considered inoperative.	
	C	3	0			0	Any or all may be inoperative.	

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21 - AIR CONDITIONING					
61-02 Temperature Sensors					
1) Ventilated Temperature Sensors (VENTS) -Sensors elements	C	6	3		One element from each sensor may be inoperative.
	C	6	4	(M)	Both elements of any one VENTS sensor may be inoperative provided all duct temperature indications are operative.
2) Duct Temperature Sensors (DTS) - Sensors elements	C	6	3	(M)	One element from each sensor may be inoperative.
	C	6	0	(M)	Both elements of any or all DTS sensors may be inoperative provided: (a) Both HASOVs are secured CLOSED, (b) TRIM Air system is selected OFF, (c) Both Air Conditioning Packs are operative, and (d) AUX PRESS is selected OFF and is considered inoperative.
3) Mix Manifold Temperature Sensor (MMTS) - Sensors elements	C	4	1		Up to three may be inoperative.

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4. Remarks or Exceptions					
<u>21 - AIR CONDITIONING</u>					
62-01 RECIRC “OFF” Switch light (Light function only)	C	1	0		
62-02 L Pack “FAIL/OFF” Switch lights (Light function only)	C	2	0		One or both may be inoperative.
62-03 R Pack “FAIL/OFF” Switch lights (Light function only)	C	2	0		One or both may be inoperative.
62-04 TRIM AIR “OFF” Switch light (light function only)	C	1	0		
62-05 AUX PRESS “ON” Switch light (light function only)	C	1	0		
62-06 RAM AIR “ON” Switch light (light function only)	C	1	0		
62-07 DITCHING “ON” Switch light (light function only)	C	1	0		

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21 - AIR CONDITIONING								
62-08	OUTFLOW VLV 1 "CLOSED" Switch light (light function only)	C	1	0				
62-09	OUTFLOW VLV 2 "CLOSED" Switch light (light function only)	C	1	0				
62-10	Emer Depress "ON" Switch light (light function only)	C	1	0				
62-11	Pressurization AUTO/MAN "MAN" Switch light (light function only)	C	1	0				
71-01 ***	Humidifier System (relief limited to installation defined by Bombardier Service Bulletins S/B 700-21-001, 700-21-020, 700-21-031, 700-21-039, 700-21-050, 700-21-051, or S/B 700- 1A11-21-09, 700-1A11-21- 24)	C	1	0	(O)		May be inoperative provided: a) System is deactivated, b) Neither L PACK FAIL or R PACK FAIL Caution messages are also annunciated, c) TRIM AIR switch is selected and remains OFF, d) HASOVs are indicated closed on Synoptic Page, and e) Extended periods of aircraft in- operation or ground handling during freezing temperatures must be avoided to prevent system damage due to possible freezing of water trapped in the system.	
								NOTE 1: Potential freezing is not of concern provided ECS is operating. NOTE 2: Overnight parking in hangar should be considered where freezing temperatures are forecast.

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		Number Installed Nombre d'article installés	Number Required For Dispatch Nombre d'articles a expédier	Remarks or Exceptions
22 - <u>AUTOFLIGHT</u>				
10-01 Autopilot System	C	2	1	Except for ER operations, one may be inoperative provided approach procedures are not dependent on its use.
(except Global Vision)	C	2	0	Both may be inoperative provided: a) Procedures are not dependent on its use, and b) Intended flights do not exceed <i>three</i> hours. NOTE: Automatic Emergency Descent Mode (EDM) is inoperative.
(Global Vision only)	C	2	0	Both may be inoperative provided: a) Procedures are not dependent on its use, b) Intended flights do not exceed three hours, and c) EDM button is placarded "INOP" on flight control panel. NOTE: Automatic Emergency Descent Mode (EDM) is inoperative.
10-02 Remote Electronics Unit (REU) Channels	C	4	2	One or both channels of one REU may be inoperative provided dispatch is in accordance with relief for affected autopilot (ref Item 22-10-01), and yaw damper (ref. 22-13-01).
(Global Vision only)				

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22 - <u>AUTOFLIGHT</u>					
11-01 A/P Quick DISC Buttons (Control Wheel)					
1) Autopilot Disconnect Function	C	2	1	(O)	One may be inoperative failed CLOSED provided: a) Associated stall protection system pusher disconnect function is operative; b) Autopilot is not used at less than 1500 feet AGL, and c) Pilot flying has the operative A/P Quick Disc button.
2) Pitch Trim Disconnect Function	C	2	1	(O)	One may be inoperative failed CLOSED provided: a) Associated Stall Protection System pusher disconnect function is operative, and b) Pilot flying has the operative A/P Quick Disc button.
11-02 1) Touch Control Steering Buttons (TCS) (except Global Vision)	C	2	0		One or both may be inoperative.
2) Touch Control Switches (TCS) (Global Vision only)	C	2	0		One or both may be inoperative.

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22 - <u>AUTOFLIGHT</u>					
11-03 Take-Off/Go-Around (TOGA) Buttons (on Thrust Levers)	C	2	1		One may be inoperative provided: a) Approach procedures do not require its use, and b) Pilot flying has the operative buttons.
	C	2	0		Both may be inoperative provided: a) Both Thrust Levers are operated manually for take-off and go-around, and b) Autopilot and Flight Director are not used at less than 1500 feet AGL.
13-01 Yaw Damper System (except Global Vision)	C	2	1	(O)	Except for ER operations, one may be inoperative provided airplane is operated at or below FL 390.
(Global Vision only)	C	2	1		Except for ER operations, one may be inoperative.
30-01 Autothrottle Systems					
a) (except Global Vision)	C	2	1		One may be inoperative.
	C	2	0		Both may be inoperative provided autothrottle is confirmed disengaged.
(cont'd)					

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23 - <u>COMMUNICATIONS</u>					
10-01	Integrated Comm Unit (ICU) Tray Mounted Cooling Fan (except Global Vision)	C	-	1	(M) May be inoperative provided a minimum of one fan is verified to operate normally.
11-01	Communication Systems 1) VHF, (UHF, if installed)	D	-	2	Any in excess of those required by regulation may be inoperative provided it is not powered by the AC Essential Bus, DC Emergency Bus, Battery Bus, Battery Direct Busses, or the DC Essential Bus and not required for emergency procedures.
	2) HF	D	-	-	Any in excess of those required by regulation may be inoperative
		C	-	1	Except for ER Operations, one may be inoperative while conducting operations that require two Long Range Communication Systems provided: a) SATCOM voice or Datalink system operates normally, b) Alternate procedures are established and used, and c) SATCOM communication operates normally over the intended route of flight.
(Deleted, Rev 8)					

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23 - <u>COMMUNICATIONS</u>				
13-01 Satellite *** Communication System (SATCOM)	C	-	0	May be inoperative provided procedures do not require its use
	D	-	-	Any in excess of requirements may be inoperative.
21-01 Datalink System *** (incl. Controller Pilot Data Link Comm / ADS-C)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided routine procedures do not require its use.
22-01 Selective Call System *** (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.

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23 - <u>COMMUNICATIONS</u>						
32-01 *** Pre-recorded Announcement and Boarding Music System	C	1	0	(O)		May be inoperative provided alternate procedures are established and used.
40-01 Passenger Address System						
1) Passenger Configuration	B	1	0	(O)		May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, b) Flight deck / cabin interphone system (two way) with associated calls (e.g. chimes) is verified operative prior to each flight, and c) Required standard safety briefings are given to passengers using a means that will ensure the briefings are audible to each passenger.
a) Lavatory Speaker	B	-	0	(O)		May be inoperative provided alternate procedures are established and used.
2) Non - Passenger Configuration	A	1	0	(O)		May be inoperative for non-passenger carrying operations for one flight day provided: a) Crewmembers are the only occupants of the aircraft, and b) Alternate procedures are established and used.
3) All Cargo Configuration	D	1	0			May be inoperative provided all crew members are on flight deck.

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23 - <u>COMMUNICATIONS</u>		4.
		Remarks or Exceptions
4) Crew Rest Facility C	-	0 (O)
		May be inoperative provided: a) Flight deck and Cabin to Crew Rest Facility Interphone systems (two-way) with associated calls (e.g. Chimes) is verified operative prior to each flight, b) Crew Rest Facility drop down oxygen system is operative, c) Alternate procedures are established and used, and d) The Pilot-In-Command is advised that all crew have been briefed.
D	-	0 (O)(M)
		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.
40-02 Alerting System (chime / light)		
1) Flight Deck Call Light B	1	0
		May be inoperative provided the flight deck chime is operative.
2) Flight Attendant / Cabin Call Light B	-	0 (O)
		May be inoperative provided: a) PA system is operative, and b) Affected light is not used for lavatory smoke detector alerting, and c) Alternate procedures for contacting flight attendants are established and used.
3) Flight Attendant / Cabin Chime B	-	0 (O)
		May be inoperative provided: a) PA system is operative, and b) Affected Chime is not used for lavatory smoke detector alerting, and c) Alternate procedures for contacting flight attendants are established and used.

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23 - <u>COMMUNICATIONS</u>				
40-03 Crewmember Interphone System (Flight Compartment/ Cabin, Cabin/ Flight Compartment)	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, b) An operative flight compartment / cabin interphone system (two way) is at an operative flight attendant seat, and c) Alternate communications procedures are established and used. NOTE: Any station function(s) that operate normally may be used.
	C	-	0	(O) May be inoperative provided: a) It is not required by regulations and b) Alternate, normal and emergency procedures, and/or operating restrictions are stabilised and used. NOTE: Any station function(s) that operates normally may be used.
	A	1	0	(O) May be inoperative for non-passenger carrying operations for one flight day provided: a) Crewmembers are the only occupants of the aircraft, and b) Alternate procedures are established and used.
1) Crew Rest Facility	B	-	-	(O) May be inoperative provided: a) The passenger address system is operative, b) Alternate procedures are established and used, and c) The Pilot-In-Command is advised that all crew have been briefed.
	D	-	-	(O)(M) May be inoperative 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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23 - COMMUNICATIONS				
41-01 Flight Compartment to Ground Service Interphone System (Nose and Avionics bay)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
51-01 Flight Compartment Speakers	C	2	0	One or both may be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each crew member on flight deck duty, c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and d) A spare headset must be readily available for crew use.
51-02 Boom Microphones	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) Repairs are made within three flight days, and c) Associated hand microphone is installed and operates normally.
a) Pilot and Co-pilot Boom Microphone Push-To-Talk (PTT / R/T) Switches (Global Vision only)	D	6	4	One boom microphone PTT switch may be inoperative per side provided they are not failed in transmit state.
	C	6	2	

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23 - COMMUNICATIONS					
51-03 Hand Held *** Microphones	C	2	1	1	One may be inoperative provided associated boom microphone is operative and is used.
	C	2	0	0	Both may be inoperative provided: a) Both Boom microphones are operative, and b) Spare boom microphone is available in flight compartment.
51-04 Headsets	D	-	-	-	Any in excess of those required for each person on flight compartment duty may be inoperative.
71-01 Cockpit Voice Recorder	A	1	0	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three flight days.
1) Recorder Independent Power Supply (RIPS) (if installed)	C	1	0	0	
	C	1	0	(M)	May be removed for repair provided CVR is installed into tray.
2) Datalink message capture (if installed)	C	1	0	0	

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23 - <u>COMMUNICATIONS</u>					
81-01 Radio Management Units (except Global Vision)	B	2	1	(O)	One may be inoperative provided: a) Cross-side tuning is verified operative, and b) Two FMS are operative.
81-02 Radio Tuning System (Global Vision only)					
1) DU - Radio Tuning function only	C	4	3		
	C	4	0	(O)	May be inoperative provided: a) CTP 1 and CTP 2 radio tuning capability is confirmed operative, and b) Prior to each flight, reversionary tuning is confirmed operative from both CTPs.
NOTE: For inoperative DU functions other than radio tuning, see MMEL item 31-61-03.					
(cont'd)					

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23 - <u>COMMUNICATIONS</u> Radio Tuning System (Global Vision only) (cont'd) 1) Control Tuning Panels (CTP) - Radio Tuning functions only a) CTP 1	C	1	0	(O) NOTE: For inoperative CTP functions other than radio tuning, see MMEL item 31-61-03. May be inoperative provided: 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: - Weather radar ON/OFF - EVS ON/OFF - MINIMUMS (MDA / DH) set - MAG / TRUE heading selection - BRG 1 & 2 selection - CRS SEL adjustment NOTE: Turning CTP to OFF does not impact dedicated CTP EFIS pushbuttons nor BARO-set.
(cont'd)				

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23 - <u>COMMUNICATIONS</u>	4. Remarks or Exceptions	
b) CTP 2 C	1	0
	(O) May be inoperative provided: <ul style="list-style-type: none"> a) CTP 2 is selected to OFF, <li style="color: red;">b) DCU channel 2A must be operative, <li style="color: red;">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 - MINIMUMS (MDA / DH) set - MAG / TRUE heading selection - BRG 1 & 2 selection - CRS SEL adjustment <p style="margin-left: 40px;">NOTE: Turning CTP to OFF does not impact dedicated CTP EFIS pushbuttons nor BARO-set.</p>	

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23 - <u>COMMUNICATIONS</u>																			
81-03 Radio Interface Units Channels (RIU) (Global Vision only)																			
1) RIU channel 1A	B	1	0	(O)															
2) RIU channel 2A	B	1	0	(O)															

NOTE: RIU channels 1B and 2B must be operative for dispatch.

May be inoperative provided:
 a) Reversionary tuning of VHF #3 is confirmed operative from CTP 1, and
 b) DCU 1A is operative.

NOTE: One Datalink and one SELCAL system are considered inoperative.

May be inoperative provided:
 a) Primary tuning of VHF #3 is confirmed operative from CTP 2, and
 b) DCU 2A is operative.

NOTE 1: One SELCAL system is considered inoperative.

NOTE 2: If aircraft configured for VHF # 2 Data option, one Datalink channel is also considered inoperative.

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24 -				<u>ELECTRICAL POWER</u>
20-01	Transformer Rectifier Units (TRUs)	C 4	3 (M)	Except where Extended Range operations are conducted, one may be inoperative provided: <ul style="list-style-type: none"> 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.
	1) TRU Fan (amber TRU box icon)	C 4	3 (M)	One fan may be failed provided: <ul style="list-style-type: none"> a) All other associated parameters are normal, and periodically monitored, b) The reason for the amber indication is verified to be TRU fan failure, and c) All four TRUs are powering the busses.
	2) TRU Volts (V) Indication	C 4	3	One TRU Volts indication may be inoperative provided affected TRU Load (A) indication is operative and periodically monitored.
	3) TRU Load (A) Indication	C 4	3	One TRU Load indication may be inoperative provided affected TRU volts (V) indications is operative and periodically monitored.
20-02	RAT Auto-Deployment	B 1	0 (M)	May be inoperative provided the RAT manual deployment is verified operative.
20-03	RAT Gen Heater	A 1	0	May be inoperative for one flight provided APU generator is operated continuously throughout the flight.
	<i>(cont'd)</i>			NOTE: Limitations surrounding APU operations must be observed.

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24 -	<u>ELECTRICAL POWER</u>					
(cont'd)	A	1	0	(M)	May be inoperative for three flight days provided: a) APU generator is operated continuously throughout each flight, and b) RAT is inspected for condensation prior to each dispatch. NOTE: Limitations surrounding APU operations must be observed.	
21-01	Engine Generator Systems	C	4	3	(M)	One may be inoperative provided: a) Associated generator switch is selected to OFF, and b) APU generator is operated during takeoff and landing.
		B	4	2	(M)	Except for ER operations, one generator per engine may be inoperative provided: a) Associated generator switches are selected to OFF, and b) APU generator is operated continuously throughout the flight NOTE: Limitations surrounding APU operations must be observed.
21-02	GEN 1 FAIL/OFF Switch lights (light function only)	C	2	0		One or both may be inoperative.
21-03	GEN 2 FAIL/OFF Switch lights (light function only)	C	2	0		One or both may be inoperative.

