

# TRANSPORT CANADA

## MASTER MINIMUM EQUIPMENT LIST

Global 7500

BD-700-2A12

TRANSPORT CANADA		<h1>Global 7500</h1>
MASTER MINIMUM EQUIPMENT LIST		
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**Manual Approval**

DocuSigned by:

*Jason Christopher Randall*

Approved: 043E458EB4D44B5...

Transport Canada  
Airworthiness Branch  
Flight Test Division (AARDC)

Chief, Flight Test,  
National Aircraft Certification  
for Minister of Transport

Date: May 5, 2022

Revision 4

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**RECORD OF REVISIONS**

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Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature

**BD-700-2A12 Global 7500**

**M MEL USER COMMENTS**

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

**Email to:** Fengxue.Han@aero.bombardier.com

OR

**Mail to:** address on back of this page

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**

<p>Thank you for your comment;</p> <p><input type="checkbox"/> We will issue Temporary Revision No. ____</p> <p><input type="checkbox"/> We will include in Revision ____ scheduled for:</p> <p>Comment:</p> <p>Date:</p>
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Bombardier Aerospace  
P.O.Box 6087, Station Centre-ville  
Montreal, Quebec  
H3C 3G9

Attention: Fengxue Han  
Reliability, Maintainability & Safety  
Global 7500, Bombardier Aerospace  
Dept. 038

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24-4	Technical	24-31-01: Deleted.
24-5	Technical	24-31-02: Deleted.
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## DEFINITIONS

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

- a. **“Item”** (Column 1) means the equipment, system, component, or function listed in the “Item” column.
- b. **“Number Installed”** (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. **“\*\*\*”** 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 provide authority to install or remove an item from an aircraft. The **“\*\*\*”** symbol may be considered equivalent to the term “if installed”.
- d. **“Number Required for Dispatch”** (Column 3) is the minimum number (quantity) of 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 configuration control approved by Transport Canada.

- e. **“Remarks or Exceptions”** (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- f. **“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
- g. **“Approved”** means approved by the Minister.
- h. **“Master Minimum Equipment List (MMEL)”** means a document approved by the Minister that establishes the aircraft equipment allowed to be inoperative under conditions specified therein for a specific type of aircraft.
- i. **“Minimum Equipment List (MEL)”** means a document approved by the Minister that authorizes an operator to dispatch an aircraft with aircraft equipment inoperative under the conditions specified therein.
- j. **“Minister”** means the Minister of Transport.

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**“Administrative Control Items”** means an item 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.

**“Aircraft Crew”** means the operating crew members including the flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members.

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

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

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

**“Any in excess of those required by regulations”** means that the equipment required by the Canadian Aviation Regulations must be operative and only excess equipment may be inoperative.

**“As Required by Regulation, As Required by FAR”** and other similar statements mean that the listed item is subject to certain provisions (restrictive or permissive) expressed in such regulations as the Canadian Aviation Regulations, Federal Aviation Regulations or the Airworthiness Manual etc. Unless the MMEL provides otherwise, the items specified by these requirements must be operative.

**“Considered Inoperative”** means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

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**“Crew Member”** unless otherwise specified, in addition to the CAR 101.01 (1) definition includes:

- a) a person whose presence on board the aircraft is necessary for:
  - 1) the safety of the flight,
  - 2) the safe handling of animals,
  - 3) the safe handling of dangerous goods,
  - 4) the security of valuables or confidential cargo,
  - 5) the preservation of fragile or perishable cargo, or
  - 6) the handling of cargo.
- b) aircraft maintenance personnel, and
- c) Supervisory crew members and non-operating crew members and/or flight attendants who are qualified on aircraft type.

**Dash** “-“symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

**“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.

**“Deactivated”** means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and securing will be established by the operator for inclusion in his/her MEL.

**“Deleted”** in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

**“Engine Indicating Crew Alerting System (EICAS)”** “provide four classes of primary messages (WARNING, CAUTION, ADVISORY and STATUS). INFO messages are a category of non-alerting CAS messages that indicate a failure condition pertaining only to a dispatch decision. Any message that affects aircraft dispatch will be at the WARNING, CAUTION, ADVISORY or INFO level.

The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances. Maintenance level messages not associated with higher level EICAS message, and displayed on the Onboard Maintenance System (OMS) do not affect dispatch and shall be addressed in accordance with the operator’s standard maintenance program.”

**“Extended Overwater Operations”** means an operation over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

**“Flight”** means the period from the start of the takeoff roll to the first landing.

**“Flight Attendant”** (CARs) means a crew member, other than a flight crew member, who has been assigned duties to be performed in the interest of the passengers in a passenger-carrying aircraft.

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**“Flight Crew Member”** (CARs) means a crew member assigned to act as pilot of an aircraft during flight time.

**“Flight cycle”** means the period from the start of the takeoff roll to the first landing.

**“Flight Day”** means a 24 hour period (e.g. from midnight to midnight) - either Universal Coordinated Time (UCT) or local time, based on the recorded “out time” of the first flight of each 24 hour period following the day of discovery, during which at least one flight is initiated for the affected aircraft.

**“Heavy Maintenance Visit (HMV)”** means an airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.

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

**“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).

**“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).

**“Is not used”** in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL “is not used.” In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

**“Long Range Communications System (LRCS)”** is defined in CFR 14 Section 1.1 as a system that uses satellite relay, data link, high frequency, or other approved communication system which extends beyond line-of-sight. Examples of such systems are HF-voice, HF-data link, SATCOM voice, and SATCOM-data link.



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“(M)” symbol indicates a requirement for a specific maintenance procedure which must be accomplished 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. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment must be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator’s manual or MEL.

“**Non-combustible materials**” for MMEL purposes is addressed by the following NOTE in those items where applicable “Note Unit Load Devices (ULDs) may be carried in the associated compartment provided no cargo is carried on or in their devices. For ballast purposes, use of bags (made of fiberglass or Kevlar) or sand or ingots on non-magnetic metals (such as lead) is acceptable.”

“**Non-essential Equipment and Furnishings (NEF)**” are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft’s ability to be operated safely under all operational conditions. These non-essential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft.

“**Non-passenger carrying operation**” for the purpose of this document, refers to aircraft that conduct operations without revenue passengers in the cabin, regardless of the configuration. Crew members are the only occupants of the aircraft.

“**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

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“(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 of required specific operations procedures in the log book will be accomplished by adding the following statement to the “Instructions for Journey Log Book Use” found in the Operator's Journey Log Book to cover those items requiring Operations Procedures.

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

“**Observer’s Seat**” refers to a seat on the flight deck of an airplane, of which there are usually one or two. The primary observer’s seat is used for official purposes such as Transport Canada check rides, company training etc.

“**Official Capacity**” for the purpose of this document with respect to the occupant of the observer’s seat includes flight training, Transport Canada Civil Aviation Safety Inspector /company check rides, a crew member, or a person authorized by the air operator in accordance with procedures specified in the air operator’s company operating manual.

“**Operative**” for the purpose of this document means that a system or component will accomplish its intended function. When an MMEL item specifies that an item of equipment must be operative it does not necessarily mean that its operational status must be verified; it is to be considered operative unless reported or is known to be malfunctioning.

“**Passenger**” means a person, other than a crew member, who is carried on board an aircraft.

“**Passenger configuration**”, and “**passenger aircraft**”, for the purpose of this document, refers to aircraft that are configured to only carry passengers.

“**Passenger Convenience Items**” means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

“**Placarding**” Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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.

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**“Protective Breathing Equipment (PBE)”** (CARs) means equipment designed to cover the eyes, nose and mouth of the wearer, or the nose and mouth where accessory equipment is provided to protect the eyes, and to protect the wearer from the effects of smoke, carbon dioxide or other harmful gases.

**“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 interval 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.

“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.

**“Safety Belt”** (CARs) means a personal restraint system consisting of either a lap strap or a lap strap combined with a shoulder harness.

**“Secured”** means that the specified component must be put into an acceptable condition for safe flight. If required, an acceptable method of securing will be specified in the MEL.

**“Shoulder Harness”** (CARs) means any device that is used to restrain the upper torso of a person and that consists of a single diagonal upper torso strap or dual upper torso straps.

**“Visual Flight Rules (VFR)”** is as defined in the CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

**“Visible Moisture”** means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

**“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.

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## PREAMBLE

### **PREAMBLE SECTION 1:**

All equipment installed on an aircraft in compliance with the Airworthiness Standards and Operating Rules must be operative. However, Canadian Aviation Regulations (605.07, 704.07 and 705.07) permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative component can provide the required level of safety.

A Master Minimum Equipment List (MMEL) is developed by Transport Canada, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment Transport Canada finds may be inoperative and yet maintain the required level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders.

The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of the requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that the required level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain the required level of safety and reliability, the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

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.

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

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.

**Multiple inoperative items**

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative items shall also be considered. Wherever possible, account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload shall be considered.

**Rectification interval extension**

The operator may be permitted, by their competent authority, a one-time extension of the applicable rectification intervals B, C or D for the same duration as that specified in their MEL where indicated in this MMEL. This extension policy, which allows, as a maximum, a one-time extension of the interval stipulated in the MMEL, has been taken into account during the development of this document.

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## SECTION ONE

# LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

21 - Air Conditioning

21-01 Baggage Bay Shut Off Valve (BBSOV)

1) Inlet BBSOV

C

1

0

(M)(O) May be inoperative provided:  
 a) Valve is secured closed, and  
 b) Live animals or temperature sensitive luggage is not carried in the baggage compartment.

NOTE: "Temperature sensitive luggage" is any equipment whose proper operation or integrity is affected by temperature extremes like those that might be established when baggage heating and /or ventilation is not properly functional.

2) Inlet & Exhaust BBSOVs

C

2

0

(O) One or both may be inoperative provided:  
 a) Baggage compartment remains empty, and  
 b) Baggage Compartment Fire Extinguishing System is considered inoperative.