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24 -				<u>ELECTRICAL POWER</u>
21-04	GEN 3 FAIL/OFF Switch lights (light function only)	C 2	0	One or both may be inoperative.
21-05	GEN 4 FAIL/OFF Switch lights (light function only)	C 2	0	One or both may be inoperative.
22-01	APU Generator System	C 1	0	(O) Except for ER operations , may be inoperative. NOTE 1: APU can be used as a pneumatic source. NOTE 2: Mission planning should ensure availability of external air cart and/or external electrical cart.
22-02	APU GEN FAIL/OFF Switch lights (light function only)	C 2	0	One or both may be inoperative.
22-03	RAT GEN FAIL/OFF Switch lights (light function only)	C 2	0	One or both may be inoperative.
31-01	Battery Temperature Control System 1) EICAS Indications a) AV BATT °C b) APU BATT °C	B 1 B 1	0 0	(M) May be inoperative provided the AV BATT caution and AV BATT CHGR advisory messages are verified operative. (M) May be inoperative provided the APU BATT caution and APU BATT CHGR advisory messages are verified operative.
<i>(cont'd)</i>				

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24 -					<u>ELECTRICAL POWER</u>	
31-02					DC Power Center (DCPC) - Ground Cooling Fan (CAIMS message)	
31-03					Electrical Management System - Control Display Units (EMS CDU)	
	1)	DIM / BRT Control	C	2	1	(Item moved. See Item 21-54-93) One may be inoperative provided display intensity is adequate. Both may be inoperative provided alternate maintenance procedures are established and used.
	2)	EMS Maint Mode	D	2	0 (M)	
41-01		AC External Power System	C	1	0	
41-02		EXT AC ON Switch Light (light function only)	C	1	0	

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24 - ELECTRICAL POWER								
41-03	Aft External Services Panel							
	1) All panel functions and indications (excepting APU Shut-off)	C	-	0	(M)			Any or all may be inoperative provided alternate procedures are established and used.
		D	-	0				Any or all may be inoperative provided routine procedures do not require its use.
	2) APU SHUT-OFF (Emergency) Switch	C	1	0	(M)			May be inoperative provided the APU is monitored from the cockpit during operation.
		D	1	0				May be inoperative provided the APU is not used during ground maintenance
42-01	EXT DC ON Switch Light (light function only)	C	1	0				
42-02	DC External Power System	C	1	0				

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25 - <u>EQUIPMENT / FURNISHINGS</u>			
10-01 Pilot Seat Adjustments C	2	0 (M)	Vertical and fore/aft adjustments may be inoperative provided the seat is secured in a position, which meets individual pilot requirements and emergency egress is not compromised.
10-02 Chart Holders C	2	0	One or both may be inoperative
10-03 Sun visors C	2	0	Except where required for Head-Up Guidance System viewing, one or both may be inoperative
11-01 Observer's Seat (Including associated equipment)			
	D 1	0 (M)	May be inoperative provided: a) Procedures do not require its use , and b) Seat is removed, stowed, or secured in the retracted position. NOTE: Associated equipment includes shoulder harness, lap belt, audio control unit, RT/IC switches and Observer's Oxygen System.

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25 - <u>EQUIPMENT / FURNISHINGS</u>			
13-01 Flight Crew Floor - Heater	D 2	0 (M)	One or both may be inoperative
20-01 *** Mid-Cabin Door Indication System	C 1	0 (O)	May be inoperative provided that prior to each take-off and landing, the door is verified open.
21-01 *** Passenger Seat(s) (Including Seat Backs)	D -	-	May be inoperative provided: <ul style="list-style-type: none"> a) It does not block or restrict access to an emergency Exit, b) It does not restrict any passenger from access to the aisle, and c) Affected seat(s) is not used and is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative safety belt and/or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or the adjacent outboard seat(s).
1) Positioning Controls (Mechanical and/or Electrical)	D -	- (M)	May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing position.
	C -	-	May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing position.
2) Underseat Baggage Restraining Bars	C -	- (O)	May be inoperative or missing provided: <ul style="list-style-type: none"> a) Baggage is not stowed under, b) Seat back is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert crew members of an inoperative or missing restraining bar.

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25 - <u>EQUIPMENT / FURNISHINGS</u>			
22-01 *** Flight Attendant Seat / Seat Assembly			
1) Required Flight Attendant Seats	B - 1	(O)(M)	<p>When more than one flight attendant is assigned to duty or more than one seat or seat assembly is located in the passenger cabin, one seat or assembly (single or dual position) may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected seat or seat assembly is not occupied, b) Affected flight attendant(s) occupies the passenger seat most accessible to assigned exit, c) Alternate procedures are established and used, d) Folding type seat is removed, stowed or secured in the retracted position, and e) Passenger seat(s) assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY". <p>NOTE 1: If the automatic stow feature of a folding seat is inoperative the seat is considered inoperative.</p> <p>NOTE 2: A missing or inoperative safety belt (including shoulder harness) or headrest renders the seat inoperative.</p>
2) Excess Flight Attendant Seats	D - -	(M)	<p>Seats/ assemblies in excess of requirements and not assigned to a flight attendant may be inoperative provided they are not occupied, are placarded and are,</p> <ul style="list-style-type: none"> a) Properly stowed, or b) Secured in the retracted position, or removed.

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25 - <u>EQUIPMENT / FURNISHINGS</u>			
50-01 Cargo Restraint Systems	A - -	(M)	May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
	C - -		May be inoperative, or missing provided cargo compartment remains empty.
1) Baggage Nets	A - -	(M)	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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25 - <u>EQUIPMENT / FURNISHINGS</u>			
61-01 Life Preservers and Survival Equipment ***	D - -	-	As required by Regulations.
61-02 Emergency Locator Transmitter (ELT) – Fixed Type	A - -	(M)	May be inoperative provided, a) Placard is displayed in the flight deck indicating the date ELT was removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
	D - -	-	Any in excess of those required by regulation may be inoperative or missing.
61-03 First Aid Kits	D - -	(O)	Any in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established to alert crew members of missing or incomplete kits.
1) First Aid Kit Seal (Required First Aid Kits)	A - -	(O)	The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: a) The first aid kit is fully equipped or the kit has a maximum of one missing item, b) The kit includes a list of its contents, c) An inventory is taken on the content of the kit prior to departure, and d) Procedures are established to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).
61-04 Emergency Vision Assurance System (EVAS) (Installed via STC only)	D - -	0	Any or all may be inoperative.

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25 - <u>EQUIPMENT / FURNISHINGS</u>				
64-01 Crewmember Flashlights / Flashlight Holder				
1) Flashlights	C - 0	(O)	May be inoperative or missing provided each inoperative or missing crewmember flashlight is replaced with a flashlight of equivalent characteristics (has a ruggedized, electrically insulated exterior, uses two "D" size batteries, and has a shatter-resistant lens and reflector) readily available.	
2) Holders	C - 0	(O)(M)	May be inoperative or missing provided alternate stowage provisions are provided.	

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25 - <u>EQUIPMENT / FURNISHINGS</u>			
70-01 Passenger Convenience / NEF Items			
*** 1) Passenger Convenience Items (Expires on 24 February 2025)	N/A - 0		<p>Passenger convenience items as expressed in this MMEL are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included.</p> <p>(M) and (O) procedures may be required and included in the air carrier's appropriate document (MEL).</p> <p>NOTE 1: Exterior lavatory door ashtrays are not considered convenience items. (Only applicable to transport category airplanes affected by FAA AD 74-08-09).</p> <p>NOTE 2: Galley equipment restraining devices such as latches, etc. must be serviceable or the compartment must not be used for storage and placarded INOPERATIVE -DO NOT USE.</p> <p>NOTE 3: Movie equipment individual screens, if applicable, must be capable of being stowed.</p> <p>NOTE 4: Audio or audio-visual entertainment equipment which is used as the sole means of providing safety briefings and demonstrations, is not considered a passenger convenience item.</p>

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25 - <u>EQUIPMENT / FURNISHINGS</u>			
70-01 Passenger Convenience / NEF Items *** 2) Non-Essential Equipment and Furnishings (NEF) N/A	- 0		May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's Maintenance Control Manual (MCM) or Maintenance Control System, as applicable. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior Lavatory door ashtrays are not considered NEF items. (Only applicable to transport category airplanes affected by FAA AD 74-08-09).
70-02 Office in the Sky (OITS) ***	D - 0		

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25 - <u>EQUIPMENT / FURNISHINGS</u>				
70-03 Galley waste Receptacle Access Doors / Covers	C - -	(M)	May be inoperative provided: a) Affected container is empty and the access is secured to prevent waste introduction into the compartment, and b) Associated doors/covers are prominently placarded "DO NOT USE". NOTE: An inoperative door/cover latch considers the door/covers inoperative.	
70-04 Exterior Lavatory Entry Door or Entry Area Ashtrays				
1) Airplanes with more than one lavatory door or entry area ashtray	A - -		Up to and including 50 percent may be missing or inoperative for 10 calendar days.	
	A - -		More than 50 percent may be missing or inoperative for 3 calendar days.	
2) Airplanes with only one lavatory door or entry area ashtray	A 1 0		May be missing or inoperative for 10 calendar days.	
71-01 Baggage Compartment Liners	C - -	(O)	Liner panels may be missing or damaged provided baggage is not carried in the associated compartment. NOTE: Unit Load Devices (ULDs) may be carried in the associated compartment provided no cargo is carried on or in these devices.	

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25 - <u>EQUIPMENT / FURNISHINGS</u>			
72-01 Avionics Rack – Fwd & Aft Decompression Panels – Louvers (Global 5000 & GL5000) (Applicable to: BA STC SA05-60 or BA STC SA12-16)	C 12	8 (M)	A maximum of two louvers from each of the forward and aft panels may be damaged or missing, provided: a) Affected louvers are removed and stowed, b) Spaces created by missing louvers are closed out preventing any gaps, and c) Remaining louvers are confirmed free moving, and in the CLOSED position for dispatch.
75-10 Crew Rest Facilities ***	D -	0	May be inoperative provided regulations do not require its use.
1) Crew Rest Entry Door	C 1	0 (M)	May be inoperative provided: a) Crew Rest area is not used, and b) Crew Rest Door entry door is locked closed and placarded "INOPERATIVE DO NOT ENTER". NOTE: These provisions are not intended to prohibit Crew Rest Area inspections by crewmembers.
(Deleted, Rev 8)			
2) Restraint System	C -	- (O)	One or more may be inoperative provided: a) Affected Bunk is placarded "INOPERATIVE DO NOT USE", and b) Procedures are established and used to alert crewmembers that the bunk restraint system cannot be used.

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26 - <u>FIRE PROTECTION</u>				
12-01 APU Fire Detection Systems	C 2	1	<p>Except for ER operation beyond 120 minutes, one may be inoperative provided the fire test is made before each flight.</p>	
	C 2	0	Both detection loops may be inoperative provided the APU is considered inoperative.	
12-02 APU Fire Extinguishing System	C 1	0	May be inoperative provided the APU is considered inoperative and is not used.	
14-01 Flight Crew Rest (FCR) Area Smoke Detection System	C 1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) FCR area is empty, b) FCR area door is locked and placarded, "INOPERATIVE - DO NOT ENTER", and c) FCR area is not used for any purpose. <p>NOTE: These provisions are not intended to prohibit FCR inspections by crewmembers.</p>	

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26 - <u>FIRE PROTECTION</u>				
15-01 Baggage *** Compartment Smoke Detectors	C - 0		<p>May be inoperative provided the associated compartment is empty or does not contain combustible materials.</p> <p>NOTE: Unit Load Devices (ULDs) may be carried in the associated compartment provided no cargo is carried on or in these devices.</p>	
1) Smoke Detectors in excess of requirements	C - -		<p>May be inoperative provided certification requirements are met with the remaining serviceable detectors.</p>	

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26 - <u>FIRE PROTECTION</u>					
16-01 *** Lavatory Smoke Detection Systems	C	-	0	(O)(M)	<p>Any or all may be inoperative provided:</p> <ul style="list-style-type: none"> a) Lavatory is not used by passengers for any purpose, b) Lavatory waste receptacle is empty, c) Lavatory door is locked closed and placarded, "INOPERATIVE DO NOT ENTER", d) In-flight service waste bags are not stored in the lavatory, and e) Lavatory is used only by crew members. <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p>
Non-passenger Carrying Operations	C	-	0	(O)	<p>Any or all may be inoperative provided:</p> <ul style="list-style-type: none"> a) Crew members are the only occupants of the aircraft, b) Crew members have been briefed as to which lavatory smoke detections system(s) is /are inoperative, and c) In -flight service waste bags are not stored in the lavatory. <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p>
All Cargo Operations	C	-	0	(O)	<p>Any or all may be inoperative provided:</p> <ul style="list-style-type: none"> a) Crew members have been briefed as to which lavatory smoke detection system(s) is/are inoperative, and b) In-flight service waste bags are not stored in the lavatory. <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p>
16-02 *** Cabin Closet Smoke Detection System	C	-	-	(O)	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Closet is empty, and b) Cabin closet door is locked CLOSED and placarded, "DO NOT USE".

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26 - <u>FIRE PROTECTION</u>					
21-01 Engine Fire Detection System	A	4	2		One loop per engine may be inoperative for one flight day provided the Fire Test is made before each flight.
	C	4	2		One loop per engine may be inoperative provided: <ul style="list-style-type: none"> a) Fire Test is made before each flight, and b) Operations are conducted not more than 120 minutes from a suitable airport.
23-01 Portable Fire Extinguishers	D	-	-	(O)(M)	Any in excess of those required by Regulations may be inoperative or missing provided: <ul style="list-style-type: none"> 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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26 - <u>FIRE PROTECTION</u>				
26-01 *** Lavatory Fire Extinguishing System	C - 0	(O)	May be inoperative provided Lavatory Smoke Detector system is operative.	
	C - -	(O)(M)	May be inoperative provided: a) Lavatory is not used for any purpose, b) Lavatory waste receptacle is empty, c) Lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER", and (where applicable) d) Access to waste receptacle from outside lavatory must be secured closed and placarded, "INOPERATIVE - DO NOT USE", and e) Lavatory is used only by crew members.	
	D - 0		NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
Non-Passenger carrying operations	C - 0	(O)	Any in excess of that required by regulations may be inoperative.	
			May be inoperative provided crewmembers have been briefed as to which lavatory fire extinguishing system(s) is inoperative.	
			NOTE: These provisos are not intended to prohibit crew member lavatory inspections, which must be detailed in the (O) procedures.	
All Cargo Operations	C - 0	(O)	For each lavatory, the lavatory fire extinguishing system may be inoperative provided crew members have been briefed as to which lavatory fire extinguishing system(s) is /are inoperative.	

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27 -	<u>FLIGHT CONTROLS</u>			
11-01	Aileron Control Surface Position Indications	C 2	0 (O)(M)	One or both may be inoperative provided a visual check of the associated control surface movements is made prior to each flight.
12-01	Aileron Trim Indicator	C 1	0 (M)	May be inoperative provided, prior to each flight: a) Aileron trim is visually checked for full, free and correct movement, and b) Aileron trim is confirmed neutral.
20-01	Rudder Pedal Adjustments	C 2	0 (M)	One or both may be inoperative provided: a) The rudder pedal adjustment mechanism is not free to move, and b) The mechanism has failed such that the rudder pedals are in a position, which meets individual pilot requirements.
21-01	Rudder Control surface Position Indication	C 1	0 (O)(M)	May be inoperative provided a visual check of the associated control surface movements is made prior to each flight.
31-01	Elevator Surface Position Indications	C 2	0 (O)(M)	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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27 -	<u>FLIGHT CONTROLS</u>					
41-01	STAB CH 1 "OFF" Switch Light (Light function only)	C	1	0		
41-02	STAB CH 2 "OFF" Switch Light (Light function only)	C	1	0		
42-01	Horizontal Stabilizer Trim Actuator (RVDT Channels)	C	4	3		One may be inoperative provided all flight control modules are operative. NOTE: All flight control modules are operative assumes MMEL relief has not already been undertaken for Item 27-61-02 – Flight Control Modules (FCM) Channels.
		C	4	3	(M)	One may be inoperative in combination with a flight control module provided it is associated with the same flight control unit. (Moved NOTE after the first proviso)

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27 - <u>FLIGHT CONTROLS</u>		4. Remarks or Exceptions		
51-01	Slat/Flap Control Unit (SFCU)			
	1) Slat Channels (relief limited to p/n GT415-5900-13 & sub)	B	2	1 (O)(M) One may be inoperative provided: a) Both Flap channels are operative, and b) Aircraft is operated in accordance with AFM Supplement for SLATS HALFSPEED OR FLAPS HALFSPEED. NOTE: Slat system will operate at half speed and it will be shown as an advisory message: “SLATS HALFSPD” on EICAS.
	2) Flap Channels (relief limited to p/n GT415-5900-13 & sub)	B	2	1 (O)(M) One may be inoperative provided: a) Both Slat channels are operative, and b) Aircraft is operated in accordance with AFM Supplement for SLATS HALFSPEED OR FLAPS HALFSPEED. NOTE: Flap system will operate at half speed and it will be shown as an advisory message: “FLAPS HALFSPD” on EICAS.

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27 - <u>FLIGHT CONTROLS</u>						
61-01	MFS Surface Proximity Switch Sensors (PSS)	C	8	6	(M)	One or two on the same MFS pair may be inoperative provided visual check is made to verify that the surfaces operate normally prior to take-off.
61-02	Flight Control Modules (FCM) Channels	C	4	3	(O)(M)	One may be inoperative provided: <ul style="list-style-type: none"> a) Affected MFS pair and ground spoilers are verified retracted before each take off, b) Remaining MFS and ground spoilers are verified operative prior to each flight, c) Airplane is operated at or below FL410, and d) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE.
62-01	Multi-Function Spoilers (MFS)	C	8	6	(O)(M)	One surface or one symmetrical pair may be inoperative: <ul style="list-style-type: none"> a) Affected MFS pair is verified retracted before each take off, b) Remaining MFS and ground spoilers are verified operative prior to each flight, c) Airplane is operated at or below FL410, and d) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE.

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27 - <u>FLIGHT CONTROLS</u>		4. Remarks or Exceptions			
62-02	Roll Control Input Module (RCIM) (RVDT Channels)	C	4	3	One may be inoperative provided all Multi-Function spoilers are operative in roll assist mode.
62-03	Flight Spoiler Control Lever (RVDTs)	C	4	3	One may be inoperative provided all Multi-Function spoilers are operative in proportional lift dump mode.
62-04	Throttle Lever RVDTs (Ground Spoiler Control)	C	4	3	One may be inoperative.

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27 -	<u>FLIGHT CONTROLS</u>					
63-01	Ground Spoilers (Inboard or Outboard)	B	4	2	(O)(M)	One symmetrical pair of ground spoilers may be inoperative provided: a) All remaining MFS and remaining GND spoiler pair surfaces are operative in the GLD modes, b) Both surfaces of the inoperative pair are verified fully retracted prior to each flight, c) Autobrakes are considered inoperative, and d) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE.
63-02	Ground Spoilers Position Indication on EICAS	C	4	2	(O)(M)	May be inoperative for one or for one symmetrical pair provided: a) Affected ground spoiler actuator connections are inspected prior to each flight, b) Affected ground spoiler pair is considered inoperative, and c) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE.

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28 - <u>FUEL</u>					
21-01	Refuel/Defuel Adaptor Cap				
	1) (GX only)	C	1	0	(M) May be inoperative (missing) provided: a) Refuel/Defuel adaptor is visually checked for contamination prior to each refuelling, b) No leakage can be detected after refuelling is complete, and c) Aft tank is defueled and remains empty.
	2) (Global 5000)	C	1	0	(M) May be inoperative (missing) provided: a) Refuel/Defuel adaptor is visually checked for contamination prior to each refuelling, and b) No leakage can be detected after refuelling is complete.
21-02	Forward AC Pumps (Boost Pumps)	C	2	1	One may be inoperative provided: a) Aft AC Pump on affected side is operative, b) DC AUX pump on affected side is operative, and c) All fuel quantity indications are operative.
		C	2	0	Both may be inoperative provided: a) Both Aft AC pumps are operative, b) Both DC AUX pumps are operative, c) All fuel quantity indications are operative, and d) Wing transfer system is operative.

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28 - <u>FUEL</u>			
C	2	0	Both may be inoperative provided: <ul style="list-style-type: none"> a) Both Aft AC pumps are operative, b) Both DC AUX pumps are operative, c) All fuel quantity indications are operative, and d) Crossfeed SOV is operative.

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28 - FUEL						
21-06	Crossfeed Shutoff Valve	C	1	0	(M)	Except for ER operations, may be inoperative provided: a) Valve is secured CLOSED, b) Both DC AUX Fuel Pumps are operative, and c) Both Wing Transfer SOVs are operative.
22-01	Center Transfer Pumps	C	2	1	(O)	One may be inoperative provided: a) Opposite DC AUX pump is operative, b) Opposite Wing transfer SOV is operative, c) Fuel XFEED valve is verified operative prior to each dispatch, and d) Fuel quantity remaining in the main wing tank is adequate to reach a suitable or alternate destination if remaining center pump fails at any time.
		C	2	0		One or both may be inoperative provided the center wing tank remains empty.
		C	2	0		Both may be inoperative provided the remaining fuel in center tank is considered as unusable fuel.
22-02	Wing Transfer SOV	C	2	0	(M)	Except for ER operations, one or both may be inoperative provided: a) Affected SOV is secured CLOSED, b) Crossfeed SOV is operative, c) Both AC pumps on the same side are operative, and d) Prior to each dispatch, opposite Center Transfer Pump is verified operative.

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28 - <u>FUEL</u>					
22-03 Aft Tank Transfer Pumps (GX)		C	2	1	(O)(M) One may be inoperative provided: a) Affected pump is deactivated, b) Associated Aft Transfer SOV is deactivated CLOSED, c) Opposite Aft Transfer SOV is operative, d) Opposite DC AUX Pump is operative, e) Opposite Wing Transfer SOV is operative, f) Both opposite Fwd and Aft AC pumps are operative, g) Aft Tank Fuel Quantity Indication is operative, and h) Planned flight considered the Aft tank fuel as unusable fuel.
		C	2	0	(M) Both may be inoperative provided the Aft Fuel Tank is empty.
					(M) Both may be inoperative provided: a) Remaining fuel in Aft tank is considered as unusable fuel, and b) AFM table from "AFT XFER FAIL" for Aft tank unusable fuel is used to determine fuel quantity for landing.

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28 - <u>FUEL</u>			
22-04	Aft Tank Transfer SOVs (GX)	C 2	1 (O)(M) One may be inoperative provided: <ul style="list-style-type: none"> a) Affected SOV is secured CLOSED, b) Associated Aft Transfer Pump is deactivated, c) Opposite Aft Transfer Pump is operative, d) Opposite DC AUX Pumps is operative, e) Opposite Wing Transfer SOV is operative, f) Both opposite AC pumps are operative, g) Aft Fuel Tank Quantity Indication is operative, and h) Planned flight considered the Aft tank fuel as unusable fuel.
		C 2	0 (M) Both may be inoperative provided the Aft Fuel Tank is empty.
		C 2	0 (M) Both may be inoperative provided: <ul style="list-style-type: none"> a) Aft tank SOVs are verified in the CLOSED position, b) Remaining fuel in Aft tank is considered as unusable fuel, and c) AFM table from “AFT XFER FAIL” for Aft tank unusable fuel is used to determine fuel quantity for landing.

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28 - FUEL					
22-05	Aft Tank Transfer System (GX)	C	1	0	(M) May be inoperative provided AFT fuel tank is empty.
		C	1	0	(M) May be inoperative provided: a) Aft tank SOVs are verified in the CLOSED position, and b) AFM table from "AFT XFER FAIL" for Aft tank unusable fuel is used to determine fuel quantity for landing.
23-01	Manifold Refuel/Defuel Control Valves	C	3	0	(M) Any or all may be inoperative CLOSED provided alternate refuelling procedures are established and used.
23-02	Aft Refuel / Defuel SOV (GX)	C	1	0	(M) May be inoperative provided the SOV is deactivated CLOSED.
23-03	Defuel SOVs	C	2	0	(M) One or both may be inoperative deactivated CLOSED.
23-04	Single Point Pressure Refuelling System				
	1) Automatic Mode	C	1	0	May be inoperative provided manual mode is operative.
	2) Manual Mode	C	1	0	May be inoperative provided automatic mode is operative.

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28 - <u>FUEL</u>					
23-05	Forward Tank – Refuel SOV (GX)	C	1	0	May be inoperative provided the SOV is CLOSED.
23-06	External Refuel/Defuel Panel	C	1	0 (O)(M)	<p>Any or all functions may be inoperative provided alternate means are available to perform required operations (ie: Flight Compartment Refuel/Defuel Panel or gravity refuelling)</p> <p>NOTE: For inoperative panel indications, refer to MMEL Item 28-41-05, Refuel/Defuel Panel Indications, herein).</p>
23-07 ***	Flight Compartment Refuel/Defuel Panel	D	1	0 (O)(M)	<p>Any or all functions may be inoperative provided alternate means are available to perform required operations (ie: External Refuel/Defuel Panel or gravity refuelling)</p> <p>NOTE: For inoperative panel indications, refer to MMEL Item 28-41-05, Refuel/Defuel Panel Indications, herein).</p>
24-01	Fuel Recirculation Systems (Including systems' PBA indications, EICAS messages)	C	2	0	<p>Except for ER operations, one or both may be inoperative OFF provided:</p> <p>a) Both Recirculation Systems are OFF, and</p> <p>b) Fuel tank temperature indication on EICAS is operative.</p>

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28 - <u>FUEL</u>								
40-01	L-R AUX PUMPS "OFF" Switchlights (light function only)	C	2	0				One or both may be inoperative.
40-02	L-R PRI PUMPS "OFF" Switchlights (light function only)	C	2	0				One or both may be inoperative.
40-03	XFEED SOV "OPEN" Switchlights (light function only)	C	1	0				
40-04	XFEED SOV "FAIL" Switchlights (light function only)	C	1	0				

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28 - <u>FUEL</u>						
41-01	Fuel Quantity Probes					
	1) Densitometer	C	1	0	(O)	May be inoperative provide alternate fuel planning procedures are used.
	2) Wing Tank Probes – Probe / Compensators	C	30	22	(M)	One probe per fuel compartment may be inoperative.
	3) Center Tank Probes – Probe / Compensators	C	4	2	(M)	One or two may be inoperative.
	4) Reference Compensator	C	1	0	(O)	May be inoperative provide alternate fuel planning procedures are used.
	5) Aft Tank Probe / Compensators (GX)	C	2	1	(M)	One may be inoperative.
***	6) Forward Tank Probe / Compensators (GX)	C	2	1	(M)	One may be inoperative.
		C	2	0	(O)	Both may be inoperative provided the Forward Tank is not used.
NOTE: With both probes failed, the FUEL QTY DEGRADED Advisory will remain annunciated on EICAS as long as any fuel remains in the tank.						

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28 - FUEL			
41-03	EICAS Aft Fuel Tank and Total Fuel Quantity Readouts (GX)	C 2 0	(O)(M) One or both may be inoperative provided: a) Aft tank remains empty, and b) An in-flight log of fuel in all tanks is maintained.
41-04	Wing Bulk Fuel Temperature Indications on EICAS	C 2 1	One may be inoperative provided AFM Non-Normal procedures are followed for the respective conditions of amber or dashed temperature indication, when the FUEL TEMP SENSOR message is present during flight. NOTE: WING FUEL LO TEMP and WING FUEL HI TEMP caution messages will not operate for affected system.
41-05	Fuel System Indications on External or Flight Compartment REFUEL/DEFUEL Control Panels		
	1) Fuel Quantity Fields	C 5 0	(M) Any or all may be inoperative provide alternate procedures are used to verify fuel quantity.
	2) PRESEL Field	C 1 0	(M) May be inoperative provided that refuel AUTO mode is considered inoperative.
41-06	Float Valve – Gravity Refuel - CTR TANK - (Global 5000)	C 1 0	May be inoperative provided: a) Single point pressure refuelling is operative and used, in either AUTO or MANUAL modes, and b) Centre Refuel/Defuel control valve is operative.

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28 - <u>FUEL</u>	<p style="font-size: 24px; margin: 0;">THIS PAGE INTENTIONALLY LEFT BLANK</p>

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29 - <u>HYDRAULIC POWER</u>				
10-01	Heat Exchanger Bypass Valve	C	3 2	One may be inoperative.
11-01	HYDRAULIC Switches "AUTO" Function (ACMP)	C	3 0	Any or all may be inoperative provided switch(es) are manually selected ON before take-off and landing.
12-01	(reserved)			
13-01	AC Motor Pump (ACMP-System #3)	B	2 1 (O)	One may be inoperative provided: a) Affected pump switched OFF, b) Remaining system 3 AC motor pump is operated continuously during flight, and c) All other hydraulic pumps are operative.
13-02	RAT Accumulator Pressure Gauge	C	1 0 (M)	May be inoperative provided the accumulator pre-charge is verified with a calibrated ground equipment gauge prior to the first flight of each day.
30-01	HYD SOV CLOSED Switch Lights (light function only)	C	2 0	One or both may be inoperative provided that the FWSOV indication on the HYDRAULC synoptic page is operative.

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29 -	<u>HYDRAULIC POWER</u>			
30-02	Hydraulic Firewall Shut-off Valve – EICAS Synoptic Page Indications	C	2	0 (M)
		<p>One or both EICAS Synoptic HYD SOV icons may be magenta or amber colored, provided that prior to each dispatch:</p> <ul style="list-style-type: none"> a) Associated valve is verified to operate to fully OPEN and fully CLOSED positions, b) Associated hydraulic pressure is confirmed correct while engine operating and ACMP selected OFF, c) Associated valve remains in the OPEN position for takeoff, and d) Associated hydraulic quantity, pressure and temperature on the Synoptic Page, is checked periodically during flight. <p>NOTE 1: Amber colored HYD SOV icon will be accompanied by respective HYD SOV FAIL Caution message. If subsequent abnormal occurrence requires shutdown, AFM Non-Normal Procedure remains applicable.</p> <p>NOTE 2: Associated HYD SOV outlet flow-line will erroneously indicate “empty” while still allowing flow whenever internal switch fails in read CLOSED position.</p>		

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29 - <u>HYDRAULIC POWER</u>					
31-01 EICAS Hydraulic Pressure Readouts	C	3	0	(O)	Any or all may be inoperative provided the associated pressure switches are operative.
31-02 Hydraulic Pump Low Pressure Switches	C	6	3	(M)	Up to three may be inoperative provided: <ul style="list-style-type: none"> 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.
31-03 EICAS Hydraulic Reservoir Quantity Readouts (Systems 1,2,and 3)	C	3	0	(M)	Any or all may be inoperative provided quantity in associated reservoir(s) is checked on reservoir quantity gauges prior to each flight.
31-04 Hydraulic Reservoir Quantity Gauges (Systems 1,2,and 3)	C	3	0		Any or all may be inoperative provided reservoir levels are verified on the EICAS Synoptic Page prior to each flight.

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30 - <u>ICE AND RAIN PROTECTION</u>				
11-01 Wing Anti-Ice System	C 1	0	<p>Except ER operations beyond 120 minutes require its use, may be inoperative provided:</p> <p>a) Operations are not conducted in known or forecast icing conditions, and</p> <p>b) Both Ice Detection systems are operative.</p>	
1) AUTO Mode	C 1	0 (O)(M)	<p>May be inoperative provided:</p> <p>a) MAN mode (ON) is verified operative, and</p> <p>b) Both Ice Detection systems are operative.</p>	
11-02 Wing Anti-Ice Shut Off Valves (WAIV)	C 2	0 (M)	<p>One or both may be inoperative CLOSED provided:</p> <p>a) Valves are secured closed,</p> <p>b) Wing Anti-Ice switch is selected to OFF,</p> <p>c) Both Ice Detection system are operative, and</p> <p>d) Operations are not conducted in known or forecast icing conditions.</p>	

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11-03	WING XBLEED Valve (CBW) System	C	1	0	(M)	May be inoperative provided: a) Affected valve is secured CLOSED, b) Operations are not conducted in known or forecast icing conditions, and c) Both Ice Detection Systems are operative.
11-04	Wing Anti-Ice Temperature Sensors (WAITS)	C	8	4	(M)	Except for the sensors used by the stall protection system (outboard), sensors may be inoperative provided the L (R) WING ANTI-ICE FAIL Caution or WING A/ICE SENSOR Advisory message is not annunciated.
	<i>(Applicable to s/n 9002 to 9175 not incorporating SB#700-27-048 or SB#700-1A11-27-011)</i>					
	<i>(Applicable to s/n 9002 to 9175 with SB#700-27-048 or SB#700-1A11-27-011 incorporated, and s/n 9176 & sub)</i>	C	8	-		Any combination of sensors may be inoperative provided the L (R) WING ANTI-ICE FAIL Caution or WING A/ICE SENSOR Advisory message is not annunciated.
11-05	WING XBLEED switch					
	1) AUTO (mode unavailable)	C	1	0	(O)(M)	May be inoperative provided: a) Wing Anti-Ice Selector switch is operative, b) Wing Anti-Ice system is verified operative, and c) Switch selections FROM L and FROM R are verified operative.
	2) FROM L (manual)	C	1	0	(O)(M)	May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, b) Both ice detection systems are operative, and c) Wing Cross Bleed Valve is CLOSED.
	3) FROM R (manual)	C	1	0	(O)(M)	May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, b) Both ice detection systems are operative, and c) Wing Cross Bleed Valve is CLOSED.
21-01	Cowl Anti-Ice System AUTO Mode (LH and RH)	C	2	0	(M)	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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30 - <u>ICE AND RAIN PROTECTION</u>			
21-02 Cowl Anti-Ice Valves			
1) (Relief applicable to Cowl AI valve p/n 510-0020-2 and 510-0020-3 only)	B 2	1 (M)	Except for ER operations, one may be inoperative CLOSED provided: a) Affected valve is secured CLOSED, b) Aircraft is not dispatched into known or forecast icing, and c) Both ice detection systems are operative.
	B 2	1 (M)	One may be inoperative OPEN provided: a) Affected valve is secured OPEN, b) Both ice detection systems are operative, and c) Operations are conducted in accordance with the AFM Supplement for DISPATCH WITH COWL ANTI-ICE FAILED OPEN.
2) (Relief applicable to Cowl AI valve p/n 510-0020-4 & sub.)	B 2	1 (M)	One may be inoperative-provided: a) Affected valve is secured OPEN, b) Both ice detection systems are operative, and c) Operations are conducted in accordance with the AFM Supplement for DISPATCH WITH COWL ANTI-ICE FAILED OPEN.

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30 - <u>ICE AND RAIN PROTECTION</u>			
30-01 Probe Heaters			
1) Pitot/Static Probes	B 4	3 (M)	<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>NOTE: Transponder and Flight Director / Autopilot must use the same ADC data for RVSM.</p>
2) TAT Probes	B 3	2 (M)	<p>Except where en route operations, including RVSM, require its use, one may be inoperative provided:</p> <ul style="list-style-type: none"> 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>					
31-01	Yaw Damper Heaters (except Global Vision)	C	2	1 (O)	One may be inoperative provided: a) Yaw Damper with the inoperative heater is selected ON, and b) Both Yaw Dampers are verified operative before dispatch.
		C	2	0 (O)	Both may be inoperative provided: a) Operations are conducted at or below FL410, and b) Both Yaw Dampers are verified operative before dispatch.
31-02	Probe Heater Monitor Channels (HBMU)	B	2	0 (O)	Except for ER operations, one or both may be inoperative provided: a) Both Ice Detection systems are operative, b) Operations are not conducted in known or forecast icing conditions, c) Operations are conducted under day VMC only, d) Yaw Damper heater associated with the inoperative channel is considered inoperative, e) Enroute operations, do not require its use, and f) Flights are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.
NOTE 1: The associated BTMU (both inboard and outboard) will be inoperative.					
NOTE 2: Proviso d) above, is not applicable to Global Vision.					