NOTE: For ballast purposes, use of bags (made of fibreglass or kevlar) or sand or ingots on non-magnetic metals (such as lead) is acceptable.

21-09 Recirculation fan (RFAN)

C

1

0

(O) May be inoperative provided Recirculation Fan is selected OFF.



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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

21 - Air Conditioning

31-00 Cabin Pressure Control System (CPCS)

C 1 0

(M)(O) May be inoperative provided:  
 a) Both Outflow Valves (OFV) are verified OPEN,  
 b) Flight is conducted in an unpressurized configuration at or below 9,000 feet MSL,  
 c) Extended overwater operations are not conducted,  
 d) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching,  
 e) Takeoff / landing is conducted at airfield elevation below 8,200 feet, and  
 f) Flight crews are the only occupants of the aircraft.

1) AUTO mode

C 1 0

(O) May be inoperative provided:  
 a) Both OFV Stepper motors are deactivated,  
 b) Pressurization Manual mode is verified operative,  
 c) At least one IASC Channel A is operative,  
 d) ALT LIM function is operative,  
 e) Autopilot is operative,  
 f) MFS1, MFS2 and MFS3 are operative, and  
 g) Takeoff/Landing is conducted at airfield elevation below 8,200 feet.

31-02 Auxiliary Pressurization System (AUX PRESS)

C 1 0

(O) May be inoperative provided:  
 a) Both Air Conditioning Packs are operative,  
 b) Emergency Ram Air Valve (ERAV) is verified operative, and  
 c) Recirculation System is operative.

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

21 - Air Conditioning

31-03 Outflow Valve

1) OFV 1 (FWD)

C

1

0

(M)(O) May be inoperative OPEN provided:  
 a) FWD outflow valve is verified open,  
 b) AFT outflow valve is operative,  
 c) Flight is conducted in an unpressurized flight configuration at or below 9,000 feet MSL,  
 d) Takeoff / landing is conducted at airfield elevation below 8,200 feet, and  
 e) Flight crews are the only occupants of the aircraft.

2) OFV 2 (AFT)

C

1

0

(M)(O) May be inoperative OPEN provided:  
 a) AFT outflow valve is verified open,  
 b) FWD outflow valve is operative,  
 c) Flight is conducted in an unpressurized flight configuration at or below 9,000 feet MSL,  
 d) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching,  
 e) Extended overwater operations are prohibited,  
 f) Takeoff / landing is conducted at airfield elevation below 8,200 feet, and  
 g) Flight crews are the only occupants of the aircraft.

3) Stepper Motors

C

2

0

(O) Both may be inoperative provided:  
 a) Both OFV Stepper motors are deactivated, and  
 b) Cabin Pressure Control AUTO mode is considered inoperative.

(Cont'd)

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

21 - Air Conditioning

31-03 Outflow Valve  
(Cont'd)

4) Travel Limiter

C 2 0

(M)(O) One or both may be inoperative in retracted position provided flights are conducted at or below FL 250.

31-07 Safety Valves

C 2 0

(O) One or both may be inoperative OPEN provided:  
a) Both Air Conditioning Packs are operative,  
b) Flight is conducted in an unpressurized configuration at or below 9,000 feet,  
c) Takeoff / landing is conducted at airfield elevation below 8,200 feet, and  
d) Flight crews are the only occupants of the aircraft.

31-11 Pressurization Control Panel

1) AUTO/MAN "MAN" Switch light (Light function only)

C 1 0

May be inoperative.

2) EMER DEPRESS "ON" Switch light (Light function only)

C 1 0

May be inoperative.

3) DITCHING "ON" Switch light (Light function only)

C 1 0

May be inoperative.

(Cont'd)

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

21 - Air Conditioning

31-11 Pressurization Control Panel

(Cont'd)

4) OUTFLOW VALVE 1  
"CLOSED" Switch light  
(Light function only)

C 1 0

May be inoperative.

5) OUTFLOW VALVE 2  
"CLOSED" Switch light  
(Light function only)

C 1 0

May be inoperative.

42-00 Pilot Heated Mats (PHM)  
(LH and RH)

D 2 0

(O) One or both side Mats may be inoperative provided affected Mats are deactivated.

43-00 Footwell Vent Shutoff Valves

C 2 0

(O) Both may be inoperative.

43-01 Footwell Vent Switch

C 2 0

(O) Both may be inoperative.

51-04 BLEED/AIR Control Panel

1) RECIRC PBA ("OFF" light function only)

C 1 0

May be inoperative.

2) TRIM AIR PBA ("OFF" light function only)

C 1 0

May be inoperative.

(Cont'd)

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

21 - Air Conditioning

51-04 BLEED/AIR Control Panel  
(Cont'd)

3) RAM AIR PBA ("ON" light function only)

C

1

0

May be inoperative.

4) AUX PRESS PBA ("ON" light function only)

C

1

0

May be inoperative.

5) PACK FLOW PBA

C

1

0

(O) May be inoperative failed in HI position.

6) PACK FLOW PBA ("HI" light function only)

C

1

0

May be inoperative.

7) L (R) PACK PBA ("FAIL" light function only)

C

2

0

May be inoperative.

8) L (R) PACK PBA ("OFF" light function only)

C

2

0

May be inoperative.

51-05 Ozone Converters

C

2

0

(O) May be inoperative provided flights are conducted at FL 250 or below.

51-09 Pack Inlet Pressure Sensors (PIPS)

1) Left PIPS

A

1

0

(O) May be inoperative provided:  
a) Left Bleed Pressure Sensor (BPS) is operative, and  
b) Repairs are made within 10 calendar-days.

NOTE: APS and FTIS are not available.

2) Right PIPS

C

1

0

(O) May be inoperative provided Right Bleed Pressure Sensor (BPS) is operative.

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**System & Sequence No. Item**

**1. Repair Category**

**2. Number Installed**

**3. Number Required For Dispatch**

**4. Remarks or Exceptions**

21 - Air Conditioning

51-13 Flow Control Valve (FCV)

A

2

1

(M) One may be inoperative provided:  
 a) Affected FCV is secured CLOSED,  
 b) Associated Air Conditioning Pack is considered inoperative, and  
 c) Repairs are made within 10 calendar days.

52-00 Air Conditioning System

1) Left Pack (L PACK)

A

1

0

(O) May be inoperative provided:  
 a) Left Air Conditioning Pack (L PACK) is selected OFF,  
 b) Recirculation System is operative,  
 c) Wing Ice Protection System (WIPS) is operative,  
 d) AUX PRESS System is verified operative,  
 e) Emergency Ram Air Valve (ERAV) is verified operative,  
 f) Flight is conducted with R PACK operation at or below FL 410,  
 g) MFS1, MFS2 and MFS3 are operative, and  
 h) Repairs are made within 10 calendar days.

NOTE: APS and FTIS are not available.

(Cont'd)

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

21 - Air Conditioning

52-00 Air Conditioning System  
(Cont'd)

2) Right Pack (R PACK)

A

1

0

(O) May be inoperative provided:  
 a) Right Air Conditioning Pack (R PACK) is selected OFF,  
 b) Recirculation System is operative,  
 c) Wing Ice Protection System (WIPS) is operative,  
 d) AUX PRESS System is verified operative,  
 e) Emergency Ram Air Valve (ERAV) is verified operative,  
 f) Flight is conducted with L PACK operation at or below FL 410,  
 g) MFS1, MFS2 and MFS3 are operative, and  
 h) Repairs are made within 10 calendar days.

NOTE: APS and FTIS are not available.

52-15 Pack Discharge Temperature Sensors (PDTS)

A

2

1

One may be inoperative provided:  
 a) The associated Air Conditioning Pack is considered inoperative, and  
 b) Repairs are made within 10 calendar days.

52-17 Pack Discharge Pressure Sensors (PDPS)

C

2

0

(O) One or both may be inoperative provided the associated Pack Discharge Temperature Sensor (PDTS) is operative.

52-25 Pack Temperature Sensors (PTS)

C

2

0

(O) One or both may be inoperative provided the associated Pack Discharge Temperature Sensor (PDTS) is operative.

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

21 - Air Conditioning

53-05 Emergency Ram-Air Valve (ERAV)

A

1

0

(M)(O) May be inoperative open provided:  
 a) ERAV is secured OPEN,  
 b) Flight is conducted in L PACK operation at or below FL 410,  
 c) AUX PRESS is verified operative,  
 d) Recirculation System is operative,  
 e) Wing Ice Protection System (WIPS) is operative,  
 f) APS and FTIS are considered inoperative,  
 g) MFS1, MFS2 and MFS3 are operative, and  
 h) Repairs are made within 10 calendar days.

54-01 Forward Avionics Rack Fan (FARF)

C

1

0

(M)(O) May be inoperative provided:  
 a) Both Bleed Air Systems and Air Conditioning Packs are operative,  
 b) All Cockpit AFD display fans are operative,  
 c) Both Avionics Bay Fans are verified operative,  
 d) Forward Rack temperature sensor is operative, and  
 e) Forward Outflow Valve is operative.

54-05 Aft Avionics Rack Fan (AARF)

C

2

1

(M)(O) One may be inoperative provided:  
 a) Both Air Conditioning Packs are operative, and  
 b) Aft Outflow Valve is operative.



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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

21 - Air Conditioning

54-23 Avionics Bay Fan (AVFAN)

C 2 1

(M)(O) One may be inoperative provided:  
 a) Both Bleed Air Systems and Air Conditioning Packs are operative,  
 b) Forward Avionics Rack Fan is verified operative,  
 c) All the Avionics Bay Temperature Sensors are operative, and  
 d) Forward Outflow Valve is operative.

54-25 Aft Equipment Bay Fan (AEBF)

C 2 1

(M)(O) One may be inoperative provided:  
 a) The remaining Aft Equipment Bay Fan is verified operative, and  
 b) Aft equipment bay temperature sensor is operative.