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30 - <u>ICE AND RAIN PROTECTION</u>					
40-02 Enhanced Vision *** System - Ice Protection					
1) EVS Fairing & IR Window Heat - DE-ICE / ANTI-ICE Function	C	2	0		<p>One or both may be inoperative provided:</p> <p>a) EVS system is not used if the image is affected, and</p> <p>b) If dispatching into, or encountering icing conditions, the EVS imaging control must be selected and remain OFF.</p> <p>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.</p>
	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		<p>May be inoperative provided the system is not used if the image is affected.</p> <p>NOTE: The EVS image may degrade in high humidity or icing conditions, to the point of disappearance, as IR Window misting / icing increases.</p>
	C	1	0		May be inoperative provided EVS IR Window heat is considered inoperative.
3) EVS Fairing Temperature Sensors	D	2	1		One may be inoperative.
	C	2	0		Both may be inoperative provided EVS fairing heat is considered inoperative.

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30 - <u>ICE AND RAIN PROTECTION</u>				
4) IR Window Temperature Sensors	D 2	1		One may be inoperative.
	C 2	0		Both may be inoperative provided EVS IR Window heat is considered inoperative.
41-01 Windshield and Side Window Anti-Ice Controller Channels	C 4	3	(O)	One may be inoperative provided: a) Pilot's side window heating is operative, and b) Operations are not conducted in known or forecast icing conditions.
	C 4	2	(O)	Two may be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, b) Pilot's side window heating is operative, and c) Both Ice Detection Systems are operative.
70-01 Drain Master Heaters	C 2	0		One or both may be inoperative provided all flight operations and overnight parking are restricted on temperatures above 0 °C.
	B 2	0	(O)(M)	One or both may be inoperative provided: a) Potable Water System is fully drained and secured OFF, b) Galley ice drawer is empty, c) Ground service external fill port is placarded "DO NOT FILL – DRAIN MAST HEATER INOPERATIVE", d) Procedures are established and used to ensure lavatory sinks and galley sink are not used, and e) Aircraft humidifier system (if installed), is considered inoperative (ref: item 21-71-01).

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30 - <u>ICE AND RAIN PROTECTION</u>	C	2	1 (O)(M)	One may be inoperative provided: <ul style="list-style-type: none"> a) Potable Water System is fully drained and secured OFF, b) Affected ice drawer is empty (Global 6000), c) Ground service external fill port is placarded "DO NOT FILL – DRAIN MAST HEATER INOPERATIVE", d) Procedures are established and used to ensure associated lavatory and /or galley sinks are not used, and e) If aft drain mast affected, aircraft humidifier system (if installed), is considered inoperative (ref: Item 21-71-01).
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 (M)	Both may be inoperative provided operations are not conducted in known or forecast icing conditions.

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31 - <u>INDICATING/ RECORDING SYSTEMS</u>					
21-01	Clocks	C	2	1	As required by Regulations.
		C	2	0	Both clocks may be inoperative provided: a) Correct time is displayed on the FMS, and b) A reliable and functioning timepiece is readily available to all flight deck crew members.
31-01	Flight Data Recorder (FDR)	A	1	0	(O) May be inoperative provided: a) Cockpit Voice Recorder (CVR) is verified operative, and b) Repairs are made within three flight days.
	1) FDR Recording Parameters required by Regulations	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within twenty calendar days.
	2) FDR Recording Parameters not required by Regulations	A	-	-	May be inoperative provided repairs are made before completion of the next heavy maintenance visit.
31-02	Quick Access Recorder ***	D	1	0	

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31 - <u>INDICATING/ RECORDING SYSTEMS</u>				
31-03 Pilot Event Marker A	1	0	May be inoperative provided repairs are made before completion of the next heavy maintenance visit.	
33-01 Cockpit Printer (Flight Deck) C	1	0	May be inoperative provided alternate procedures are established and used. NOTE: Datalink (CPDLC) printing may be affected. Refer to MMEL relief 23-21-01, Datalink System.	
	D	1	0	May be inoperative provided routine procedures do not require its use.
40-02 Data Concentrator Units (DCU) Channels (Global Vision only) (except Global 5500/6500)				
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

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31 - <u>INDICATING/ RECORDING SYSTEMS</u>			<p>- Yaw Damper #1</p> <p>f) Autothrottle systems are considered inoperative and not used,</p> <p>g) Dynamic switching check of L FCV, and L and R Bleed Valves is performed prior to each flight,</p> <p>h) Operations are not conducted in known or forecast icing conditions, and</p> <p>i) Repairs are made within three flight days.</p> <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 observe 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 cabin ordinance signs. Operation of the signs is not affected.</p> <p>NOTE 5: Subsequent loss of DCU channel 2A, will observe the loss of all FCP LCD displays and LED annunciators. Visual</p>

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31 - <u>INDICATING/ RECORDING SYSTEMS</u>			<p>confirmation of FCP mode selections remain available on the PFDs.</p> <p>NOTE 6: TCAS self-test feature will not function. Following 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 observe the loss LAMP TEST. Lamp Test 2 is not affected.</p>	
2) DCU Channel 1B (includes associated Power Producing Module)	A 1	0 (O)	<p>Except for ER Operations and Polar Operations, may be inoperative provided:</p> <p>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</p>	

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	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.</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>	

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31 - <u>INDICATING/ RECORDING SYSTEMS</u>			
3) DCU Channel 2A (includes associated Power Producing Module)	A 1	0 (O)	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> - 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. <p>NOTE 1: In association with posting of DCU 2A FAIL Advisory message, the L BLEED FAULT, R BLEED FAULT, R PACK FAULT, ADC 2 DEGRADED; and CVR FAULT advisory messages, will also be posted.</p>

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31 - <u>INDICATING/ RECORDING SYSTEMS</u>				
4) DCU Channel 2B (includes associated Power Producing Module)	A 1	0 (O)	<p>NOTE 2: Functionality supporting Emergency Locator Transmitter 406 MHz signal, normally serving to relay aircraft latitude/longitude along with aircraft ICAO registration, will be absent. Primary ELT functionality, transmission at 121 & 243 MHz, is not affected.</p> <p>NOTE 3: Subsequent loss of DCU channel 2B will affect operation of the CAS STATUS message, NO SMKG SIGN ON, associated with selection of the cabin ordinance signs. Operation of the signs is not affected.</p> <p>NOTE 4: Subsequent loss of DCU channel 1A, will observe the loss of all FCP LCD displays and LED annunciators. Visual confirmation of FCP mode selections remain available on the PFDs.</p> <p>NOTE 5: Subsequent loss of DCU channel 1A will cause TCAS FAIL Caution to be posted.</p> <p>NOTE 6: Subsequent loss of DCU channel 2B, will observe the loss LAMP TEST 2. Lamp Test 1 is not affected.</p> <p>May be inoperative provided:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> - 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, 	

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	4. Remarks or Exceptions <ul style="list-style-type: none"> - 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: <ul style="list-style-type: none"> - 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. <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</p>	

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31 - <u>INDICATING/ RECORDING SYSTEMS</u>				
41-01 Integrated Avionics Computer (IAC) #3 (except Global Vision)	B 1	0 (O)	<p>cabin ordinance signs. Operation of these signs is not affected.</p> <p>NOTE 4: Loss of DCU 2B will observe 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 observe the loss LAMP TEST 2. Lamp Test 1 is not affected.</p> <p>May be inoperative provided: a) Reversion switching system is operative, b) All EICAS displays are operative, and c) Both AP Quick DISC buttons, and both A/T Disengage switches are operative.</p> <p>NOTE: Loss of IAC #1 or #2 results in loss of one Autothrottle system, one Yaw Damper system, one Autopilot system, one Flight Director, and one FMS.</p>	
41-02 IAC Battery (Low Battery condition) (except for Global Vision)	C 3	0 (O)(M)	<p>Any or all may be inoperative provided at least one FMS is loaded with mission parameters.</p> <p>NOTE: Affected FMS will revert to default settings if respective battery fails. Unit can be re-programmed before flight.</p>	

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31 - <u>INDICATING/ RECORDING SYSTEMS</u>				
42-09 Aircraft Personality Module (APM) (Global Vision only)	C 2	1	One may be inoperative.	
43-01 Lamp Dimmer Power Supplies (LDPS) (except Global Vision)	C 3	2	One may be inoperative.	
43-02 Lamp Driver Unit (LDU) - Channels (Global Vision only)				
1) Channel A	C 1	0	May be inoperative provided Channel B is operative.	
2) Channel B	C 1	0	May be inoperative provided Channel A is operative.	
52-01 Master Warning Switch-lights (Glareshield - light function only)	C 2	1	One may be inoperative provided aural warnings are operative.	
52-02 Master Caution Switch-lights (Glareshield - light function only)	C 2	1	One may be inoperative provided aural warnings are operative.	

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31 - <u>INDICATING/ RECORDING SYSTEMS</u>				
54-01 IPC – Cooling Fan (CEM Cover and Environmental Module) (Global Vision only)				
1) (Global 5000/5500 only) C	4	3	Any one IPC fan may be inoperative provided: a) IPC Fan 2 is operative, b) All IPCs and DSMs are operative, and c) AV Rack fan, or the Avionics exhaust fan is operative.	
2) (Global 6000/6500 only) C	4	3	Any one IPC fan may be inoperative provided: a) IPC Fan 2 is operative, b) All IPCs and DSMs are operative, and c) Avionics exhaust fan is operative.	
61-01 Display Units				
1) (except Global Vision) B	6	5	(M)	Except for ER operations, Display Unit #4 may be inoperative provided reversion switching system is verified operative.
2) (Global Vision only) C	4	3		LWR Display may be inoperative provided it remains selected OFF. NOTE: One display Radio Tuning function is considered inoperative. (See MMEL item 23-81-02).

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31 - <u>INDICATING/ RECORDING SYSTEMS</u>				
61-02 *** Electronic Checklist System (except Global Vision)	D 1	0		
a) Electronic Checklist Databases (Global Vision only)	C 4	2	Two ECL functions may be inoperative.	
	C 4	0	All may be inoperative provided at least two IFIS systems are operative.	
61-03 Control Tuning Panels (CTPs) (Global Vision only)				
1) Display Control Push-buttons / Knobs (NAV – FMS; - / +; FULL-HALF / MAP; IN - HPA / STD)	C 14	-	Any or all display control pushbuttons may be inoperative on one CTP, provided respective selections are operative on the respective DU menus. NOTE: For radio tuning system failures, refer to MMEL item 23-81-02.	
2) BRT / OFF knob (Dimming function)	C 2	1	(O)	One may be inoperative provided: a) Display brightness is acceptable to affected crewmember, and b) Reversionary tuning is confirmed operative from unaffected CTP.

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31 -	<u>INDICATING/ RECORDING SYSTEMS</u>				
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 - MINIMUMS (MDA / DH) set - MAG / TRUE heading selection - BRG 1 & 2 selection - CRS SEL adjustment
4)	IDENT button	C	2	1	(O) One may be inoperative provided: a) IDENT button on unaffected CTP is confirmed operative, and b) Reversionary DU radio tuning is confirmed to be operative for both sides.
5)	1 / 2 button	C	2	1	(O) One may be inoperative provided: a) 1 / 2 button on unaffected CTP is confirmed operative, and b) Reversionary DU radio tuning is confirmed to be operative for both sides.

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31 -	<u>INDICATING/ RECORDING SYSTEMS</u>				
6)	TUNE / DATA knob	C	2	1	(O) One may be inoperative provided: a) Affected unit is selected to OFF, and b) CTP radio tuning is considered inoperative, in accordance with MMEL 23-81-02.
7)	Line Select Keys (LSK)	C	14	-	Selection of individual functions may be inoperative on CTPs provided: a) Access is available via DU menus, b) Planned destination and alternate airports must have an approach available other than VOR, c) Planned operations must not require selection between MAG and TRUE, or vice versa, and d) CAT II ILS approach is not planned at destination. NOTE: Where system / function selection is unavailable through CTP or DU menus, affected function is considered inoperative.
61-04	Multifunction Keyboard Panel (MKP) (incl. alphanumeric keys and Quick Access Keys) (Global Vision only)	C	2	1	(O) One may be inoperative provided: a) Radio tuning capability is operative on both CTPs. b) All functions are confirmed operative on both cursor control panels, and c) Operating procedures are not dependent on its use. NOTE 1: ENTER, CAS and MKP Arrow keys are independent functions of the MKP. Their functions are unaffected during MKP failure. NOTE 2: A subsequent failure of the second MKP will require that the Double Stacked Knobs be used for entry of alpha-numeric characters.

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31 - <u>INDICATING/ RECORDING SYSTEMS</u>			
1) Quick Access Keys (QAKs)			
a) FMS QAKs - C	14	-	Individual FMS keys may be inoperative provided: a) Operating procedures do not require their use, and b) Affected functionality is confirmed available on DUs thru both Cursor Control Panels.
(D à , MSG, FMS, ROUTE, DEP/ARV, CNC, EXEC)			
b) CNS C	2	1 (O)	One may be inoperative provided CNS functionality is confirmed available on DUs thru both Cursor Control Panels.
c) CHART C	2	1 (O)	One may be inoperative provided CHART functionality is confirmed available on DUs thru both Cursor Control Panels.
d) ECL/SYS C	2	1 (O)	One may be inoperative provided functionality is confirmed available on DUs thru both Cursor Control Panels.
2) Arrow Keys (Cursor Control) C	8	0	Any or all may be inoperative provided associated cursor control panel track-ball(s) is/are confirmed operative.
3) ENTER keys C	2	1 (O)	One may be inoperative provided associated Cursor Control Panel SELECT push-button is confirmed operative.
4) CAS key C	2	1	One may be inoperative.
5) LCD readout C	2	1	One entire MKP LCD display may be inoperative provided keystrokes are legible on MFW
a) LCD Display segments D	-	-	Individual MKP display segments may be inoperative provided keystrokes are legible on MFW

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31 - <u>INDICATING/ RECORDING SYSTEMS</u>				
61-05 Cursor Control Panel (CCP) (Global Vision only)	B 2	1	(O) Any or all functions of one CCP may be inoperative provided: a) Radio tuning capability is operative on both control tuning panels, b) DU display radio tuning is confirmed operative on both sides using MKP arrows and ENTER buttons, c) All Display Units are operative, and d) Operating procedures are not dependent on its use. NOTE 1: PTT and DSPL SEL buttons are independent functions in the CCP and their functionality may not be affected during internal CCP failure. NOTE 2: Any operative buttons may continue to be used. Inoperative PTT buttons are associated with MMEL Item 23-51-02, Boom mics.	
1) SELECT button	C 4	2	One SELECT button per CCP may be inoperative provided ENTER button is confirmed operative on both MKPs.	
2) Double-Stack Knobs (DSK)	C 2	1	Any or all functions of one DSK knob may be inoperative provided all functions of associated MKP are operative.	
3) MENU button	C 2	0	One or both MENU buttons may be inoperative provided DU menu selection is confirmed using respective MKP arrows and ENTER button.	
4) Escape (ESC) button	C 2	0	One or both may be inoperative.	
5) Display Select buttons (DSPL SEL)	C 6	0	Any or all may be inoperative provided arrow keys are operative on associated MKP.	
6) Trackball	B 2	1	May be inoperative provided: a) All arrow buttons on associated MKP are confirmed operative, and b) All Display Units are operative.	

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31 - <u>INDICATING/ RECORDING SYSTEMS</u>				
61-06 Reversion Switch Panel (RSP) (Global Vision only)				
1) DU Switches (Dimming function)	C 4	3	One may be inoperative provided display brightness is acceptable to affected crewmember for the intended mission.	
2) DU Switches (OFF function)	C 4	3	One may be inoperative. NOTE: If subsequent manual disabling of affected display unit is required, circuit breaker must be used.	
3) TUNE switch (VHF 2 121.5 function only)	C 1	0		

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32 - <u>LANDING GEAR</u>				
30-01 Landing Gear Retraction System	A	1	0	(M) 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, a) 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. <p>NOTE 1: Be prepared for NOSE STEER FAIL Caution upon touchdown.</p> <p>NOTE 2: With GEAR DISAGREE posted, nose-wheel steering cannot operate, but will not post failure until wheel spin-up.</p>
31-01 Landing Gear Selector Handle Anti-Retracton Mechanism	C	1	0	(M) May be inoperative in the LOCKED position (down) provided downlock release mechanism is verified operative.
32-01 Nose and Main Gear Door Uplock Sensors	C	3	0	Any or all may be inoperative provided the EICAS gear door indications are operative.
43-01 Brake Accumulator on Hydraulic System #2	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Both Thrust Reversers are operative, b) Hydraulic electric pumps 3A, 3B & 2B (ACMP) are operative, c) Autobrake is selected to OFF, and a) Repairs are made within three flight days.

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32 -						<u>LANDING GEAR</u>	
43-02	EICAS Brake Pressure Readouts (Cockpit)	C	2	0	(M)	One or both may be inoperative provided: <ul style="list-style-type: none"> a) Brake accumulator(s) nitrogen pressure is checked prior to the first flight of the day, b) Capability of brake accumulators to retain adequate hydraulic fluid for brakes is verified prior to the first flight of the day, and c) Hydraulic Pressure Indications are operative. 	
43-03	Autobrake System	C	1	0		May be inoperative provided Autobrake selector switch remains in the OFF position.	
43-04	Brake Temperature Monitoring System (BTMS)	B	1	0		May be inoperative provided operations are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.	
	1) Brake Temperature Sensors	C	4	-		One or more may be inoperative (dashed) provided operations are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.	
		C	4	3	(M)	One may be out of tolerance provided: <ul style="list-style-type: none"> a) Affected sensor is electrically disconnected, and b) Operations are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE. NOTE: An out-off tolerance sensor will continue to generate a valid EICAS BTMS indication, but vary widely when compared to the others when observed at ambient temperatures.	

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32 -						<u>LANDING GEAR</u>	
43-05	Wheel Speed Transducer Coils	C	8	7	(M)	One may be inoperative.	
43-06	Brake Accumulator Pressure Gauges	C	2	0	(M)	One or both may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge before the first flight of each flight day.	
50-01	Nosewheel Steering System	C	1	0	(M)	May be inoperative provided: <ul style="list-style-type: none"> a) Solenoid selector valve is not failed open, b) Nosewheel steering system is selected off, c) Auto brake system is selected to OFF, d) Take-off and landing is not conducted from a contaminated runway, and e) Operations are conducted in accordance with the AFM Supplement for DISPATCH WITH NOSEWHEEL STEERING SYSTEM INOPERATIVE. 	

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33 - <u>LIGHTS</u>				
11-01 Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting Systems (excluding EFIS)	C - -	- -	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew members eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.	
	C - 0	0	May be inoperative for day operations.	
13-01 Cockpit Dome Light	C 2	0	One or both may be inoperative	
21-01 Cabin Interior Lights	C - -	- -	May be inoperative provided: a) Sufficient lighting is operative for cabin crew to perform required duties, and b) Lighting configuration at dispatch is acceptable to the flight crew.	
21-02 Entrance Area Lighting	D -	0	Any or all may be inoperative.	
21-03 Stair Lighting Systems	D -	0	Any or all may be inoperative provided a flashlight is used to illuminate stairs for night operations.	

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33 - <u>LIGHTS</u>				
22-01	Passenger Information Signs "Fasten Seat Belts / No Smoking			
	1) Non-Airline Operations	C	- 0 (O)	May be inoperative provided alternate procedures are established and used to notify cabin occupants.
	2) All Cargo Operations	D	- -	May be inoperative provided all crew members are on the flight deck .
	3) Aural Tone Function	C	- - (O)	May be inoperative provided alternate procedures are established and used.
	4) Automatic Function	C	- - (O)	May be inoperative provided: a) Manual control function is operative, and b) Alternate procedures are established and used.

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33 - <u>LIGHTS</u>		3. Number Required For Dispatch Nombre d'articles a expédier			
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31-01	Nosewheel Compartment Light	D	1	0	
31-02	Avionics Compartment Lights	D	6	0	Any or all may be inoperative.
31-03	APU Compartment Light	D	1	0	
31-04	Aft Equipment Compartment Light	D	-	0	Any or all may be inoperative.
31-05	Aft Service Area Lights / Engine Pylon Lights	D	2	0	One or both may be inoperative.
31-06 ***	Main Gear Wheelwell Service Lights	D	2	0	One or both may be inoperative.
40-01	Baggage Compartment Lights	C	-	0 (M)	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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33 - <u>LIGHTS</u>				
41-01 Landing Lights	C 4 0		Any or all may be inoperative provided aircraft is not operated at night.	
1/ Nose Gear	C 2 1		One may be inoperative provided the same-side wing landing light and associated taxi light are operative.	
	C 2 0		Both may be inoperative provided both wing landing lights and both taxi lights are operative.	
2/ Wing Landing Lights	C 2 1		One may be inoperative provided both nose gear mounted landing lights and the associated taxi light and are operative.	
	C 2 0		Both may be inoperative provided: a) Both nose gear landing lights are operative, and b) Both taxi lights are operative.	
41-02 Taxi / Recognition Lights	C 2 1		One may be inoperative provided the same-side wing and same-side nose gear mounted landing lights are operative.	
	C 2 0		Both may be inoperative provided both wing and both nose gear mounted landing lights are operative.	
	C 2 0		Both may be inoperative provided aircraft is not operated at night.	
41-03 Wing-Tip Taxi Lights ***	D 2 0		One or both may be inoperative.	
41-04 Pulselite® *** Landing Lights System	D 1 0			

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33 -	<u>LIGHTS</u>				
42-01	Navigation Lights – Wing Tip / Aft Position Lights	C	-	0	Any or all may be inoperative provided aircraft is not operated at night.
	1) Wing Tip Position Light				
	a) Bulbs	C	4	2	One may be inoperative at each position.
***	b) LED Assembly		2	2	Must be operative for flight at night. NOTE: Any LED elements found failed shall consider entire assembly inoperative.
	2) Aft Position Light				
	a) Bulbs	C	2	1	One may be inoperative.
***	b) LED Assembly		1	1	Must be operative for flight at night. NOTE: Any LED elements found failed shall consider entire assembly inoperative.
43-01	Anti-Collision Strobe Lights (Wing & Tail)	C	3	0	Any or all may be inoperative provided aircraft is not operated at night.
		C	3	0	Any or all may be inoperative provided anti- collision beacon lights (upper and lower fuselage) are operative with the BEACON switch in the WHT position.
43-02	Red / White Beacon Lights (Upper and lower fuselage)	C	4	0	Any or all may be inoperative provided aircraft is not operated at night.
	1) Red Beacons	C	2	0	One or both may be inoperative provided adequate precautions are taken to clear danger areas before engine start and while engines are running.

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33 -	<u>LIGHTS</u>				
	2) White Beacons	C	2	0	One or both white beacons may be inoperative provided all wing & tail anti-collision strobe lights are operative and selected ON prior to flight.
45-01	Wing Inspection Lights	C	2	0 (O)	One or both may be inoperative provided: a) Both Ice Detection Systems are operative, b) Ground de-icing procedures do not require their use, and c) Aircraft is not operated in known or forecast icing conditions at night.
46-01 ***	Logo Lights	D	2	0	One or both may be inoperative.
50-01	Interior Emergency Lights		1	1	Must be operative.
	1) Individual Lights	C	-	-	May be inoperative provided compliance to certification requirements has been satisfied with only the remaining lights.
	2) Crew Rest Facility	D	-	- (M)	May be inoperative provided: a) Crew Rest Facility is not occupied, and b) Crew Rest Facility is placarded INOPERATIVE – DO NOT USE.
	3) Non-passenger Carrying Operations	A	-	0	May be inoperative for non-passenger carrying operations for one flight day.

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33 -	<u>LIGHTS</u>				
50-02	Floor Proximity Escape Path Lighting	1	1		Must be operative.
	1) Non- Photoluminescent Systems	C	-	-	Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
	2) Photoluminescent Systems	C	1	1	Specified sections of the photoluminescent system may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
	3) All Cargo Operations	D	1	0	May be inoperative.
51-01	Exterior Emergency Lights	C	3	0	Any or all may be inoperative provided aircraft is not operated at night.
		A	3	0 (O)	May be inoperative for one flight day provided: a) Aircraft crew are the only occupants of the aircraft, and b) Alternate procedures for that aircraft type are established and used.
					NOTE: The operator's MEL must state the maximum number of aircraft crew permitted.

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34 - <u>NAVIGATION</u>				
10-01 Air Data Computers (ADC) B	3	2 (O)(M)	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.	
11-01 Total Air Temperature Systems B	3	2	TAT # 2 or TAT # 3 may be inoperative provided the associated ADC is considered inoperative. (ref. Item 34-10-01)	
14-01 Altitude Alerting System A	-	0 (O)	Except where enroute operations, including RVSM, require its use, may be inoperative provided: a) Autopilot altitude hold is operative, and b) Repairs are made within three flight days.	
21-01 Standby Attitude Indicator B	1	0	May be inoperative provided: a) Operations are conducted in day VMC, and b) Each primary attitude indicator is fed from independent IRSs	
	C	1	0	May be inoperative provided it is not required by regulations.

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34 - <u>NAVIGATION</u>						
22-01 Non-stabilized Magnetic Compass (Standby Compass)	B	1	0			May be inoperative provided three IRS stabilized compass systems are operative.
	B	1	0	(O)		May be inoperative provided: a) Any combination of two IRS stabilized compass systems operate normally, and b) Aircraft is operated: 1) with dual independent navigation capability, and 2) under positive radar control by ATC during the enroute flight phase, or one of the navigation systems is a TSO'd GPS which provides track information.
	C	1	0	(O)		May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two IRS are operative.

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34 - <u>NAVIGATION</u>			
23-01 Flight Director Systems			
1) (except Global Vision) C	2	1	Except for ER operations, one may be inoperative provided approach procedures are not dependent on its use.
a) Flight Director Modes C	-	-	Except where en route operations or approach minimums / procedures require their use, individual flight director modes may be inoperative. NOTE 1: Flight director altitude hold mode is required for RVSM Operations. NOTE 2: Any flight director mode, which operates normally, may be used.
2) (Global Vision only)			
a) FD Channels C	4	1	Except for ER operations, up to three may be inoperative provided enroute and/or approach requirements are met.
b) Flight Director Modes C	-	-	(O) Except where en route operations or approach minimums / procedures require their use, individual flight director modes may be inoperative. NOTE 1: Flight director altitude hold mode is required for RVSM Operations. NOTE 2: Any flight director mode, which operates normally, may be used.
i) EDM (Emergency Descent Mode) Button C	1	0	(M) May be inoperative provided switch is placarded "INOP" on the flight control panel.

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34 -	<u>NAVIGATION</u>					
24-01	Integrated Electronic Standby Instrument (IESI)					
	1) Attitude / Slip Skid Function	A	1	0	(O)	May be inoperative for two flight days provided: a) Operations are conducted in day VMC, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Each primary flight display is fed from independent IRSs.
	2) STD (Standard) Button	C	1	0		May be inoperative.
	3) + / - Buttons (brightness)	B	2	0		One or both may be inoperative provided the display intensity is adequate.
	4) ILS / LOC / GS	D	-	0		
	5) Metric Altitude Display Selection (Global Vision only)	C	1	0		May be inoperative provided alternate procedures are established and used.
		D	1	0		May be inoperative provided routine procedures do not require its use
	6) Vertical Accelerometer (ISI FAULT Advisory) (Global Vision only)	C	1	0		May be inoperative provided all ADC and IRS Systems are operative.
		C	1	0		May be inoperative in combination with a single inoperative ADC and/or IRS, provided aircraft is not dispatched into ER operations. NOTE: Failure of second IRS or ADC will cause loss of all autopilot function.
31-01	VHF Navigation Systems (VOR/ILS #1)	C	1	0		

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34 - <u>NAVIGATION</u>						
32-01 ***	Head-up Guidance System	D	1	0		May be inoperative provided approach procedures are not dependent on its use.
	1) Optical Combiner	D	1	0		May be removed for repair provided operations do not require use of HGS.
	2) Optical Coupler Unit	D	1	0 (M)		May be removed for repair provided: a) Operations do not require use of HGS, and b) System is appropriately de-activated and connectors blanked.
32-02 ***	Enhanced Vision System (incl. Infrared Sensor Unit)	D	1	0 (M)		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.
	1) Infrared Window	D	1	0 (M)		May be scratched or crazed provided damage limits are not exceeded. NOTE: Where the EVS image is adversely affected, the system is to be considered inoperative.
		D	1	0 (M)		May be removed with fairing assembly and replaced with an approved blanking plate. NOTE: For loss of IR Window heat functions, see MMEL Item 30-40-02.
	2) CLEAR Switch	D	1	0 (M)		May be inoperative provided the EVS is considered inoperative and is not used.

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34 - <u>NAVIGATION</u>			
3) EVS Infrared Image -			
i) Image on FMS CDU- (except Global Vision)	D 1	0	May be inoperative provided the EVS is not used in lieu of natural vision below minimums and is only used for enhanced situational awareness.
ii) EVS Image on Multi-Function Window (Global Vision only)	D 4	0	Any or all may be inoperative provided the EVS is not used in lieu of natural vision below minimums and is only used for enhanced situational awareness.
34-01 Synthetic Vision System (SVS) *** (including Database) (Global Vision only)	D -	0	Any or all may be inoperative. NOTE 1: Any operative SVS 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.
41-01 Weather Radar System	D 1	-	Any in excess of those required by regulations may be inoperative. NOTE for Global Vision: For loss of supplemental WX info / graphics overlays, see MMEL Item 46-20-01 – IFIS.
41-02 Weather Radar Control Panels	C 2	1	One may be inoperative.
	D 2	-	Any in excess of those required by regulations may be inoperative.

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34 - <u>NAVIGATION</u>			
42-01 EGPWS / TAWS			
1) EGPWS /TAWS A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
a) Terrain Avoidance (Modes 1 thru 4) A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
b) Test Mode A	1	0	May be inoperative provided: a) EGPWS /TAWS is considered inoperative, and b) Repairs are made within three flight days.
c) Glideslope Deviation (Mode 5) C	2	1	One may be inoperative.
B	2	0	Both may be inoperative.
*** d) Advisory Callouts (Mode 6) C	1	0	(O) May be inoperative provided alternate procedures are established and used.
e) Windshear Mode (Mode 7) B	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
			NOTE: Alternate procedures should include reviewing windshear avoidance and recovery procedures.

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34 - <u>NAVIGATION</u>			
2) TERRAIN function– Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions			
a) (except Global Vision) B	1	0	May be inoperative provided system is selected OFF.
b) (Global Vision only) B	1	0	May be inoperative provided: a) TERRAIN is selected OFF at the TAWS panel, and b) TERRAIN is de-selected at MAP OVRLY menu.
3) TERRAIN Display B	1	0	May be inoperative provided TERRAIN is de-selected from MAP OVRLY menu.
42-02 *** Surface Management System (SMS) (Global Vision only) C	-	-	
43-01 Traffic Alert and Collision and Avoidance System (TCAS) B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
C	-	0	(M) May be inoperative provided: a) Not required by regulations, b) System is deactivated and secured, and Enroute or approach procedures do not require its use.

Continued

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34 - <u>NAVIGATION</u>				
43-01 Traffic Alert and Collision and Avoidance System (TCAS) - Continued				
1) Resolution Advisory (RA) Display System(s)	C 2 1		One may be inoperative on non-flying pilot side.	
	C - 0	(O)	May be inoperative provided: a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and b) TA ONLY mode is selected by the crew. c) Enroute or approach procedures do not require its use.	
2) Traffic Alert (TA) Display System(s)	C - 0		May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
44-01 Radio Altimeter				
1) (except Global Vision)	C 2 1	(O)(M)	One may be inoperative provided: a) Autothrottles are selected and confirmed disengaged before selecting gear down for landing, and b) Approach minimums or operating procedures are not dependent on its use.	
	A 2 0		Both may be inoperative provided: a) EGPWS is considered inoperative, b) TCAS is considered inoperative, and c) Landings are conducted in accordance with the Non-Normal Procedures for Dual Radio Altimeter Failure, and d) Repairs are made within three flight days.	
2) (Global Vision only)	C 2 1		One may be inoperative provided autothrottles are selected and confirmed disengaged before selecting gear down for landing.	

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34 - <u>NAVIGATION</u>	A 2	0	(O) Both may be inoperative provided: a) TAWS is considered inoperative, b) TCAS is considered inoperative, and c) Landings are conducted in accordance with the Non-Normal Procedures for RAD ALT 1-2 FAIL (Caution) , and d) Repairs are made within three flight days.
45-01 Inertial Reference Systems (IRS)	C 3	2	(O)(M) 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.
45-02 Lasertrak NDU (except Global Vision)	C 1	0	May be inoperative provided two FMS are operative.
45-03 IRS Mode Select Switches (except Global Vision)	C 3	2	(O)(M) One may be inoperative provided: a) Affected switch is selected to OFF, b) Associated IRS is considered inoperative, c) Independent attitude indication is available at each pilot's station, d) Independent directional compass indication is available at each pilot's station, and e) Standby Attitude Indicator is operative.
47-01 Lightning Detection / Sensor Systems (LDS) / (LSS) ***	C 1	0	
50-01 Integrated Nav Unit (INU) Tray Mounted Cooling Fan (except Global Vision)	C 2	1	(M) One may be inoperative provided the remaining fan is verified to operate normally.