C 2 0

One or both may be inoperative provided Outside Ambient Temperatures (OAT) on the ground (departure, destination, and alternative airports) are not greater than 35 degrees C.

C 2 0

One or both may be inoperative provided ground operation is less than 45 mins when Outside Ambient Temperature (OAT) on the ground (departure, destination, or alternative Airports) is greater than 35 degrees C.

60-09 Hot Air Shut Off Valves (HASOV)

C 2 1

(M)(O) One may be inoperative provided:  
 a) The affected valve is secured CLOSED,  
 b) Both Air Conditioning Packs are operative,  
 c) AUX PRESS is considered inoperative, and  
 d) Emergency Ram Air Valve (ERAV) is verified operative.

NOTE: Trim air is available.

(Cont'd)

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**4. Remarks or Exceptions**

21 - Air Conditioning

60-09 Hot Air Shut Off Valves (HASOV) (Cont'd)

C

2

0

(M)(O) Both may be inoperative provided:  
 a) Both valves are secured CLOSED,  
 b) Both Air Conditioning Packs are operative,  
 c) Trim Air System (TRIM AIR) is selected to OFF,  
 d) AUX PRESS is considered inoperative, and  
 e) Emergency Ram Air Valve (ERAV) is verified operative.

60-13 Trim Air Valves (TAV)

C

4

0

(O) Any number of valves may be inoperative provided:  
 a) TRIM AIR is selected OFF,  
 b) Both Air Conditioning Packs are operative,  
 c) Emergency Ram Air Valve (ERAV) is verified operative, and  
 d) AUX PRESS is considered inoperative.

60-21 Forward Avionics Rack Temperature Sensor

C

1

0

(M)(O) May be inoperative provided:  
 a) Both Air Conditioning Packs are operative,  
 b) Forward Avionics Rack Fan is verified operative,  
 c) Both Forward Avionics Bay Fans are verified operative, and  
 d) Forward Outflow Valve is operative.

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4. Remarks or Exceptions

21 - Air Conditioning

60-23	Forward Avionics Bay Temperature Sensor	C	3	2	(M)(O) One may be inoperative provided: a) Both Air Conditioning Packs are operative, b) Both Forward Avionics Bay Fans are verified operative, and c) Forward Outflow Valve is operative.
60-25	Aft Equipment Bay Temperature Sensor	C	1	0	(M)(O) May be inoperative provided both Aft Equipment Bay Fans are verified operative.
		C	1	0	May be inoperative provided Outside Ambient Temperatures (OAT) on the ground (departure, destination, and alternative airport) are not greater than 35 degrees C.
60-26	Temperature Control System				
	1) Auto Mode	C	1	0	(O) May be inoperative provided Temperature Control Manual Mode (MAN TEMP) is verified operative.
60-27	Temperature Control Panel				
	1) MAN TEMP PBA	C	1	0	(O) May be inoperative provided Temperature Control Auto Mode is operative.
	2) MAN TEMP PBA ("ON" light function only)	C	1	0	May be inoperative.

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1. Repair Category

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4. Remarks or Exceptions

21 - Air Conditioning

60-27 Temperature Control Panel (Cont'd)

3) COCKPIT knob

A

1

0

(O) May be inoperative provided:  
 a) CABIN knob is verified operative and used to control cabin and cockpit temperature, and CABIN PTY is not selected,  
 b) TRIM AIR is selected OFF,  
 c) AUX PRESS is not used,  
 d) L PACK is selected OFF,  
 e) Emergency Ram Air Valve (ERAV) is verified operative,  
 f) Recirculation System is operative,  
 g) Wing Ice Protection System (WIPS) is operative,  
 h) Flight is conducted with R PACK operation at or below FL 410,  
 i) Repairs are made within 10 calendar days, and  
 j) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: APS and FTIS are not available.

4) CABIN knob

A

1

0

(O) May be inoperative provided:  
 a) COCKPIT knob is verified operative and used to control cabin and cockpit temperature,  
 b) TRIM AIR is selected OFF,  
 c) AUX PRESS is not used,  
 d) R PACK is selected OFF,  
 e) Emergency Ram Air Valve (ERAV) is verified operative,  
 f) Recirculation System is operative,  
 g) Wing Ice Protection System (WIPS) is operative,  
 h) Flight is conducted with L PACK operation at or below FL 410,  
 i) Repairs are made within 10 calendar days, and  
 j) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: APS and FTIS are not available.

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**System & Sequence No. Item**

**1. Repair Category**

**2. Number Installed**

**3. Number Required For Dispatch**

**4. Remarks or Exceptions**

21 - Air Conditioning

61-02 Duct Temperature Sensors (DTS)

C

4

0

(O) One or more may be inoperative provided:  
 a) Trim Air System is selected OFF and Status message TRIM AIR OFF is displayed,  
 b) AUX PRESS is considered inoperative,  
 c) Both Air Conditioning Packs are operative, and  
 d) Emergency RAM Air Valve (ERAV) is verified operative.

61-03 Ventilated Temperature Sensors (VENTS)

C

4

0

(O) One or more may be inoperative provided:  
 a) All Duct Temperature Sensors (DTS) are operative, and  
 b) Temperature Control Manual mode (MAN TEMP) is verified operative.

61-05 Mix Manifold Temperature Sensors (MMTS) Sensors Elements

C

4

0

(O) One or more may be inoperative provided:  
 a) Both Air Conditioning Packs are operative,  
 b) Both Pack Discharge Temperature Sensors (PDTS) are operative, and  
 c) RECIRC fan is selected OFF.

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

22 - Auto Flight

10-00 Autopilot Systems

C

3

1

One or two may be inoperative provided operations do not require their use.

B

3

0

Up to three may be inoperative provided operations do not require their use.

11-00 Flight Director (FD) Channels

C

4

1

(O) Up to three may be inoperative provided operations do not require two or more FD channels.

11-01 Flight Control Panel (FCP)

1) Reserved

Sub-item number reserved for future use.

2) Reserved

Sub-item number reserved for future use.

3) Control Panel Read Out Windows

C

4

0

(O) May be inoperative provided crew selection of IAS / MACH, HDG, ALT, V/S / FPA are verified to be indicated on Primary Flight Displays (PFD).

(Cont'd)

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

22 - Auto Flight

11-01 Flight Control Panel (FCP)  
(Cont'd)

4)	Mode Indicator light	C	13	0	(O) May be inoperative (not illuminated) provided associated mode is annunciated on the Flight Mode Annunciator (FMA) of both Primary Flight Displays (PFD).  NOTE: If mode is inoperative, refer to applicable MMEL item.
5)	1/2 BANK Push Button	C	1	0	May be inoperative.
6)	Autopilot (AP) Push Button	B	1	0	(O) May be inoperative provided Autopilot is considered inoperative.
7)	Flight Level Change (FLC) Mode Push Button	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
8)	Altitude (ALT) Mode Push Button	C	1	0	May be inoperative provided: a) Altitude Rotary Knob is operative, and b) Altitude alerting system is operative.
9)	Vertical Navigation (VNAV) Mode Push Button	C	1	0	May be inoperative provided procedures do not require its use.
10)	Vertical Speed (V/S) Mode Push Button	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
11)	Flight Director (FD) Push Button	C	2	1	One may be inoperative.
12)	Speed IAS to Mach Push Button	C	1	0	May be inoperative provided automatic transition from Indicated Air Speed (IAS) to Mach and Mach to IAS is operative.

(Cont'd)

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

22 - Auto Flight

11-01 Flight Control Panel (FCP)  
(Cont'd)

13) Speed FMS or MAN Selector knob

C

1

0

(O) May be inoperative provided MAN is operative and selected.

14) Heading Rotary Knob

B

1

0

(O) May be inoperative provided:  
a) Heading PUSH SYNC Push Button is operative, and  
b) Alternate procedures are established and used.

15) Heading PUSH SYNC Push Button

C

1

0

May be inoperative provided Heading Rotary Knob is operative.

16) Altitude (ALT) Push Fine Push Button

B

1

0

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Altitude Preselect is only available in 1,000 foot or 100 meter increments.

17) Altitude Feet to Meter Selector Knob

B

1

0

(O) May be inoperative provided alternate procedures are established and used.

D

1

0

May be inoperative provided routine procedure do not require its use.

18) UP/DN Selector Wheel

C

1

0

(O) May be inoperative provided:  
a) Flight Path Angle (FPA) Flight Director mode is considered inoperative,  
b) Vertical Speed (V/S) Flight Director mode is considered inoperative, and  
c) Alternate Procedures are established and used.

19) Emergency Descent Mode (EDM) Guarded Push Button

C

1

0

May be inoperative provided operations are conducted at or below FL 250.



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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

22 - Auto Flight

12-00 Takeoff/Go Around (TOGA) Switches

C 2 1

One may be inoperative provided Pilot flying has the operative buttons when flying Instrument Meteorological Conditions (IMC) approaches.

C 2 0

Both may be inoperative provided:  
 a) Both Thrust Levers are operated manually for takeoff and go-around, and  
 b) Autopilot and Flight Director are not used below Minimum Descent Altitude or 500 feet AGL, whichever is higher.

NOTE: The FD Takeoff and Go Around modes will not be available.

30-00 Autothrottle Systems

C 2 1

One may be inoperative.

C 2 0

(O) Both may be inoperative provided:  
 a) Autothrottle systems are verified disengaged and not used,  
 b) Emergency Descent Mode (EDM) Guarded Push Button is considered inoperative, and  
 c) Operations do not require their use.

30-02 Autothrottle Quick Disconnect Buttons (on Thrust Lever Handles)

C 2 1

One may be inoperative.

C 2 0

(O) Both may be inoperative provided:  
 a) AT Engage/Disengage Switches are operative, and  
 b) Alternate procedures are established and used.

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

23 - Communications

11-00 Very High-Frequency (VHF) Communication systems

D

3

-

Any in excess of those required by regulations may be inoperative provided:  
 a) VHF 1 or VHF 2 is operative, and  
 b) Datalink System ATN CPDLC is considered inoperative, if VHF 3 is used in VOICE or inoperative.

D

3

-

Any in excess of those required by regulations may be inoperative provided VHF 1 or VHF 2 is operative.  
  
 NOTE: Datalink functions will be available if any of VHF 3 or VHF 2 is operative and used in DATA mode.

12-00 HF Communication System

C

2

1

(O) One may be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided:  
 a) SATCOM Voice or Data Link operates normally,  
 b) Alternate procedures are established and used,  
 c) SATCOM coverage is available over the intended route of flight, and  
 d) If Iridium PSTN codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required.

NOTE: SATCOM can be used as a backup to normal HF communications.

D

-

-

Any in excess of those required by regulations may be inoperative.

15-00 Iridium Cockpit Satellite Communication (SATCOM) System

C

1

0

(O) May be inoperative provided alternate procedures are established and used.

NOTE: SATCOM-based datalink systems will not be available.

(Cont'd)

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

23 - Communications

15-00 Iridium Cockpit Satellite Communication (SATCOM) System (Cont'd)

D 1 0 May be inoperative provided routine procedures do not require its use.  
  
NOTE: SATCOM-based datalink systems will not be available.

21-00 Printer System\*\*\*

D 1 0 May be inoperative.

22-00 Selective Call Systems (SELCAL)

C - 0 (O) May be inoperative provided alternate procedures are established and used.  
  
NOTE: Partial loss of SELCAL function will affect either left or right radios. To use the SELCAL function, flight crew must use operative side radios only.

D - 0 May be inoperative provided procedures do not require its use.

25-00 Datalink System

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.

1) Aircraft Communications Addressing and Reporting System (ACARS)

C - 0 (O) May be inoperative provided alternate procedures are established and used.

NOTE: Any portion of the system that operates normally may be used.

(Cont'd)

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1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

23 - Communications

25-00

Datalink System  
(Cont'd)

1) Aircraft Communications  
Addressing and Reporting  
System (ACARS)  
(Cont'd)

D

-

0

May be inoperative provided routine procedures do not require its use.

NOTE: Any portion of the system that operates normally may be used.

2) Controller–Pilot Data Link  
Communications (CPDLC)  
Function  
(FANS)\*\*\*

C

-

0

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Any portion of the function that is operative may be used.

D

-

0

May be inoperative provided operating regulations and routine procedures do not require its use.

NOTE: Any portion of the function that is operative may be used.

3) Controller–Pilot Data Link  
Communications (CPDLC)  
Function  
(ATN) \*\*\*

C

-

0

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Any portion of the function that is operative may be used.

D

-

0

May be inoperative provided operating regulations and routine procedures do not require its use.

NOTE: Any portion of the function that is operative may be used.

(Cont'd)

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

23 - Communications

25-00 Datalink System  
(Cont'd)

4) Automatic Dependent  
Surveillance – Contract  
(ADS-C)  
\*\*\*

C - 0

(O) May be inoperative where routine procedures require its use provided alternate procedures are established and used.

D - 0

May be inoperative provided operating regulations do not require its use.

5) CPDLC Push Buttons  
ACPT, RJCT, STBY,  
LOAD, REFRESH  
(Glareshield Panel)  
\*\*\*

D 10 0

(O) Any or all may be inoperative provided alternate procedures are established and used.

31-00 Passenger Address  
System

B 1 0

(O) May be inoperative provided:  
a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used,  
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.

NOTE: Any station function(s) that operates normally may be used.

(Cont'd)

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

23 - Communications

31-00 Passenger Address System (Cont'd)

C	1	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 established and used.
---	---	---	--

NOTE: Any station function(s) that is (are) operative may be used.

1) Crew Rest Facility Station	C	-	-	(O) May be inoperative provided: a) Flight deck and Cabin to Crew Rest Facility Station interphone systems (two way) with associated calls (e.g. chimes) is verified operative, b) Crew Rest Facility Station 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.
-------------------------------	---	---	---	---

	C	-	-	(M)(O) May be inoperative provided: a) Associated Crew Rest Facility Station is not occupied, and b) Associated Crew Rest Facility Station is placarded INOPERATIVE -DO NOT USE.
--	---	---	---	--

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**System & Sequence No. Item**

**1. Repair Category**

**2. Number Installed**

**3. Number Required For Dispatch**

**4. Remarks or Exceptions**

23 - Communications

40-00 Crew Member Interphone System

1) Flight Deck to Cabin and Cabin to Cabin

B - 1

(O) May be inoperative provided:  
 a) An operative flight deck to cabin interphone system (two way) is at an operative flight attendant seat,  
 b) The public address system is verified operative prior to each flight, and  
 c) Alternate communications procedures are established and used.

NOTE: Any station function(s) that operates normally may be used.

A - 0

(O) May be inoperative for non-passenger carrying operations for one flight day provided:  
 a) Crew members are the only occupants of the aircraft, and  
 b) Alternate procedures are established and used.

C 1 0

(O) May be inoperative provided:  
 a) Provided regulations do not require its use, and  
 b) Alternate communications are established and used.

2) Flight Deck to Ground

D 1 0

May be inoperative provided procedures are not dependent on its use.

C 1 0

(O) May be inoperative provided alternate procedures are established and used.

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

23 - Communications

51-01	Flight Compartment Speakers	C	2	1	May be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, and c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets.
51-02	Lavatory Speaker	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
51-03	Audio Control Panels (ACP)				
	1) Transmission Keys	C	-	-	One may be inoperative on left or right ACP.  NOTE: For the observer Audio Control Panel, see ATA 25.
51-05	Flight Deck Headsets Earphones/Headphones and Boom Microphones				
	1) Headset Boom Microphones	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three flight days.
51-07	Flight Deck Hand Microphone Systems	C	2	1	One may be inoperative (non-transmitting) provided associated Boom Microphone is operative and is used.
		C	2	0	Both may be inoperative provided: a) Boom microphones are operative, and b) Spare boom microphone is available in flight compartment.



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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

23 - Communications

51-11 Push-to-Talk (PTT) Switches

1) Sidesticks

C

2

0

(O) One or both may be inoperative provided PTT switches on associated Cursor Control Panel (CCP) are verified operative.

2) Cursor Control Panel (CCP)

C

4

2

(O) One may be inoperative on each Cursor Control Panel (CCP) provided associated Sidestick PTT switch is verified operative.

71-00 Cockpit Voice Recorder (CVR)

A

1

0

May be inoperative provided:  
a) Flight Data Recorder is operative, and  
b) Repairs are made within three flight days.

1) Recorder independent Power Supply (RIPS)

C

1

0

May be inoperative.

71-04 CVR Control Panel

1) CVR "TEST" Switch Light (light function only)

C

1

0

May be inoperative.

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

23 - Communications

81-01 Radio Interface Unit (RIU)

1) Channel 1A (Aircraft with single datalink system)

C

1

0

(O) May be inoperative provided:  
 a) All other RIU channels are operative,  
 b) Radio tuning function of the left Control Tuning Panel (CTP) is verified operative,  
 c) Data Concentrator Unit (DCU) Module Cabinet (DMC) channels are verified operative before each flight,  
 d) Digital Switching Modules (DSM) of all Integrated Processing Cabinets (IPC) are verified operative before each flight, and  
 e) Datalink function is considered inoperative.

2) Channel 1A (Aircraft with second datalink system)

C

1

0

(O) May be inoperative provided:  
 a) All other RIU channels are operative,  
 b) Radio tuning function of the left Control Tuning Panel (CTP) is verified operative,  
 c) Data Concentrator Unit (DCU) Module Cabinet (DMC) channels are verified operative before each flight, and  
 d) Digital Switching Modules (DSM) of all Integrated Processing Cabinets (IPC) are verified operative before each flight.

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

23 - Communications

81-01 Radio Interface Unit (RIU)  
(Cont'd)

3) Channel 2A

B

1

0

(O) May be inoperative provided:  
a) All other RIU channels are operative,  
b) Radio tuning function of the right Control Tuning Panel (CTP) is verified operative,  
c) Data Concentrator Unit (DCU) Module Cabinet (DMC) channels are verified operative before each flight, and  
d) Digital Switching Modules (DSM) of all Integrated Processing Cabinets (IPC) are verified operative before each flight.

4) Channel 1B

B

1

0

(O) May be inoperative provided:  
a) Left Control Tuning Panel (CTP) is selected OFF,  
b) All other RIU channels are operative,  
c) Right CTP is operative,  
d) Reversionary tuning is confirmed operative on right CTP,  
e) Radio Tuning System Application (RTSA) is verified operative,  
f) Data Concentrator Unit (DCU) Module Cabinet (DMC) channels are verified operative before each flight,  
g) Digital Switching Modules (DSM) of all Integrated Processing Cabinets (IPC) are verified operative before each flight, and  
h) Very High Frequency Navigation (VHF NAV) System 2 is verified operative.

(Cont'd)

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

23 - Communications

81-01 Radio Interface Unit (RIU)  
(Cont'd)

5) Channel 2B

C

1

0

(O) May be inoperative provided:  
 a) Right Control Tuning Panel (CTP) is selected OFF,  
 b) All other RIU channels are operative,  
 c) Left CTP is operative,  
 d) Reversionary tuning is confirmed operative on left CTP,  
 e) Radio Tuning System Application (RTSA) is verified operative,  
 f) Data Concentrator Unit (DCU) Module Cabinet (DMC) channels are verified operative before each flight,  
 g) Digital Switching Modules (DSM) of all Integrated Processing Cabinets (IPC) are verified operative before each flight, and  
 h) Very High Frequency Navigation (VHF NAV) System 1 is verified operative.