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34 - <u>NAVIGATION</u>			
51-01 Marker Beacon System	C 2	0	(O) Except where enroute operations require its use, one or both may be inoperative provided alternate procedures are established and used.
52-01 Automatic Direction Finding (ADF)	D 2	-	Any in excess of those required by regulations may be inoperative.
53-01 Distance Measuring Equipment	D 2	-	Any in excess of those required by regulations may be inoperative.
54-01 ATC Transponders and Automatic Altitude Reporting Systems	B 2	0	One or both may be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
	D 2	1	Any in excess of those required by Regulations may be inoperative. NOTE: Transponder and Flight Director/ Autopilot must use same side ADC data for RVSM operations.
*** 1) Elementary / Enhanced Surveillance / ADS-B Squitter Transmissions	A 2	0	One or both may be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
54-02 Automatic Dependent Surveillance – Broadcast (ADS-B Out) System	C 2	0	(O) One or both may be inoperative where routine procedures require its use provided alternate procedures are established and used.
	D 2	0	One or both may be inoperative provided operating regulations don't require its use.

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34 - <u>NAVIGATION</u>						
55-01 Global Positioning Systems / Sensors 1) (except Global Vision)	C	-	0	(O)		Except where operations require its use, may be inoperative provided: a) Alternate procedures are established and used, and b) EGPWS Terrain function is considered inoperative.
2) (Global Vision only)	C	-	0	(O)		Except where operations require its use, may be inoperative provided: a) Alternate procedures are established and used, b) TAWS Terrain / Obstacle Awareness function is considered inoperative, and c) Synthetic Vision System is considered inoperative.
61-01 Flight Management Systems (FMS)	C	-	1	(O)		Except where operations require its use, all but one may be inoperative provided alternate procedures are established and used. NOTE for Global Vision: Where dual system capability allows for TOLD and W&B automatic cross-comparison, in a single FMS dispatch case, these data are considered advisory level only and must be manually confirmed via reference to the AFM before their use.
	D	-	-			May be inoperative provided procedures do not require its use.

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34 -	<u>NAVIGATION</u>				
	1) FMS Navigation Data Bases	C	-	-	(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g., charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and, c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.
61-02	Data Loader	C	1	0	

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35 - <u>OXYGEN</u>				
12-01 Flight Crew Oxygen Pressure				
1) Ground Service Panel Pressure Gauge	C 1	0 (M)	May be inoperative provided EICAS readout or all bottle pressure gauges are operative and checked prior to each flight.	
2) Bottle Pressure Gauges	C 4	0 (M)	Any or all may be inoperative provided: a) EICAS readout is verified normal, and b) Bottle SOV levers are verified open.	
3) EICAS Readout	C 1	0 (M)	May be inoperative provided: a) Ground Service Panel pressure gauge or all bottle pressure gauges are operative and checked prior to each flight, and b) Minimum enroute altitude does not exceed 10,000 ft above MSL.	
12-02 Oxygen Pressure Switch	C 4	3 (M)	One may be inoperative provided: a) EICAS pressure indication is operative, and b) Pressure on all bottle gauges are operative and checked prior to each flight.	
12-03 Overboard Discharge Indicator	C 1	0	May be missing provided: a) EICAS Oxygen readouts are serviceable, b) Oxygen pressure switch is operative, and c) Ground service panel pressure gauge is operative.	

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35 - <u>OXYGEN</u>			
12-04 Crew Oxygen – *** Cruise Masks (incl. Mask mics)	C -	(O)(M)	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.
20-01 Protective Breathing Equipment (PBE)	D -	(O)(M)	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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35 - <u>OXYGEN</u> Passenger Oxygen System – 3. All Cargo Operations	D	1	0	0	May be inoperative provided: a) Portable oxygen bottles are available to all crew members required to be off the flight deck, and b) An automatic warning system is installed in the cargo area to alert of a decompression, if crew members are required to be in the cargo area during flight.	
3. All Cargo Operations	D	1	0	0	May be inoperative provided all crew members are on the flight deck.	
21-03 Passenger Service Units (PSUs)	D	-	-	(O)(M)	Individual PSUs may be inoperative with no flight altitude restriction provided: a) Affected seats, banks of seats and lavatories are blocked and placarded to prevent occupancy, b) No more than two consecutive banks of seats and their adjacent banks of seats have an inoperative PSU, and c) Units at assigned flight attendant locations are operative.	
21-04 Therapeutic Oxygen *** (First Aid) System	D	1	0	0	Any in excess of those required by regulations may be inoperative or missing.	

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35 - <u>OXYGEN</u> 30-01 Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	-	(O)(M) Any in excess of those required by Regulations may be inoperative or missing provided: <ul style="list-style-type: none"> 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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Item article				4. Remarks or Exceptions	
36 - <u>PNEUMATICS</u>					
11-01	Bleed Pressure Transducer (BPT)	C	2	0 (M)	One or both maybe inoperative.
11-02	Fan Air Valve (FAV)	C	2	1 (O)(M)	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.
11-03	HP Ground Connection	C	1	0 (M)	May be inoperative failed in CLOSED position.

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36 - <u>PNEUMATICS</u>						
12-01 Bleed Leak Detection Loops	C	18	9			Either loop A or loop B may be inoperative provided redundant loop in the same zone is operative.
1) Wing Anti-Ice Leak	C	12	6	(M)		One loop in each section may be inoperative provided: a) Power-up BIT test is performed on system prior to each dispatch into icing, and b) Cause of WING ANTI-ICE FAULT Advisory message is confirmed by maintenance.
	C	12	0			Both loops on each section may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Both Ice Detection Systems are operative.
2) Trim Air Leak	C	2	1			Except for ER operations, one loop may be inoperative.
	C	2	0	(M)		Except for ER operations, both loops may be inoperative provided: a) Trim Air switch is selected OFF, b) Both HASOVs are secured CLOSED, and c) Both air conditioning packs are operative.

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38 - <u>WATER / WASTE</u> 10-01 Potable Water Systems	C	-	0	(O)(M) May be inoperative provided: a) System is drained and inspected to ensure no leakage, and b) Procedures are established to ensure that system is not serviced. NOTE 1: For dispatch relief of inoperative water drain heaters, refer to item 30-70-01. NOTE 2: The (O) procedure addresses other means for water provision for crew members as well as the need to advise of system status during crew changes. NOTE 3: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.
30-01 Lavatory Waste System If more than one lavatory	C	-	1	(M)(O) May be inoperative provided: a) Waste is drained, and system is inspected for leakage, b) Procedures are established to deactivate system components, c) The Pilot-In-Command will determine if flight duration is acceptable with lavatory usable, d) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and e) There is at least one serviceable lavatory on the aircraft. NOTE 1: These provisions are not intended to prohibit inspections by crewmembers. NOTE 2: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.

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38 - <u>WATER / WASTE</u> 30-01 Lavatory Waste System (cont'd) If one lavatory	C	1	4. Remarks or Exceptions 0 (M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Waste is drained and system is inspected for leakage, b) Procedures are established to deactivate system components, c) The Pilot-In-Command will determine if flight duration is acceptable with lavatory unusable, and d) Lavatory door is locked closed, and placarded INOPERATIVE - DO NOT ENTER. <p style="color: red; margin-top: 20px;">NOTE 1: These provisions are not intended to prohibit inspections by crewmembers.</p> <p style="color: red;">NOTE 2: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.</p>

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45 - <u>CENTRAL MAINTENANCE SYSTEMS</u>				
45-01 Centralized Maintenance Systems				
1) Central Aircraft Information/Maintenance System (CAIMS) (except Global Vision)	C	1	0	
*** a) Cockpit Printer - CAIMS Function	D	1	0	
2) Onboard Maintenance System (OMS) (Global Vision only)	C	1	0	
45-02 Portable Maintenance Access Terminal (PMAT) (except Global Vision)	D	1	0	May be inoperative provided procedures do not require its use.
				NOTE: Refer to ATA 23, Item 21-01 for Datalink (ACARS) printer function.

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45 - <u>CENTRAL</u> <u>MAINTENANCE</u> <u>SYSTEMS</u>			THIS PAGE INTENTIONALLY LEFT BLANK

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46 - <u>INFORMATION SYSTEMS</u>				
10-01 Electronic Flight Bags				
*** (except Global Vision)	C -	(O)	May be inoperative provided alternate procedures are established and used.	
	D -	0	NOTE: Any function, program or document, which operates normally, may be used.	
*** Data Connectivity	C -	(O)	May be inoperative provided alternate procedures are established and used.	
	D -	0	NOTE: Any function, program or document, which operates normally, may be used.	
*** Power Connection	C -	(O)	May be inoperative provided alternate procedures are established and used.	
	D -	0	NOTE: Any function, program or document, which operates normally, may be used.	
*** Mounting Devices	C -	(O)(M)	May be inoperative provided:	
	D -	0 (M)	a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and	
			b) Alternate procedures are established and used.	
			May be inoperative provided:	
			a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and	
			b) Procedures do not require its use.	

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46 - <u>INFORMATION SYSTEMS</u>				
20-01 Integrated Flight Information System (IFIS) (Global Vision only)	C - 0	0	Any or all functions may be inoperative provided alternate source(s) of current approved flight documentation and navigation charts are available. NOTE 1: Any current and operative functions may continue to be used. NOTE 2: Absence of all IFIS will render SMS Target Runway Identification inoperative.	
1) Document reader function (Electronic AFM, QRH, etc.)	D - 0	0	Any or all functions may be inoperative or out of currency provided alternate source(s) of current approved flight documentation and navigation charts are available.	
*** 2) Electronic Charts	C - 0	0	Any or all individual charts databases may be inoperative or out of currency provided: a) They are not used to define route of flight, and b) Alternate source(s) of current approved flight documentation and navigation charts are available.	
*** 3) Database Applications (Supplemental Wx Info / Graphic Overlays, XM Weather, Universal Weather, etc.)	C - 0	0	Any or all individual databases may be inoperative or out of currency provided: a) Procedures do not require their use, and b) They are not used to define route of flight. NOTE: Any current and operative functions may continue to be used.	

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46 - <u>INFORMATION SYSTEMS</u>				
30-01 Information Management System (IMS) (Global Vision only)	A - 0		<p>One or all functions may be inoperative provided repairs are made in time to maintain database update requirements, or at next heavy maintenance visit, whichever comes first.</p> <p>NOTE 1: Datalink / cockpit printer operation may be inoperative (ref Item 31-33-01.)</p> <p>NOTE 2: Updating of FMS database and IFIS database items: flight plans; user checklists; etc, will not be available.</p>	

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49 - <u>APU</u>					
61-01 APU Subsystems (cont'd)					
2) Speed Sensor	C	2	1		Except for ER operations, one may be inoperative.
3) Fuel Filter	C	1	0		
4) Oil Filter	C	1	0		APU may be operated with Impending oil filter bypass indicated provided: a) APU is used only for in-flight emergency, and b) Engines are started by an external power source.
5) APU Generator Oil Filter	C	1	0		
6) Hour Meter	C	1	0		
7) Start Counter	C	1	0		
8) Sump Oil Heater	C	1	0		Except for ER operations, may be inoperative provided that a minimum of three engine generators are operative.
9) Dual Ignition Box Channels	C	2	1		Except for ER operations, one may be inoperative. NOTE: With one channel inoperative, delayed APU light-off may be observed.
90-01 APU Oil Quantity Indication System	C	1	0	(M)	May be inoperative provided oil quantity is visually verified before each departure.

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52 - <u>DOORS</u>					
11-01	Passenger Door Power Assist System	C	1	0 (M)	May be inoperative provided door is verified manually operative (open-able and close-able) without any interference.
11-02	Passenger Door – Folding Step Actuator (A/C s/n 9139 & sub and Post SB 700-52-019 or SB 700-1A11-52-004)	C	1	0	May be inoperative provided folding step travels to full deploy and stow positions using assistance of door internal spring.
		C	1	0 (O)(M)	May be inoperative in the stowed position provided alternate procedures are used for embarking and disembarking.
70-01	Passenger Door Indication System	C	1	0 (O)(M)	Except for ER operations, may be inoperative provided prior to each flight: <ul style="list-style-type: none"> a) Door is CLOSED and all 10 door stops are visually verified to be properly aligned, b) Inner handle is verified STOWED, c) Flag indicator indicates SAFE, d) External handle is verified STOWED, e) External pressure vent flap is verified FLUSH, f) AUTO mode of cabin pressurization is considered inoperative, g) Cabin pressure MAN control channels are verified operative, h) Safety valves are operative, i) Cabin RATE Indicator, Cabin ALT indicator, and Cabin DIFF Pressure Indicator are verified operative, and j) Flights are conducted at or below FL250.

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52 - <u>DOORS</u>				4. Remarks or Exceptions	
70-02	Aft Equipment Bay Door Indication	C	1	0	(O) May be inoperative provided prior to each flight, affected door is verified CLOSED, LATCHED and LOCKED.
70-03	Overwing Emergency Exits Indication System	C	1	0	(O)(M) Except for ER operations, may be inoperative provided prior to each flight: a) Affected door is verified CLOSED, LATCHED and LOCKED, b) External push plate is verified FLUSH, c) AUTO mode of cabin pressurization is considered inoperative, d) Cabin pressure MAN control channels are verified operative, e) Safety valves are operative, f) Cabin RATE Indicator, Cabin ALT indicator, and Cabin DIFF Pressure Indicator are verified operative, and g) Flights are conducted at or below FL250.
70-04	Baggage Compartment Door Indication System	C	1	0	(O)(M) Except for ER operations, may be inoperative provided prior to each flight: (a) Affected door is verified CLOSED, LATCHED and LOCKED, (b) External push plate is verified FLUSH, (c) AUTO mode of cabin pressurization is considered inoperative, (d) Cabin pressure MAN control channels are verified operative, (e) Safety valves are operative, (f) Cabin RATE Indicator, Cabin ALT indicator, and Cabin DIFF Pressure Indicator are verified operative, and (g) Flights are conducted at or below FL250.

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52 - <u>DOORS</u>		3. Number Required For Dispatch Nombre d'articles a expédier		
70-05 Refuel/Defuel Door Indication System C		4. Remarks or Exceptions		
	1	0	(O)	May be inoperative provided prior to each flight, affected door is verified CLOSED, LATCHED and LOCKED.
70-06 Aft Hydraulic Door Indication System C				
	1	0	(O)	May be inoperative provided prior to each flight, affected door is verified CLOSED, LATCHED and LOCKED.

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52 - <u>DOORS</u>	<p>THIS PAGE INTENTIONALLY LEFT BLANK</p>

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56 - <u>WINDOWS</u> 10-01 Windshields (Face ply)			(Relief cancelled. Refer to AFM Supplement)

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73 - <u>ENGINE FUEL & CONTROL</u>				
21-01 Engine FADEC Faults	A 2	0	May be dispatched provided repairs are made in accordance with times established by engine manufacturer. No repair or inspection interval extensions are permitted.	
21-02 Engine Electronic Controller – (EPR Control Modes)	C 2	0	One or both may be inoperative provided: <ul style="list-style-type: none"> a) Both L ENGINE and R ENGINE N1/EPR switches are selected to N1, and b) Flights are conducted in accordance with the AFM Supplement for DISPATCH IN ALTERNATE CONTROL (N1) MODE. 	
31-01 EICAS Fuel Flow Readouts	B 2	1	NOTE: Autothrottle system will be inoperative. May be inoperative provided: <ul style="list-style-type: none"> a) EICAS Aft Fuel Tank and Total Fuel Quantity Readouts are operative, b) FMS fuel remaining indication system is considered inaccurate and not used, and c) Associated EICAS Fuel Used readout is considered inoperative and not used. 	

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73 - <u>ENGINE FUEL & CONTROL</u>			
31-02 EICAS Fuel Used Readout	C 2	0	One or both may be inoperative provided: a) EICAS Aft Fuel Tank and Total Fuel Quantity Readouts are operative, and b) Associated EICAS Fuel Flow Readout is operative.
32-01 Engine Fuel Temp Indications (on the FUEL Synoptic Page)	C 2	1 (M)	One may be inoperative provided icing inhibitor is added to the fuel.

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System & Sequence No Item No de système/série article	B	C	(O)	(M)	
74 - <u>IGNITION</u>					
10-01 Ignition Systems	4		3		One may be inoperative provided engine cowl anti-ice operates normally on the associated engine.
30-01 Ignition "ON" Switch light (light function only)	1	0		0	May be inoperative provided no fault messages displayed for both FADEC systems and the Stall Protection Computer.

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<p>75 - <u>ENGINE COOLING & SEALING</u></p> <p>20-01 Turbine Case Cooling Valve (TCCV) (Global 5500/6500 only)</p>	A	2	1 (M)(O)	<p>One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected TCCV is deactivated, and locked in the closed position, b) Operations are conducted in accordance with AFM Non-normal Procedures for ENGINE TCCV FAULT Advisory, and c) Repairs are made in accordance with times established by engine manufacturer. No Extensions are allowed. <p>Note 1: Fuel consumption on affected engine will be increased. Mission planning requires an additional 3% fuel load, for each mission.</p> <p>Note 2: For take-offs from hot and high conditions, ITT indication will be increased on affected engine.</p>

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77 - <u>ENGINE INDICATING</u>			
31-01 Engine Vibration Indication	B 2	0	<p>One or both may be inoperative provided:</p> <ul style="list-style-type: none"> a) Both Ice Detection Systems are operative, b) Operations are not conducted in known or forecast icing conditions, c) Operations are not conducted more than 60 minutes from a suitable airport, and d) No deleterious engine vibration trend had been observed on affected channel(s) immediately prior to failure.