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**1. Repair Category**

**System & Sequence No. Item**

**2. Number Installed**

**3. Number Required For Dispatch**

**4. Remarks or Exceptions**

24 - Electrical Power

00-05	Overhead Control Panel PBA (light function only) - L(R)(APU) GEN "FAIL"	C	3	0	May be inoperative.  NOTE: The associated Caution message is available on EICAS.
00-06	Overhead Control Panel PBA (light function only) - L(R)(APU) GEN "OFF"	C	3	0	May be inoperative.  NOTE: The associated Status message is available on EICAS.
00-07	Overhead Control Panel PBA (light function only) EXT AC "AVAIL"	D	1	0	May be inoperative.  NOTE: The EXT AC PWR AVAIL Advisory message is available on EICAS.
00-08	Overhead Control Panel PBA (light function only) EXT AC "ON"	D	1	0	May be inoperative.  NOTE: The EXT AC PWR ON Status message is available on EICAS.
00-09	Overhead Control Panel PBA (light function only) CABIN POWER "OFF"	C	1	0	
00-10	Overhead Control Panel PBA (light function only) CABIN OUTLET "OFF"	C	1	0	
21-01	Variable Frequency Generator (VFG) Systems				
1)	Left VFG	B	1	0	(O) May be inoperative provided: a) Left VFG is selected OFF, b) Right VFG is operative, and c) APU Generator is operated continuously throughout flight.

(Cont'd)

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

24 - Electrical Power

21-01 Variable Frequency Generator (VFG) Systems  
(Cont'd)

2) Right VFG

A

1

0

(O) May be inoperative provided:  
a) Right VFG is selected OFF,  
b) Left VFG is operative,  
c) APU Generator is operated continuously throughout flight, and  
d) Repairs are made within one flight day.

21-02 VFG Oil High Temperature Indication (Sensor)

1) Left VFG

B

1

0

May be inoperative provided Left VFG System is considered inoperative

2) Right VFG

A

1

0

May be inoperative provided:  
a) Right VFG System is considered inoperative, and  
b) Repairs are made within one flight day.

21-03 VFG Oil Level Indication (Remote Oil Level Sensor - ROLS)

A

2

0

(M) One or both may be inoperative provided:  
a) Adequate oil levels are verified once each flight day, and  
b) Repairs are made prior to completion of the next heavy maintenance visit.

21-04 VFG Oil Differential Pressure Indicators

1) Left VFG

B

1

0

May be inoperative provided Left VFG is considered inoperative.

(Cont'd)

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1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

24 - Electrical Power

21-04 VFG Oil Differential Pressure Indicators

(Cont'd)

2) Right VFG

A

1

0

May be inoperative provided:  
a) Right VFG System is considered inoperative, and  
b) Repairs are made within one flight day.

21-05 VFG Oil Low Oil Pressure Sensor (LOP)

1) Left VFG

B

1

0

May be inoperative provided Left VFG System is considered inoperative.

2) Right VFG

A

1

0

May be inoperative provided:  
a) Right VFG System is considered inoperative, and  
b) Repairs are made within one flight day.

21-06 VFG Oil Filter

1) Left VFG

B

1

0

May be inoperative provided Left VFG System is considered inoperative.

2) Right VFG

A

1

0

May be inoperative provided:  
a) Right VFG System is considered inoperative, and  
b) Repairs are made within one flight day.

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

24 - Electrical Power

22-01 APU Generator System

C

1

0

(O) May be inoperative provided:  
 a) APU GEN is selected to OFF,  
 b) L VFG and R VFG Systems operate normally, and  
 c) Procedures do not require its use.

23-04 Ram Air Turbine (RAT) System - Heater

A

1

0

May be inoperative for one flight.

23-06 RAT Handle / LG Manual Release Compartment Handle Cover

C

1

0

(O) May be inoperative or missing.

25-01 Circuit Breaker Status Indication

C

-

0

May be inoperative for indication "--".

26-01 Dual Frequency Converter Unit (DFCU)

C

2

0

(O) One or both may be inoperative provided affected DFCU is deactivated.

31-01 Transformer Rectifier Unit (TRU) 1

Deleted, Revision 4.

|



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**1. Repair Category**

**System & Sequence No. Item**

**2. Number Installed**

**3. Number Required For Dispatch**

**4. Remarks or Exceptions**

24 - Electrical Power

31-02 TRU Line Contactor (TLC)  
1

Deleted, Revision 4. |

33-03 Fly-By-Wire (FBW)  
Permanent Magnet  
Generator (PMG)

C 2 1

(O) One may be inoperative provided both FBW  
Power Converters are operative.

40-01 Ground Power Control  
Panel Annunciator Light -  
EXT AC "AVAIL"

D 1 0

40-02 Ground Power Control  
Panel Annunciator Light -  
EXT AC "IN USE"

D 1 0

40-03 Ground Power Control  
Panel PBA (light function  
only) - GROUND  
SERVICE "ON"

D 1 0

40-04 Ground Power Control  
Panel Annunciator Light -  
BATTERY MASTER  
"BATT ON"

C 1 0

(M) May be inoperative provided alternate  
procedure is established and used.

NOTE: Batteries may deplete if not selected  
OFF.

41-01 External AC Power

D 1 0

53-00 Ground Service Mode

D 1 0

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4. Remarks or Exceptions

24 - Electrical Power

61-01 Contactor Auxiliary  
Contacts Status

1)	DC Essential Contactor 2 (DEC2) DCLOG2 Monitoring	C	1	0	(M) May be inoperative provided DC Essential Contactor 2 (DEC2) is verified operative.
2)	DC Tie Contactor 1 (DTC1) DCLOG1 Monitoring	C	1	0	(M) May be inoperative provided DC Tie Contactor 1 (DTC1) is verified operative.
3)	DC Tie Contactor 1 (DTC1) DCLOG2 Monitoring	C	1	0	(M) May be inoperative provided DC Tie Contactor 1 (DTC1) is verified operative.
4)	DC Tie Contactor 2 (DTC2) DCLOG1 Monitoring	C	1	0	(M) May be inoperative provided DC Tie Contactor 2 (DTC2) is verified operative.
5)	DC Tie Contactor 2 (DTC2) DCLOG2 Monitoring	C	1	0	(M) May be inoperative provided DC Tie Contactor 2 (DTC2) is verified operative.
6)	TRU Line Contactor 1 (TLC1) DCLOG1 Monitoring	C	1	0	(M) May be inoperative provided TRU Line Contactor 1 (TLC1) is verified operative.
7)	TRU Line Contactor 2 (TLC2) DCLOG2 Monitoring	C	1	0	(M) May be inoperative provided TRU Line Contactor 2 (TLC2) is verified operative.

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1. Repair Category

2. Number Installed

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4. Remarks or Exceptions

25 - Equipment / Furnishing

10-02 Pilot Seat Adjustments

1) Height Adjustments

C 2 0

(M) One or both may be inoperative provided:  
 a) Seat is secured in vertical position acceptable to affected crewmember,  
 b) Egress is not impaired, and  
 c) Use of Head Up Display (HUD) (if installed) is not impaired.

2) Recline Adjustments

B 2 0

(M) One or both may be inoperative provided affected seat is secured or locked in a position acceptable to affected crewmember.

3) Armrest Adjustments  
 a) Inboard

C 2 0

(M) One or more may be inoperative provided:  
 a) Affected armrest is stowed in retracted position or removed, and  
 b) Seat is acceptable to flight crewmember.

b) Outboard

C 4 0

One or more vertical and/or tilt angle adjustments may be inoperative provided settings are acceptable to affected crewmember.

c) Position Indicators

C 4 0

One or more may be inoperative.

4) Lumbar Support Adjustments

C 2 0

One or both may be inoperative in the lowest position provided seat is acceptable to affected crewmember.

5) Thigh Support Adjustments

C 2 0

One or both may be inoperative provided seat is acceptable to affected crewmember.

(Cont'd)

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1. Repair Category

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3. Number Required For Dispatch

4. Remarks or Exceptions

25 - Equipment / Furnishing

10-02 Pilot Seat Adjustments  
(Cont'd)

6) Headrest Adjustments

C 2 0

One or both may be inoperative provided seat is acceptable to affected crewmember.

7) Seat Pan Angle Adjustments

C 2 0

One or both may be inoperative provided seat is acceptable to affected crewmember.

10-04 Sun Visors

C 2 0

One or both may be inoperative.

18-00 Observer Seat (Including Associated Equipment)

B 1 0

(M) May be inoperative except when required by a person in an official capacity provided the seat is removed, stowed, or secured in the retracted position.

D 1 0

(M) May be inoperative provided:  
a) The seat is not required to be occupied in an official capacity for extended periods of time, and  
b) The seat is removed, stowed, or secured in the retracted position.

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4. Remarks or Exceptions

25 - Equipment / Furnishing

20-01 Passenger Convenience/NEF

1) Passenger Convenience Items \*\*\*

-

0

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, ashtrays, stereo equipment, and overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the MEL.

NOTE 1: Exterior lavatory door ashtrays are not considered convenience items.

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".

NOTE 3: Movie equipment individual screens, if applicable, must be capable of being stowed.

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.

2) Non-Essential Equipment and Furnishings (NEF) \*\*\*

-

0

One or more may be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF program 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.

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4. Remarks or Exceptions

25 - Equipment / Furnishing

20-05 Cabin and Galley Storage Compartments/Closets

C - -

(M) One or more may be inoperative provided:  
 a) Procedures are established to secure compartments/closets CLOSED,  
 b) Associated compartment/closet is prominently placarded DO NOT USE,  
 c) Any emergency equipment located in affected compartment/closet is considered inoperative, and  
 d) Affected compartment/closet is not used for storage of any item(s) except for those permanently affixed.

NOTE: An inoperative door latch renders the lid/door inoperative.

C - -

(M)(O) One or more may be inoperative provided:  
 a) Affected compartment/closet door(s) is removed,  
 b) Associated compartment/closet is not used for storage of any items, except those permanently affixed,  
 c) Associated compartment/closet is prominently placarded DO NOT USE,  
 d) Procedures are established and used to alert crew members and passengers of inoperative compartments/closets, and  
 e) Passengers are briefed that associated compartment/closet is not used.

NOTE 1: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.

NOTE 2: An inoperative door latch renders the lid/door inoperative.

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

25 - Equipment / Furnishing

22-01 Passenger Seats (includes seat back)

D - -

(M) One or more may be inoperative provided:  
 a) Seat does not block an emergency exit,  
 b) Seat does not restrict any passenger from access to the main aircraft aisle, and  
 c) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".

NOTE 1: A seat with an inoperative safety belt is considered inoperative.

NOTE 2: The affected seat(s) may include the seat behind and/or the adjacent outboard seats.

1) Recline Mechanism

D - -

(M) One or more may be inoperative and seat occupied provided seat is secured in the full upright position.

D - -

One or more may be inoperative and seat occupied provided seat back is immovable in full upright position.

2) Swivel/Travel Mechanisms

D - -

(M) One or more may be inoperative and the affected seat occupied provided affected seat is secured in take-off and landing position.

C - -

One or more may be inoperative and the affected seat occupied provided the affected seat is immovable in take-off and landing position.

3) Berth Mode

D - 0

One or more may be inoperative provided associated seat is considered inoperative.

D - 0

(M) One or more may be inoperative and seat occupied provided affected seat is secured in takeoff and landing position.

NOTE: Any of the seat functions that are operative may be used.

(Cont'd)

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

25 - Equipment / Furnishing

22-01 Passenger Seats (includes seat back)  
(Cont'd)

4) Headrest Adjustments  
a) Forward Facing Seats

D - 0

One or more may be inoperative.

b) Aft Facing Seats

D - 0

One or more may be inoperative provided associated seat is considered inoperative.

5) Legrest

D - 0

One or more may be inoperative provided associated seat is considered inoperative.

D - 0

(M) One or more may be inoperative and seat occupied provided affected legrest is secured in takeoff and landing position.

NOTE: Any of the seat functions that are operative may be used.

6) Seatdepth Adjustment

D - 0

One or more may be inoperative provided associated seat is considered inoperative.

D - 0

(M) One or more may be inoperative and seat occupied provided affected seatdepth is secured in takeoff and landing position.

NOTE: Any of the seat functions that are operative may be used.

7) Lumbar Support

D - 0

One or more may be inoperative.

8) Electronic/Electrical Systems/Components

D - -

(M) One or more may be inoperative and seat occupied provided affected component(s) is deactivated.



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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

25 - Equipment / Furnishing

26-01 Divan

D - -

(M) One or more may be inoperative provided:  
 a) Divan does not block an emergency exit,  
 b) Divan does not restrict any passenger from access to the main aircraft aisle,  
 c) Divan is secured in takeoff and landing position, and  
 d) The affected divan(s) is blocked and placarded "DO NOT OCCUPY".

NOTE 1: A divan seat position with an inoperative safety belt is considered inoperative.

NOTE 2: On a multi-place divan, unaffected positions may still be occupied.

1) Berth Mode

D - 0

One or more may be inoperative provided associated divan is considered inoperative.

D - 0

(M) One or more may be inoperative and divan seat position occupied provided affected divan seat position is secured in takeoff and landing position.

NOTE: Any of the divan seat position functions that are operative may be used.

2) Recline Mechanism

D - -

(M) One or more may be inoperative and divan seat position occupied provided divan seat position is secured in the takeoff and landing position.

D - -

One or more may be inoperative and divan seat position occupied provided divan seat position is immovable in takeoff and landing position.

3) Leg-Flail Restraints

D - -

One or more may be inoperative provided associated divan is considered inoperative.

(Cont'd)

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System & Sequence No. Item

1. Repair Category

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3. Number Required For Dispatch

4. Remarks or Exceptions

25 - Equipment / Furnishing

26-01

Divan  
(Cont'd)

4) Inflatable Restraints

D

-

-

One or more may be inoperative provided associated divan is considered inoperative.

5) Aft Facing Headrests

D

-

-

One or more may be inoperative provided associated divan is considered inoperative.

6) Electronic/Electrical  
Systems/Components

D

-

-

(M) One or more may be inoperative and divan seat position occupied provided affected component(s) is deactivated.

40-01

Exterior Lavatory Door  
Ashtrays

1) For airplanes with more  
than one exterior lavatory  
door or entry area ashtray

A

-

-

Up to and including 50 percent may be missing or inoperative for 10 days.

NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.

A

-

-

More than 50 percent may be missing or inoperative for 3 days.

NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.

2) For airplanes with only  
one exterior lavatory door  
or entry area ashtray

A

1

0

May be missing or inoperative for 10 days.

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**1. Repair Category**

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**4. Remarks or Exceptions**

25 - Equipment / Furnishing

50-02 Crew Rest Facilities \*\*\*

1) Acoustic Curtain \*\*\*

C 1 0

(M) May be inoperative provided it is secured in open position for taxi, takeoff, and landing.

NOTE: Crew Rest Seat may be occupied.

2) Door \*\*\*

C 1 0

(M) May be inoperative provided it is secured in open position.

NOTE: Crew Rest Seat may be occupied.

60-00 First Aid Kit

D - -

(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided:

- a) Required distribution is maintained, and
- b) Procedures are established and used to alert crew members of missing or incomplete kits.

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4. Remarks or Exceptions

25 - Equipment / Furnishing

60-03 Automatic External Defibrillator (AED) and/or Associated Equipment \*\*\*

D - -

Any in excess of those required by regulations may be incomplete, missing or inoperative.

61-01 Emergency Locator Transmitter (ELT)

1) Fixed ELTs

- - -

(M) May be inoperative provided:  
a) Placard is displayed in the flight deck indicating the date ELT has been removed, and  
b) Repair or replacement is made within the time interval prescribed by regulations.

2) Survival ELTs \*\*\*

D - -

Any in excess of those required by regulations may be inoperative or missing.

62-00 Life Jackets \*\*\*

D - -

(M)(O) Any in excess of those required may be inoperative or missing, provided:  
a) Required distribution is maintained,  
b) Inoperative lifejacket and its installed location are placarded inoperative,  
c) Inoperative life jacket is secured out of sight, and  
d) Procedures are established and used to alert crew members of inoperative or missing equipment.

62-03 Life Raft \*\*\*

D 1 0

As required by regulations.

64-00 Flight Crew Emergency Vision Assurance System (EVAS) \*\*\*

D 1 0

May be inoperative or missing.

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1. Repair Category

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3. Number Required For Dispatch

4. Remarks or Exceptions

25 - Equipment / Furnishing

65-00 Flashlights/Flashlight Holders

1) Flashlights

C - 0

(O) One or more may be inoperative or missing provided each installed flashlight is replaced with a flashlight of equivalent characteristics and is readily available.

2) Holders

C - 0

(M)(O) One or more may be inoperative or missing provided alternate stowage provisions are provided.

70-01 Galley/Cabin Waste Receptacle Access Doors/Covers

C - -

(M)(O) May be inoperative provided:  
 a) The container is empty and the access is secured to prevent waste introduction into the compartment, and  
 b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.

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**I**

**I**

**1. Repair Category**

**System & Sequence No. Item**

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**3. Number Required For Dispatch**

**4. Remarks or Exceptions**

26 - Fire Protection

11-00 Engine Fire Detection Loops

A

4

3

(O) One may be inoperative for three flights provided:

- a) Baggage compartment is empty or does not contain combustible materials,
- b) Both Baggage compartment smoke detector channels are operative,
- c) Both APU Fire Detection loops are operative, and
- d) APU is not used in flight.

12-00 APU Fire-Detection System

1) Detection Loops

C

2

0

May be inoperative provided Auxiliary Power Unit (APU) is considered inoperative and not used.

12-09 Auxiliary Power Unit (APU) Fire Warning Horn

C

1

0

(O) May be inoperative provided APU status is monitored during ground operations.

13-00 Main Landing Gear Overheat Detection System

B

1

0

(M)(O) May be inoperative provided:

- a) Brakes are inspected prior to each flight and are cool to the touch,
- b) Landing gear is left extended for a minimum of ten minutes after takeoff, and
- c) Takeoff performance is in accordance with the AFM supplement (Dispatch with Landing Gear Retraction System Inoperative)

NOTE: In case of engine failure after V1, performance is the prime consideration and the landing gear should be retracted normally until performance penalty with gear down is not a problem.

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**4. Remarks or Exceptions**

26 - Fire Protection

14-01 Lavatory Smoke Detection System

C - 0

(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided:  
 a) Associated lavatory is not used by passengers for any purpose,  
 b) Associated lavatory waste receptacle is empty.  
 c) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER",  
 d) Access to waste receptacle from outside the lavatory must be secured closed and placarded "INOPERATIVE - DO NOT USE",  
 e) Lavatory is used only by crew members, and  
 f) In-flight service waste bags are not stored in the associated lavatory.

NOTE: The above-mentioned provisos are not intended to preclude crew member lavatory inspections, which must be detailed in the (O) procedures.

1) Non Passenger Carrying Operations

B - 0

(O) For each lavatory, the lavatory smoke detection system may be inoperative for non-passenger carrying operations provided:  
 a) Crew members are the only occupants of the aircraft,  
 b) Occupants are briefed as to which smoke detection system(s) is/are inoperative, and  
 c) In-flight service waste bags are not stored in the lavatory.

NOTE: The above-mentioned provisos are not intended to preclude crew member lavatory inspections, which must be detailed in the (O) procedures.

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1. Repair Category

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4. Remarks or Exceptions

26 - Fire Protection

14-02	Cabin Smoke Detection System***	C	-	0	(M)(O) May be inoperative provided the affected cabin area is monitored for visible smoke.
14-03	Closet Smoke Detection System***	C	-	0	May be inoperative.
14-04	Crew Rest Area Smoke Detector***	C	1	0	May be inoperative.
14-05	Baggage-Compartment Smoke Detector				
	1) Channels	C	2	0	(O) May be inoperative provided cargo is not carried in the associated compartment.  NOTE: For ballast purposes, use of bags (made of glass fiber or Kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
14-06	Avionic Compartment Smoke Detectors				
	1) Channels	C	6	3	(O) May be inoperative provided one channel on each detector is operative.
21-02	APU Fire Extinguishing System	C	1	0	May be inoperative provided the APU is considered inoperative.