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77 - <u>ENGINE INDICATING</u>	<table border="1"> <thead> <tr> <th data-bbox="735 474 1537 569">3. Number Required For Dispatch Nombre d'articles a expédier</th> </tr> </thead> <tbody> <tr> <td data-bbox="735 569 1537 2009"> <table border="1"> <thead> <tr> <th data-bbox="808 569 1537 611">4. Remarks or Exceptions</th> </tr> </thead> <tbody> <tr> <td data-bbox="808 611 1537 2009"> <p style="text-align: center;">THIS PAGE INTENTIONALLY LEFT BLANK</p> </td> </tr> </tbody> </table> </td> </tr> </tbody> </table>	3. Number Required For Dispatch Nombre d'articles a expédier	<table border="1"> <thead> <tr> <th data-bbox="808 569 1537 611">4. Remarks or Exceptions</th> </tr> </thead> <tbody> <tr> <td data-bbox="808 611 1537 2009"> <p style="text-align: center;">THIS PAGE INTENTIONALLY LEFT BLANK</p> </td> </tr> </tbody> </table>	4. Remarks or Exceptions	<p style="text-align: center;">THIS PAGE INTENTIONALLY LEFT BLANK</p>
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78 - <u>EXHAUST</u>			
31-01 Thrust Reverser Systems	C 2	1 (M)	<p>One may be inoperative provided:</p> <p>a) Inoperative Thrust Reverser is deactivated, stowed and locked in the forward thrust position, and</p> <p>b) Operations are conducted in accordance with AFM performance data and AFM Supplement for OPERATION ON CONTAMINATED RUNWAYS.</p> <p>NOTE: Under condition of one thrust reverser inoperative, where AFM Non-Normal Procedures reference values With or Without Thrust Reversers, the values Without Thrust Reversers are to be used.</p>
	C 2	0 (M)	<p>Both may be inoperative provided:</p> <p>a) Inoperative Thrust Reversers are deactivated, stowed and locked in the forward thrust position, and</p> <p>b) Operations are conducted in accordance with AFM performance data and AFM Supplement for OPERATION ON CONTAMINATED RUNWAYS.</p>

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79 - <u>OIL</u>						
12-01 Remote Oil Fill System	C	1		0	(M)	Part or all of the system may be inoperative provided that affected engine(s) oil level is/are checked and filled manually, prior to each flight.
30-01 Engine Oil Quantity Indication System	B	2		0	(M)	<p>One or both may be inoperative provided:</p> <p>a) The engine oil quantity is verified on the engine oil quantity gauge prior to each engine start, and</p> <p>b) Operations are not conducted more than 120 minutes from a suitable airport.</p> <p>NOTE: After dispatch (10 min.) the caution message "L-R OIL LO QTY" will appear on EICAS.</p>
34-01 Impending Oil Filter Bypass Indication	A	2		1	(M)	<p>One may be inoperative provided:</p> <p>a) A daily check of the oil filter pop-up indicator is made, and</p> <p>b) Repairs are made within three flight days.</p>

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1.	2.		3.		4.	
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80 - <u>STARTING</u>						
11-01 Starter Air Valve (SAV)	C	2	1	(O)(M)	One may be inoperative CLOSED provided: a) Alternate starting procedures are established and used, and b) APU Is operative.	

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1. System & Sequence No Item No de système/série article	2. Number Installed Nombre d'article installés				
80 - <u>STARTING</u>	<table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 30%;"> 3. Number Required For Dispatch Nombre d'articles a expédier </th> <th style="width: 70%;"> 4. Remarks or Exceptions </th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center; height: 400px;"> THIS PAGE INTENTIONALLY LEFT BLANK </td> </tr> </tbody> </table>	3. Number Required For Dispatch Nombre d'articles a expédier	4. Remarks or Exceptions	THIS PAGE INTENTIONALLY LEFT BLANK	
3. Number Required For Dispatch Nombre d'articles a expédier	4. Remarks or Exceptions				
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SECTION 2

MESSAGE ORIENTED MMEL RELIEF

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INTRODUCTION

The following new section has been authorized in accordance with the provisions of TCCA MMEL GB Item 00-00-0, Rev 1, or later, regarding dispatching directly from displayed CAS (Crew Alerting System) messages. “CAS message” relief is an alternative to the standard method of MMEL dispatch relief, as is normally achieved through fault isolation procedures, and the subsequent dispatch under the traditional LRU oriented MMEL relief. This Section 2, has been developed with the objective of allowing flight crews to dispatch from the displayed CAS message, without specifically identifying associated failed LRUs or components.

As Section 2 is intended as an alternative dispatch relief methodology, the LRU-oriented relief (Section 1) will be retained in order to provide maximum flexibility for dispatch relief. Flight crews / operators may dispatch failures with reference to either Section 1 or Section 2 of this MMEL to the advantage that either associated relief may provide. Upon comparison, it will be recognized in some cases that dispatch relief provisos for posted CAS messages to those of the related LRU dispatch relief, the provisos associated with the CAS message can appear more restrictive in content and/or relief interval. Without the opportunity for fault isolation through maintenance, it must be assumed that worst-case failure conditions always underlie the posted message - commensurately, dispatch should be more restrictive. However, where maintenance personnel are available and fault isolation conducted, relief provisos in Section 1 may be found to provide fewer or less stringent restrictions upon operations and offer a longer relief interval.

Section 2 has been arranged in alphabetical order of the indicated CAS message, without association to ATA Chapter. However, to avoid any possible mis-identification, each message is identified beneath as to its alert level.

Repair intervals (A, B, C & D) associated with CAS message reliefs herein, remain consistent with those of Section 1, and as described in the Definitions section in the front matter of this MMEL.

In conjunction with Section 2, a new separate dispatch procedures section has also been developed, also arranged in alphabetical order of the indicated CAS message. Where deemed necessary, the familiar “(O)” indicates the need for such supporting tasks, the scope of which shall be at the discretion of the approval authority. Acceptable tasks include, but are not necessarily limited to the following duties:

- a) Procedures described which exercise cockpit (or cabin) system controls utilized in normal flight operations;
- b) Deactivation of affected systems, as achieved by pulling system breaker or use of remote electronic system isolation;
- c) Visual inspection behind panels (internal or external) which are accessible without tools via quick-release latches and which clearly indicate their unlocked or unsafe state; (red/green safe window; flush fit latches) (candidates to be verified at FOEB)
- d) Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators.

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CAS MESSAGE

- A/T 1 FAIL
- A/T 2 FAIL
- AT 1 FAIL
- AT 2 FAIL
- AT 1- 2 FAIL
- ADC 2 DEGRADED
- ADC 3 DEGRADED
- ADC 2 FAIL
- ADC 3 FAIL
- AFCS 1 FAIL
- AFCS 2 FAIL
- AFT R/D VALVE OPEN
- AFT XFER FAIL
- AFT XFER FAULT
- AP 1 FAIL
- AP 2 FAIL
- AP PITCH TRIM FAIL
- APM 1 FAIL
- APM 2 FAIL
- APU BLEED SYS FAIL
- APU DOOR FAIL
- APU FADEC FAIL
- APU FAULT
- APU FIRE FAIL
- APU FIRE FAULT
- APU FUEL SOV
- APU GEN FAIL
- APU NOT AVAILABLE
- APU OIL HI TEMP
- APU OIL LO PRESS
- APU OIL LO QTY
- APU SHUTDOWN

CAS MESSAGE

- APU SQUIB 1 FAIL
- APU SQUIB 2 FAIL
- ASCB CTR 1 FAIL
- ASCB CTR 2 FAIL
- ASCB CTR 3 FAIL
- AUTOBRAKE FAIL
- AVIONIC FAN FAIL
- CHECK DU 4
- CHECKLIST MISMATCH
- CHECKLIST MISMATCH
- CPLT BRAKE FAULT
- CTR DSPL FAN FAULT
- CTR XFER FAIL
- CTR XFER FAULT
- CVR FAULT
- DATALINK CPDLC FAIL
- DATALINK FAIL
- DCU 1A FAN FAIL
- DCU 1B FAN FAIL
- DCU 2A FAN FAIL
- DCU 2B FAN FAIL
- ELEC SYS FAULT
- EVS DEFOG FAULT
- EVS FAIL
- EVS HEAT FAIL
- EVS HEAT OVHT
- FD 1 FAIL
- FD 2 FAIL
- FDR ACCEL FAIL
- FDR FAIL
- FLAP HALFSPD
- FLT SPOILERS FAULT

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<p>R AUX FUEL PUMP</p> <p>R BLEED FAULT</p> <p>R DSPL FAN FAULT</p> <p>R ENG FIRE FAULT</p> <p>R ENGINE TCCV FAULT</p> <p>R FADEC FAULT</p> <p>R PACK AUTO FAIL</p> <p>R PACK FAIL</p> <p>R PACK FAULT</p> <p>R PRI FUEL PUMP</p> <p>R PROBE MON FAIL</p> <p>R WINDOW HEAT FAIL</p> <p>R WING A/ICE FAIL</p> <p>R WSHLD HEAT FAIL</p> <p>RAD ALT 1 FAIL</p> <p>RAD ALT 2 FAIL</p> <p>RAD ALT 1-2 FAIL</p> <p>RECIRC FAN FAIL</p> <p>SAFETY VALVE OPEN</p> <p>SG 3 FAIL</p> <p>SLAT HALFSPD</p> <p>SLAT-FLAP BIT</p> <p>SMALL SERV DOORS</p> <p>SMOKE AFT LAV FAIL</p> <p>SMOKE AV RACK FAIL</p> <p>SMOKE BAGGAGE FAIL</p> <p>SMOKE CLO AFT FAIL</p> <p>SMOKE CLOS FWD FAIL</p> <p>SMOKE FWD LAV FAIL</p> <p>SMS NOT AVAIL</p> <p>SPLRS/STAB BIT</p> <p>SUPP FAN 1 FAIL</p> <p>SUPP FAN 2 FAIL</p> <p>SVS FAIL</p>	<p>SVS 1 (2) FAIL</p> <p>SVS OBSTACLE FAIL</p> <p>SVS 1 (2) OBSTACLE FAIL</p> <p>SVS RUNWAYS FAIL</p> <p>SVS 1 (2) RUNWAYS FAIL</p> <p>SVS TAWS ALERT FAIL</p> <p>SVS 1 (2) TAWS ALERT FAIL</p> <p>SVS FAULT</p> <p>TAT 2 FAIL</p> <p>TAT 3 FAIL</p> <p>TAT HT 1 FAIL</p> <p>TAT HT 2 FAIL</p> <p>TAT HT 3 FAIL</p> <p>TAWS SYSTEM FAIL</p> <p>TAWS GPWS FAIL</p> <p>TAWS MAP FAIL</p> <p>TAWS TERRAIN FAIL</p> <p>TAWS WINDSHEAR FAIL</p> <p>TCAS FAIL</p> <p>TERR FAIL</p> <p>TRIM AIR FAIL</p> <p>TRIM AIR FAULT</p> <p>TRIM AIR LEAK</p> <p>TRU 1 FAIL</p> <p>TRU 2 FAIL</p> <p>WINDSHEAR FAIL</p> <p>WING A/ICE FAULT</p> <p>WING A/ICE LEAK</p> <p>WING A/ICE LO HEAT</p> <p>WING A/ICE SENSOR</p> <p>WOW FAULT</p> <p>YD 1 FAIL</p> <p>YD 2 FAIL</p> <p>YD 1 FAIL</p>
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<p>A/T 1 FAIL (Advisory) (except Global Vision)</p>	C	<p>Aircraft may be dispatched provided affected A/T is confirmed disengaged.</p>
<p>A/T 2 FAIL (Advisory) (except Global Vision)</p>	C	<p>Aircraft may be dispatched provided affected A/T is confirmed disengaged.</p>
<p>AT 1 FAIL (Advisory) (Global Vision only)</p>	C	<p>Aircraft may be dispatched provided both autothrottles are manually disengaged and remain disconnected.</p> <p>NOTE: AFM Limitation prohibits use of the autothrottle system when only one autothrottle is available, including automatic activations of V_AT_E and EDM modes.</p>
<p>AT 2 FAIL (Advisory) (Global Vision only)</p>	C	<p>Aircraft may be dispatched provided both autothrottles are manually disengaged and remain disconnected.</p> <p>NOTE: AFM Limitation prohibits use of the autothrottle system when only one autothrottle is available, including automatic activations of V_AT_E and EDM modes.</p>
<p>AT 1- 2 FAIL (Advisory) (Global Vision only)</p>	C	<p>Aircraft may be dispatched provided both AT systems are confirmed disengaged.</p> <p>NOTE: (for Global Vision) Depending upon relative placement of glideslope transmitter, following completion of an ILS Glideslope approach, a momentary “LOW SPEED” aural alert may annunciate briefly during landing / deceleration, until aircraft is past the transmitter.</p>

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<p>ADC 2 DEGRADED (Advisory)</p>	B	(O)	<p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) ADC 2 remains de-selected, b) None of the following CAS messages are also posted: <ul style="list-style-type: none"> i. ADC 1 FAIL Advisory; ii. ADC 3 FAIL Advisory; iii. ADC 1 DEGRADED Advisory; iv. ADC 3 DEGRADED Advisory; c) Reversion Switching System is operative, d) The four pitot-static probes are functional, including the probe heaters, and e) TAT probes of unaffected ADCs are operative. <p style="text-align: center;">NOTE: Transponder and Flight Director / Autopilot must use same ADC data for RVSM.</p>
<p>ADC 3 DEGRADED (Advisory)</p>	B	(O)	<p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) ADC 3 is deactivated, b) None of the following CAS messages are also posted: <ul style="list-style-type: none"> i. ADC 1 FAIL Advisory; ii. ADC 2 FAIL Advisory; iii. ADC 1 DEGRADED Advisory; iv. ADC 2 DEGRADED Advisory; c) Reversion Switching System is operative, d) The four pitot-static probes are functional, including the probe heaters, and e) TAT probes of unaffected ADCs are operative. <p style="text-align: center;">NOTE: Transponder and Flight Director / Autopilot must use same ADC data for RVSM.</p>

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<p>AFCS 1 FAIL (Advisory) (except for Global Vision)</p>	C		<p>Except for ER operations, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) AFCS 2 FAIL Advisory message is not also annunciated, and b) Approach procedures are not dependent on its use.
<p>AFCS 2 FAIL (Advisory) (except for Global Vision)</p>	C		<p>Except for ER operations, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) AFCS 1 FAIL Advisory message is not also annunciated, and b) Approach procedures are not dependent on its use.
<p>AFT R/D VALVE OPEN (Advisory)</p>	C	(O)	<p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Valve is verified CLOSED following each fuelling operation, and b) Fuel is not added to the Aft Tank.
<p>AFT XFER FAIL (Caution) (GX only)</p>	C	(O)	<p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Remaining fuel in Aft tank is considered as unusable fuel, b) AFM table from “AFT XFER FAIL” Non-Normal Procedures for aft tank unusable fuel is used to determine fuel quantity for landing, and c) Aft tank SOVs are verified in the CLOSED position.
	C	(O)	<p>Aircraft may be dispatched provided aft fuel tank is empty.</p>

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<p>AFT XFER FAULT (Advisory) (GX only)</p>	<p>B</p> <p>C</p>	<p>(O) Aircraft may be dispatched provided, following each refuelling and with reference to the FUEL SYNOPTIC PAGE indications:</p> <ul style="list-style-type: none"> a) Aft transfer SOV on the failed side is secured closed and then deactivated, b) Aft transfer pump on the failed side is deactivated, c) Opposite aft transfer SOV is verified operative prior to each refueling, d) Opposite DC AUX Pump is operative, e) Opposite wing transfer SOV is operative, f) Fuel XFEED SOV is verified operative, g) Both opposite fwd and aft AC pumps are operative, h) Aft fuel tank quantity indications are operative, i) Area in vicinity of the aft tank in the aft equipment bay is inspected for fuel leaks, and j) Flight planning considers any fuel loaded into the aft tank as unusable. <p>Aircraft may be dispatched provided aft fuel tank remains empty.</p>
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<p>AP 1 FAIL (Advisory) (except Global Vision)</p> <p style="text-align: center;">(Global Vision only)</p>	C		<p>Except for ER operations, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Approach procedures are not dependent on its use, and b) In combination with AP 2 FAIL, intended flights do not exceed three hours. <p style="text-align: center;">NOTE: In combination with AP 2 FAIL, automatic Emergency Descent Mode is inoperative.</p>
<p>AP 2 FAIL (Advisory) (except Global Vision)</p> <p style="text-align: center;">(Global Vision only)</p>	C	(O)	<p>Except for ER operations, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Approach procedures are not dependent on its use, and b) In combination with AP 2 FAIL, intended flights do not exceed three hours. <p style="text-align: center;">NOTE: In combination with AP 2 FAIL, automatic Emergency Descent Mode is inoperative.</p>
<p>AP 2 FAIL (Advisory) (except Global Vision)</p> <p style="text-align: center;">(Global Vision only)</p>	C	(O)	<p>Except for ER operations, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Approach procedures are not dependent on its use, and b) In combination with AP 1 FAIL, intended flights do not exceed three hours. <p style="text-align: center;">NOTE: In combination with AP 1 FAIL, automatic Emergency Descent Mode is inoperative.</p>
<p>AP 1 FAIL (Advisory) (except Global Vision)</p> <p style="text-align: center;">(Global Vision only)</p>	C	(O)	<p>Except for ER operations, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Approach procedures are not dependent on its use, and b) In combination with AP 1 FAIL intended flights do not exceed three hours. <p style="text-align: center;">NOTE: In combination with AP 1 FAIL automatic Emergency Descent Mode is inoperative.</p>