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4. Remarks or Exceptions

26 - Fire Protection

21-04            Baggage Compartment  
Fire Extinguishing System

C    1    0

(O) May be inoperative provided cargo is not carried in the associated compartment.

NOTE: For ballast purposes, use of bags (made of glass fiber or Kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.

25-00            Portable Fire  
Extinguishers

D    -    -

(M)(O) Any in excess of those required by regulations may be inoperative or missing provided:  
 a) Inoperative fire extinguisher(s) is/are removed from passenger cabin and/or flight deck, and its location is placarded INOPERATIVE, or it is removed from installed location, secured out of sight and fire extinguisher and its installed location are placarded INOPERATIVE,  
 b) Required distribution is maintained in passenger compartment, and the flight deck, as applicable, and  
 c) Procedures are established to alert crew members of missing portable fire extinguishers.

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1. Repair Category

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3. Number Required For Dispatch

4. Remarks or Exceptions

27 - Flight Controls

00-01 Primary Flight Controls Control Panel

1) PFCC 1 "OFF" PBA Light (light function only)

C 1 0

(O) May be inoperative provided PFCC 1 OFF Status message is verified to be displayed when associated switch is selected.

2) PFCC 2 "OFF" PBA Light (light function only)

C 1 0

(O) May be inoperative provided PFCC 2 OFF Status message is verified to be displayed when associated switch is selected.

3) PFCC 3 "OFF" PBA Light (light function only)

C 1 0

(O) May be inoperative provided PFCC 3 OFF Status message is verified to be displayed when associated switch is selected.

00-02 Primary Flight Controls Control Panel PFCC 1/2/3 "OFF" PBA Guards

C 3 1

May be inoperative or missing provided:  
a) At least one operative PFCC has a switch guard, and  
b) Associated PFCC 1/2/3 "OFF" PBA light is operative.

00-03 Primary Flight Controls Control Panel

1) PFCC 1 "OFF" PBA

C 1 0

(M)(O) May be inoperative provided:  
a) Associated PFCC 1 is deactivated,  
b) Remaining two PFCC 2(3) "OFF" PBA are verified operative, and  
c) Remaining two PFCC 2(3) are operative.

(Cont'd)

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1. Repair Category

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2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

27 - Flight Controls

00-03 Primary Flight Controls  
Control Panel

(Cont'd)

2) PFCC 2 "OFF" PBA

C

1

0

(M)(O) May be inoperative provided:  
a) Associated PFCC 2 is deactivated,  
b) Remaining two PFCC 1(3) "OFF"  
PBAs are verified operative, and  
c) Remaining two PFCC 1(3) are  
operative.

3) PFCC 3 "OFF" PBA

C

1

0

(M)(O) May be inoperative provided:  
a) Associated PFCC 3 is deactivated,  
b) Remaining two PFCC 1(2) "OFF"  
PBAs are verified operative,  
c) Remaining two PFCC 1(2) are  
operative, and  
d) APU and APU Generator are  
operative and selected ON before flight.

21-13 Rudder Pedal

1) Electrical Adjustment

C

2

0

(M) One or both may be inoperative provided:  
a) Affected rudder pedal is secured in a  
position which meets individual pilot  
requirements,  
b) Full and unrestricted movement of the  
rudder and brake pedal deflection is  
possible at both pilot stations,  
c) Associated mechanical adjustment is  
verified operative, and  
d) Deactivate the associated electrical  
motor.

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1. Repair Category

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4. Remarks or Exceptions

27 - Flight Controls

42-01 Horizontal Stabilizer Trim Actuator (HSTA) - Motor Control Electronics (MCE) Channel 2

B 1 0

(M) MCE Channel 2 may be inoperative provided:  
 a) Elevator PCUs are verified operative, and  
 b) Remaining channel is verified operative.

51-05 Slat Flap Electronic Control Unit (SFECU) Fans

C 4 3

(M) One may be inoperative.

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1. Repair Category

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4. Remarks or Exceptions

27 - Flight Controls

61-01 Ground Spoiler (GS) System - Includes PCUs and Ground Spoiler Control Module (GSCM)

C 1 0

(M)(O) May be inoperative in retracted position provided:

- a) Spoiler Control Module is disabled,
- b) Inoperative ground spoiler surfaces are verified retracted (with hydraulic pressure applied) prior to each flight,
- c) GS lock-down mechanism is confirmed operative,
- d) All multifunction spoiler surfaces are operative,
- e) Steep approach operations are prohibited, and
- f) Operations are conducted in accordance with AFM Supplement (Dispatch with Ground Spoilers Inoperative).

61-09 Ground Spoiler Proximity Switch Sensors

C 2 1

(M)(O) One may be inoperative provided:  
 a) Affected Ground Spoiler Sensor is disconnected, and  
 b) Ground Spoiler Proximity Switch Sensor on the opposite side is verified operative (showing GS retracted) before each flight.

C 2 0

(M)(O) Both may be inoperative provided:  
 a) Ground Spoiler (GS) System is considered inoperative per MMEL 27-61-01, and  
 b) Both Ground Spoiler Sensors are deactivated.

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

27 - Flight Controls

62-01 Multi-Function Spoiler (MFS) 3 System

C

1

0

(M)(O) May be inoperative provided:  
 a) MFS 3 REU is deactivated,  
 b) Left and Right MFS 3 surfaces are verified retracted with hydraulic pressure applied,  
 c) Left and Right MFS 3 PCU lock-down mechanisms are confirmed operative,  
 d) Ground Spoiler System is operative,  
 e) Remaining multi-function spoilers are verified operative,  
 f) Steep approach operations are prohibited,  
 g) Left Air Conditioning Pack (L PACK) and Right Air Conditioning Pack (R PACK) are operative,  
 h) Left Bleed System and Right Bleed System are operative, and  
 i) Operations are conducted in accordance AFM Supplement (Dispatch with Multifunction Spoiler 3 Inoperative).

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1. Repair Category

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3. Number Required For Dispatch

4. Remarks or Exceptions

28 - Fuel

00-01 Fuel System Synoptic Page (Indications other than Firewall Shut-Off Valves CG Shut-Off Valves Fuel quantity and fuel temperature)

C - -

May be inoperative.  
 NOTE 1: Any portion of FUEL synoptic page that is operative may be used.  
 NOTE 2: Fuel quantity and temperature indications must be operative unless authorized by specific items in MMEL.  
 NOTE 3: Engine Fuel Shut-Off Valve position indications on synoptic page must be operative.

11-01 Water Drain Valves

1) Center Tank

C 2 0

(M)(O) One or both may be inoperative closed provided:  
 a) There is no evidence of leakage,  
 b) Center tank remains empty.  
 c) CTR TO L XFER PBA is selected to OFF, and  
 d) CTR TO R XFER PBA is selected to OFF.

2) Aft Tank

C 2 0

(M)(O) One or both may be inoperative closed provided:  
 a) There is no evidence of leakage,  
 b) Aft tank remains empty, and  
 c) AFT XFER Switch is selected to OFF.

11-13 Gravity Filler Caps

C 2 0

One or both may be inoperative in closed position.

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4. Remarks or Exceptions

28 - Fuel

20-01

Fuel Control Panel

- | System & Sequence No. Item                    | 1. Repair Category | 2. Number Installed | 3. Number Required For Dispatch | 4. Remarks or Exceptions        |
|---|--------------------|---------------------|---------------------------------|---------------------------------|
| 1) L and R RECIRC PBAs (light function only)  | C                  | 2                   | 0                               | One or both may be inoperative. |
| 2) CTR TO L XFER PBA (light function only)    | C                  | 1                   | 0                               | May be inoperative.             |
| 3) CTR TO R XFER PBA (light function only)    | C                  | 1                   | 0                               | May be inoperative.             |
| 4) L / R AUX PUMP PBA (light function only)   | C                  | 2                   | 0                               | May be inoperative.             |
| 5) L and R PRI PUMP PBA (light function only) | C                  | 2                   | 0                               | May be inoperative.             |
| 6) XFEED SOV PBA (light function only)        | C                  | 1                   | 0                               | May be inoperative.             |



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2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

28 - Fuel

21-05 Primary Fuel Pumps

C

2

1

(O) One may be inoperative provided:  
 a) Affected primary fuel pump is deactivated,  
 b) Auxiliary fuel pump on affected side is verified operative,  
 c) Wing to wing transfer system is verified operative,  
 d) Crossfeed Valve is verified operative,  
 e) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative,  
 f) Opposite side Fuel Pumps (Primary and Auxiliary) are verified operative,  
 g) Variable Frequency Generator (VFG) of opposite side is operative, and  
 h) Aft and Center Tank Transfer Systems are operative (if fueled).

NOTE: Crossfeed cannot be used below 30 000 feet to balance wing tanks when operating on the Auxiliary Fuel Pump to feed both engines.

21-11 Auxiliary Fuel Pumps (including canister and check-valve)

C

2

1

(M)(O) One may be inoperative provided:  
 a) Affected Auxiliary Fuel Pump is deactivated,  
 b) Primary Fuel Pump on affected side is verified operative,  
 c) Variable Frequency Generator (VFG) of affected side is operative,  
 d) Wing to Wing transfer system is verified operative,  
 e) Crossfeed valve is verified operative,  
 f) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative,  
 g) Opposite side fuel pumps (primary and auxiliary) are verified operative, and  
 h) Aft and center tank transfer are operative (if fueled).

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**4. Remarks or Exceptions**

28 - Fuel

21-23 APU Feed Shutoff-Valve

C 1 0

(M) May be inoperative provided:  
 a) Valve is deactivated CLOSED, and  
 b) Auxiliary Power Unit (APU) is considered inoperative.