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<p>AP PITCH TRIM FAIL (Caution) (except Global Vision)</p>	C		<p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Autopilots are not used, and b) Provisos associated with AP 1 FAIL and AP 2 FAIL Advisory messages are followed. <p>NOTE: Use of the yaw damper is not affected by this restriction.</p>
<p>APM 1 FAIL (Advisory) (Global Vision only)</p>	C		<p style="color: red;">Aircraft may be dispatched provided APM 2 FAIL Advisory message is not also posted.</p>
<p>APM 2 FAIL (Advisory) (Global Vision only)</p>	C		<p style="color: red;">Aircraft may be dispatched provided APM 1 FAIL Advisory message is not also posted.</p>
<p>APU BLEED SYS FAIL (Caution)</p>	C	(O)	<p>Except for ER operations, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) APU BLEED remains selected OFF, b) Load control valve is confirmed closed, and c) Following Caution messages are not also illuminated: <ul style="list-style-type: none"> - L BLEED SYS FAIL, and - R BLEED SYS FAIL <p>NOTE 1: All ground engine starts will require ground air source.</p> <p>NOTE 2: APU is still available as a source of electrical power if required.</p>
<p>APU DOOR FAIL (Caution)</p>	C		<p>Except for ER operations, aircraft may be dispatched with APU inlet door fully - OPEN provided:</p> <ul style="list-style-type: none"> a) APU is operated continuously during flight, and b) AFM performance corrections for APU ON are applied.
	A		<p>Aircraft may be dispatched for one flight day with APU inlet door partially- OPEN provided APU wind-milling RPM is monitored per AFM Non-Normal Procedure for APU DOOR FAIL Caution.</p>

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	C	(O)	Except for ER operations, aircraft may be dispatched with APU inlet door fully CLOSED provided APU considered inoperative.
APU FADEC FAIL (Advisory)	C	(O)	Except for ER operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED.
APU FAULT (Advisory)	C		Except for ER operations, aircraft may be dispatched provided: <ul style="list-style-type: none"> a) APU allows normal start and shutdown, b) APU is only used for in-flight emergency, c) A minimum of three engine electrical generators are operative, and d) Engines are started by an external power source. <p style="margin-left: 20px;">NOTE: Where APU fault does not allow normal start and shutdown, APU is to be considered inoperative.</p>
	C		Aircraft may be dispatched provided APU is considered inoperative and not used.
APU FIRE FAIL (Caution)	C		Aircraft may be dispatched provided the APU is considered inoperative and is NOT used.
APU FIRE FAULT (Advisory)	C	(O)	Aircraft may be dispatched provided the APU fire test is conducted prior to each use of the APU.
	C		Aircraft may be dispatched provided the APU is considered inoperative and is not used.
APU FUEL SOV (Caution)	C	(O)	Except for ER operations, aircraft may be dispatched provided APU fuel valve is deactivated and visually confirmed CLOSED.

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<p>APU GEN FAIL (Advisory)</p> <p>APU NOT AVAILABLE (Advisory)</p> <p>APU OIL HI TEMP (Caution)</p> <p>APU OIL LO PRESS (Caution)</p> <p>APU OIL LO QTY (Advisory)</p> <p>APU SHUTDOWN (Advisory)</p> <p>APU SQUIB 1 FAIL (Advisory)</p> <p>APU SQUIB 2 FAIL (Advisory)</p> <p>ASCB CTLR 1 FAIL (Advisory) (except Global Vision)</p>	<p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p>	<p></p> <p>(O)</p> <p>(O)</p> <p>(O)</p> <p>(O)</p> <p>(O)</p> <p></p> <p></p> <p></p>	<p>Except for ER operations, aircraft may be dispatched provided GEN #1, #2, #3 and #4 are operative.</p> <p>Except for ER operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED.</p> <p>Except for ER operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED.</p> <p>Except for ER operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED.</p> <p>Except for ER operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED.</p> <p>Except for ER operations, aircraft may be dispatched provided the system remains switched OFF and the inlet door is CLOSED.</p> <p>Aircraft may be dispatched provided the APU is considered inoperative and is not used.</p> <p>Aircraft may be dispatched provided the APU is considered inoperative and is not used.</p> <p>Aircraft may be dispatched provided:</p> <p style="margin-left: 20px;">a) None of the following CAS messages are also displayed:</p> <p style="margin-left: 40px;">- ASCB CTLR 2 FAIL Advisory;</p> <p style="margin-left: 40px;">- ASCB CTLR 3 FAIL, Advisory;</p> <p style="margin-left: 40px;">- IAC3 WOW INOP Advisory, and</p> <p style="margin-left: 20px;">b) IAC 3 is operative.</p>
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ASCB CTLR 2 FAIL (Advisory) (except Global Vision)	C		Aircraft may be dispatched provided: a) None of the following CAS messages are also displayed: - ASCB CTLR 1 FAIL Advisory; - ASCB CTLR 3 FAIL Advisory, - IAC3 WOW INOP Advisory; and b) IAC 3 is operative.	
ASCB CTLR 3 FAIL (Advisory) (except Global Vision)	C		Aircraft may be dispatched provided none of the following CAS messages are also displayed: - ASCB CTLR 1 FAIL Advisory; - ASCB CTLR 2 FAIL Advisory; and - IAC3 WOW INOP Advisory.	
AUTOBRAKE FAIL (Caution)	C		Aircraft may be dispatched provided: a) Autobrake selector switch remains in the OFF position, and b) BRAKE FAULT Advisory is not also annunciated.	
AVIONIC FAN FAIL (Advisory) (GX only)	C	(O)	Aircraft may be dispatched provided one or both air conditioning packs are operated during ground operation. NOTE 1: Minimize utilization of equipment in the avionics bay without air conditioning and fans during engine start and shutdown. NOTE 2: If only one air conditioning pack is operating, passenger door opening should be minimized.	
CHECK DU 4 (Caution) (except Global Vision)	B	(O)	Except for ER operations, aircraft may be dispatched provided: a) Display unit #4 is considered inoperative, b) All remaining displays are operative, and c) Reversion switching system is verified operative.	
CHECKLIST MISMATCH (Advisory) (except Global Vision)	D	(O)	Aircraft may be dispatched provided a) Electronic checklist is considered inoperative, and b) Alternate procedures are established and used.	
CHECKLIST MISMATCH (Caution) (Global Vision only)	C		Aircraft may be dispatched provided paper checklists are available in the cockpit.	

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<p>CPLT BRAKE FAULT (Caution)</p>	A	<p>Aircraft may be dispatched for one flight day provided:</p> <ol style="list-style-type: none"> a) None of the following CAS messages are also displayed: <ul style="list-style-type: none"> - PLT BRAKE FAULT Caution; - L (R) REV LOCK FAIL Caution; - L (R) REVERSER FAIL Caution; - NOSE STEER FAIL Caution; - BRAKE FAULT Advisory; - L (R) REV LOCK FAULT Advisory; - L (R) REVERSER FAULT Advisory; - FLT SPOILERS FAULT Advisory; and - GND LIFT DUMP Advisory; b) Takeoff and landing limited to dry runway operations only, c) Multiply normal T/O field length by 2.1, d) Takeoff and landing tailwind component limited to no more than 3 knots, e) Maximum cross-winds limited to 10 kts for both T/O and landing, and f) Multiply landing field length by 2.2.
<p>CTR DSPL FAN FAULT (Advisory) (Global Vision only)</p>	C	<p>Aircraft may be dispatched provided:</p> <ol style="list-style-type: none"> a) LWR DSPL must be operative, and b) None of the following CAS messages are posted: <ol style="list-style-type: none"> i) AVIONIC FAN FAIL (Advisory), ii) L DSPL FAN FAULT (Advisory), iii) R DSPL FAN FAULT (Advisory), iv) SUPP FAN 1 FAIL (Advisory), and v) SUPP FAN 2 FAIL (Advisory). <p>Note: At least one ECS pack is required to cool the flight deck prior to dispatch.</p>

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<p>CTR XFER FAIL (Caution)</p>	C		<p>Aircraft may be dispatched provided the center tank remains empty.</p>
	C		<p>Aircraft may be dispatched provided remaining fuel in center tank is considered as unusable fuel.</p>
<p>CTR XFER FAULT (Advisory)</p>	C	(O)	<p>Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Opposite DC AUX pump is operative, b) Opposite wing transfer SOV is operative, c) Cross-feed valve is verified operative prior to each dispatch, d) Any failure causing continuous center transfer pump operation is de-activated via EMS CDU power to affected transfer pump, and e) Where mission requirements utilize fuel in the center tank, fuel planning considers that the quantity in the wing tanks is adequate to reach a suitable or alternate destination if the remaining center pump fails at any time.
	C		<p>Aircraft may be dispatched provided the center wing tank remains empty.</p>
<p>CVR FAULT (Advisory) (Global Vision only)</p>	C		<p>Aircraft may be dispatched provided, if CVR fails Flight Compartment Originating Check, dispatch is undertaken in accordance with provisos for CVR inoperative (see Section One, item 23-71-01)</p> <p>NOTE: CVR FAULT does not necessarily indicate loss of normal voice recording.</p>
<p>DATALINK CPDLC FAIL (Advisory) (Global Vision only)</p>	C	(O)	<p>May be inoperative provided alternate procedures are established and used.</p>
	D		<p>May be inoperative provided regulations or enroute procedures do not require its use.</p>
<p>DATALINK FAIL (Advisory) (Global Vision only)</p>	C	(O)	<p>May be inoperative provided alternate procedures are established and used.</p>
	D		<p>May be inoperative provided regulations or enroute procedures do not require its use.</p>

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<p>2) (Global 6000/6500 only) C</p> <p style="margin-left: 20px;">DCU 2A FAN FAIL (Advisory) (Global Vision only)</p>	1.	<p>Aircraft may be dispatched provided:</p> <p>a) None of the following CAS messages are also posted:</p> <ul style="list-style-type: none"> - DCU 1A FAN FAIL Advisory, - DCU 2A FAN FAIL Advisory, - DCU 2B FAN FAIL Advisory - DCU 1A FAIL Advisory, - DCU 2A FAIL Advisory, - DCU 2B FAIL Advisory, and <p>b) Avionics exhaust fan is operative.</p>
<p>1) (Global 5000/5500 only) C</p>	2.	<p>Aircraft may be dispatched provided:</p> <p>a) None of the following CAS messages are also posted:</p> <ul style="list-style-type: none"> - DCU 1A FAN FAIL Advisory, - DCU 1B FAN FAIL Advisory, - DCU 2B FAN FAIL Advisory, - DCU 1A FAIL Advisory, - DCU 1B FAIL Advisory, - DCU 2B FAIL Advisory, and <p>b) Av Rack fan or Avionics exhaust fan is operative.</p>
<p>2) (Global 6000/6500 only) C</p>		<p>Aircraft may be dispatched provided:</p> <p>a) None of the following CAS messages are also posted:</p> <ul style="list-style-type: none"> - DCU 1A FAN FAIL Advisory, - DCU 1B FAN FAIL Advisory, - DCU 2B FAN FAIL Advisory, - DCU 1A FAIL Advisory, - DCU 1B FAIL Advisory, - DCU 2B FAIL Advisory, and <p>b) Avionics exhaust fan is operative.</p>

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CAS Indication	1.	2. Dispatch Consideration	

<p>DCU 2B FAN FAIL (Advisory) (Global Vision only)</p> <p>1) (Global 5000/5500 only) C</p> <p>2) (Global 6000/6500 only) C</p> <p>ELEC SYS FAULT (Advisory) C</p> <p>EVS DEFOG FAULT (Advisory) C</p> <p>EVS FAIL (Caution) D</p>	<p>Aircraft may be dispatched provided:</p> <p>a) None of the following CAS messages are also posted:</p> <ul style="list-style-type: none"> - DCU 1A FAN FAIL Advisory, - DCU 1B FAN FAIL Advisory, - DCU 2A FAN FAIL Advisory, - DCU 1A FAIL Advisory, - DCU 1B FAIL Advisory, - DCU 2A FAIL Advisory, and <p>b) Av Rack fan or Avionics exhaust fan is operative.</p> <p>Aircraft may be dispatched provided:</p> <p>a) None of the following CAS messages are also posted:</p> <ul style="list-style-type: none"> - DCU 1A FAN FAIL Advisory, - DCU 1B FAN FAIL Advisory, - DCU 2A FAN FAIL Advisory, - DCU 1A FAIL Advisory, - DCU 1B FAIL Advisory, - DCU 2A FAIL Advisory, and <p>b) Avionics exhaust fan is operative.</p> <p>Aircraft may be dispatched provided the ELEC SYS FAIL Caution message is not annunciated.</p> <p>Aircraft may be dispatched providing the EVS image is acceptable to the pilot.</p> <p>NOTE: The EVS image may degrade in high humidity condition, to the point of disappearance, as the IR Window misting increases.</p> <p>Aircraft may be dispatched provided provisos associated with EVS HEAT FAIL are observed.</p> <p>(O) Aircraft may be dispatched provided:</p> <p>a) EVS is considered inoperative and is not used, and</p> <p>b) EVS HEAT FAIL and EVS HEAT OVHT Caution messages are not annunciated.</p>
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DEPARTMENT OF TRANSPORT MINISTÈRE DES TRANSPORTS
 MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef	Revision No - No de révision: Rev 8	Sect	Page
Bombardier BD-700-1A10 / -1A11	Date: August 22, 2022	2- 16	
CAS Indication	1.	2. Dispatch Consideration	

<p>EVS HEAT FAIL (Caution)</p>	C	<p style="color: red;">Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> <li style="color: red;">a) EVS system is not used if the image is affected, and <li style="color: red;">b) If dispatching into, or encountering icing conditions, the EVS imaging control must be selected and remain OFF. <p>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.</p>
<p>EVS HEAT OVHT (Caution)</p>	C	<p style="color: red;">Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> <li style="color: red;">a) EVS system is not used if the image is affected, and <li style="color: red;">b) If dispatching into, or encountering icing conditions, the EVS imaging control must be selected and remain OFF. <p>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.</p>
<p>FD 1 FAIL (Advisory) (Global Vision only)</p>	C	<p>Aircraft may be dispatched with FD 1 failed in AFCS 1 and/or in AFCS 2, provided en route and/or approach requirements are met.</p>
<p>FD 2 FAIL (Advisory) (Global Vision only)</p>	C	<p>Except for ER operations, both FD 1 FAIL and FD 2 FAIL may be posted for one AFCS, provided:</p> <ul style="list-style-type: none"> a) Functional AP has at least one flight director available, and b) En route and/or approach requirements are met.
<p>FD 2 FAIL (Advisory) (Global Vision only)</p>	C	<p>Aircraft may be dispatched with FD 2 failed in AFCS 1 and/or in AFCS 2, provided en route and/or approach requirements are met.</p>
<p>FD 2 FAIL (Advisory) (Global Vision only)</p>	C	<p>Except for ER operations, both FD 1 FAIL and FD 2 FAIL may be posted for one AFCS, provided:</p> <ul style="list-style-type: none"> a) Functional AP has at least one flight director available, and b) En route and/or approach requirements are met.

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Aircraft – Aéronef	Revision NO - NO de révision: Rev 8	Sect	Page
Bombardier BD-700-1A10 / -1A11	Date: August 22, 2022	2-	43
CAS Indication	1.	2. Dispatch Consideration	

<p>R AUX FUEL PUMP (Advisory) (G5000 only)</p>	C	(O)	<p>Except for ER operations, aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Right AUX pump is de-activated, b) Left centre transfer pump is operative, c) Left wing transfer SOV is operative, d) XFEED FAIL Caution is not posted, e) R PRI FUEL PUMP Advisory is not posted, and f) An extra 1,000 pounds of fuel is carried for the planned flight.
<p>R BLEED FAULT (Advisory)</p>	C	(O)	<p>Aircraft may be dispatched provided, prior to each flight:</p> <ul style="list-style-type: none"> a) None of the following messages are also posted: <ul style="list-style-type: none"> - L BLEED SYS FAIL Caution; - L WING ANTI-ICE FAIL Caution; - XBLEED FAIL Caution; - L BLEED FAULT Advisory; - WING ANTI-ICE FAULT Advisory; b) Right PRV and HP SOV open and close correctly in response to R BLEED OFF switch selection, as indicated on Synoptic Page, c) Right HP valve is open at engine idle and closed at high thrust settings, as indicated on Synoptic Page. d) WING XBLEED FROM L is selected and remains open, and e) Operations are not conducted in known or forecast icing conditions.
<p>R DSPL FAN FAULT (Advisory) (Global Vision only)</p>	C		<p style="color: red;">Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) LWR DSPL must be operative, and b) None of the following CAS messages are posted: <ul style="list-style-type: none"> i) AVIONIC FAN FAIL (Advisory), ii) CTR DSPL FAN FAULT (Advisory), iii) L DSPL FAN FAULT (Advisory), iv) SUPP FAN 1 FAIL (Advisory), and v) SUPP FAN 2 FAIL (Advisory). <p style="color: red;">Note: At least one ECS pack is required to cool the flight deck prior to dispatch.</p>