21-27 Crossfeed Shutoff Valve

C 1 0

(M)(O) May be inoperative provided:  
 a) Crossfeed Shutoff Valve is secured closed,  
 b) Both Wing to Wing Transfer Systems are verified operative,  
 c) Both Primary Fuel Pumps are operative,  
 d) Both Auxiliary Fuel Pumps are operative,  
 e) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative, and  
 f) Flight remains within 90 minutes of landing at a suitable airport.

22-00 Wing to Wing Transfer Systems

C 2 0

(O) One or both may be inoperative provided:  
 a) Crossfeed Valve is verified operative,  
 b) Primary and Auxiliary Pumps on affected side are verified operative,  
 c) Primary and Auxiliary Pumps on opposite side are verified operative,  
 d) Both Center Tank Transfer Systems are operative (provided fueled),  
 e) Both Aft Transfer Systems are operative (provided fueled),  
 f) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative,  
 g) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: Crossfeed cannot be used below 30 000 feet to balance wing tanks when operating on the Auxiliary fuel pump to feed both engines.

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**4. Remarks or Exceptions**

28 - Fuel

22-08 Center Tank Transfer Systems

C 2 0

(O) One or both may be inoperative provided:  
 a) Center tank remains empty,  
 b) CTR TO L XFER is selected to OFF,  
 and  
 c) CTR TO R XFER is selected to OFF.

22-15 AFT Tank Transfer Systems

C 2 0

(O) One or both may be inoperative provided:  
 a) Aft tank remains empty, and  
 b) AFT XFER switch is selected to OFF.

22-33 Center of Gravity (CG) Pumps

C 2 0

(O) One or both may be inoperative provided:  
 a) Affected CG Pumps are deactivated,  
 b) CG control function is manually selected OFF,  
 c) Affected Wing to Wing Transfer Systems are considered inoperative,  
 d) Crossfeed valve is verified operative,  
 e) Monitor Wing fuel quantity and CG limits, and  
 f) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: The Fuel in outboard wing tanks may be colder than normal. Crossfeed cannot be used below 30 000 feet to balance wing tanks when operating on one Auxiliary fuel pump to feed both engines.

23-00 Virtual Refuel Panel

D 1 0

May be inoperative.

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1. Repair Category

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4. Remarks or Exceptions

28 - Fuel

23-01 External REFUEL/DEFUEL Control Panel

1) Fuel Quantity Indications (LEFT\* CENTER\* RIGHT\* AFT\* TOTAL)

C

5

0

(O) One or more may be inoperative provided:  
a) Pressure Refueling System Automatic Mode is operative and used, and  
b) Fuel quantity for each fuel tank is verified on EICAS during refueling.

C

5

0

(O) One or more may be inoperative provided Virtual Refuel Panel (VRP) is used.

2) PRESEL Function

C

1

0

(O) May be inoperative provided Manual Mode is used.

C

1

0

(O) May be inoperative provided Virtual Refuel Panel (VRP) is used.

3) MANUAL/AUTO Rotary Switch (DEFUEL Position)

C

1

0

(M) May be inoperative provided:  
a) Refuel/Defuel Valves are verified closed before each flight, and  
b) Alternate defueling procedures are established and used.

4) START / STOP/SOV TEST Switch (STOP/SOV TEST Position)

C

1

0

(M)(O) May be inoperative provided Pressure Refueling System Manual Mode is operative and used.

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4. Remarks or Exceptions

28 - Fuel

23-02 Refuel/Defuel Cap

C 1 0

(M)(O) May be inoperative or missing provided:  
 a) Refuel/Defuel adaptor is visually checked for contamination prior to each refueling,  
 b) No leakage can be detected after refueling is complete, and  
 c) Refuel/Defuel Valves are verified closed after each refueling.

23-15 Single Point Pressure Refueling System

1) Automatic Mode

C 1 0

May be inoperative provided Manual Mode is operative and used.

2) Manual Mode

C 1 0

May be inoperative provided Automatic Mode is operative and used.

23-19 Refuel/Defuel Valves

1) Wing Tanks

C 2 0

(M)(O) One or both may be inoperative closed provided:  
 a) Affected valve is verified closed before each flight, and  
 b) Alternate refueling procedures (Gravity) is used.

2) Aft and Center Tanks

C 2 0

(M)(O) One or both may be inoperative closed provided affected valve is verified closed before each flight.

23-23 Pressure Defuel Shut-Off Valve (SOV)

C 1 0

(M) May be inoperative provided valve is deactivated closed.

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4. Remarks or Exceptions

28 - Fuel

26-01 Fuel Recirculation Systems

C

2

0

(O) One or both may be inoperative provided:  
 a) Affected recirculation systems are selected OFF, and  
 b) Left and right fuel tank temperature indications on EICAS are operative, and  
 c) Flight remains within 180 minutes of landing at a suitable airport.

NOTE: For flights greater than 5 hours, the fuel temperature may decrease below the low temperature annunciation limits, hence require to reduce altitude and / or increase speed.

41-03 Fuel Management and Quantity Gauging computer (FMQGC) Channel

C

2

1

(O) One FMQGC Channel may be inoperative provided:  
 a) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative,  
 b) Left, right and center fuel quantity indication systems are not degraded,  
 c) No Aft Fuel Tank quantity indication redundancy loss,  
 d) FUEL USED indication is operative,  
 e) Left and right engine fuel flow indication systems are not degraded,  
 f) One Flight Management System is operative, and  
 g) Fuel quantities are monitored during flight.

41-12 Wing Tank Low Level Sensors

C

2

1

(O) One may be inoperative provided:  
 a) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative,  
 b) Left and right fuel quantity indication systems are not degraded,  
 c) FUEL USED indication is operative,  
 d) Left and right fuel flow indication systems are not degraded,  
 e) One Flight Management System is operative, and  
 f) Low fuel level for affected wing tank is monitored during flight.

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**4. Remarks or Exceptions**

28 - Fuel

41-13 Aft Fuel Tank Quantity Indication

C

1

0

(M)(O) May be inoperative provided aft fuel tanks remains empty.

41-19 Wing Tank Temperature Sensors

C

6

3

(O) Up to three may be inoperative provided:  
 a) Fuel temperature indication on fuel synoptic page is operative and not degraded on one wing,  
 b) Left and Right Fuel Recirculation Systems are operative,  
 c) Left and Right Fuel Recirculation Systems are verified to be in automatic mode before each flight, and  
 d) Total Air Temperature (TAT) indications are operative, and  
 e) Flight remains within 180 minutes of landing at a suitable airport.

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**1. Repair Category**

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**4. Remarks or Exceptions**

29 - Hydraulic Power

01-01 AC Motor Pump (ACMP)  
No. 1B Cockpit Switch

1) AUTO Function

C

1

0

(O) May be inoperative provided:  
a) System 1 AC Motor Pump (1B) ON function is operative,  
b) System 1 AC Motor Pump (1B) is verified operative, and  
c) System 1 AC Motor Pump (1B) is operated continuously during flight.

2) ON Function

C

1

0

(O) May be inoperative provided:  
a) System 1 AC Motor Pump (1B) AUTO function is operative, and  
b) System 1 AC Motor Pump (1B) is verified operative.

01-02 Power Transfer Unit (PTU)  
Cockpit Switch

1) AUTO Function

C

1

0

(O) May be inoperative provided:  
a) System 2 PTU ON function is operative,  
b) System 2 PTU is verified operative, and  
c) System 2 PTU is operated continuously during flight.

2) ON Function

C

1

0

(O) May be inoperative provided:  
a) System 2 PTU AUTO function is operative, and  
b) System 2 PTU is verified operative.



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**3. Number Required For Dispatch**

**4. Remarks or Exceptions**

29 - Hydraulic Power

01-03 AC Motor Pump (ACMP)  
No.3B Cockpit Switch

1) AUTO Function

C

1

0

(O) May be inoperative provided:  
a) System 3 AC Motor Pump (3B) ON function is operative,  
b) System 3 AC Motor Pump (3B) is verified operative, and  
c) System 3 AC Motor Pump (3B) is operated continuously during flight.

2) ON Function

C

1

0

(O) May be inoperative provided:  
a) System 3 AC Motor Pump (3B) AUTO function is operative, and  
b) System 3 AC Motor Pump (3B) is verified operative.

02-01 Ground Servicing Panel

1) Fill Quick Disconnects

C

3

0

(M) One or more may be inoperative provided affected Fill Quick Disconnects has no evidence of leakage.

2) Pressure Quick Disconnects

C

3

0

(M) One or more may be inoperative provided affected Pressure Quick Disconnects has no evidence of leakage.

3) Return Quick Disconnects

C

3

0

(M) One or more may be inoperative provided affected Return Quick Disconnect has no evidence of leakage.

4) Dust Caps

D

9

0

(M) One or more may be damaged or missing.

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1. Repair Category

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4. Remarks or Exceptions

29 - Hydraulic Power

11-01 Engine Driven Pumps (EDP)

1) Depressurization Function

C

2

1

(O) One may be inoperative provided Auxiliary Power Unit (APU) is operative.

11-03 System 1 AC Motor Pump (ACMP 1B)

C

1

0

(O) May be inoperative provided:  
 a) System 1 AC Motor Pump 1B is deactivated,  
 b) All other hydraulic pumps are verified operative,  
 c) Multifunction Spoiler 3 System is operative, and  
 d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).

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4. Remarks or Exceptions

29 - Hydraulic Power

11-06 Differential Pressure Indicators (DPI)

1) Pressure Filter Manifold

C 3 0

(M) One or all may be inoperative provided:  
a) Associated filter element is replaced, and  
b) Associated system case drain and return filter DPIs red indicators are not raised.

2) Return Filter Manifold

C 3 0

(M) One or all may be inoperative provided:  
a) Associated filter element is replaced, and  
b) Associated system pressure and case drain filter DPIs red indicators are not raised.

3) Case Drain Filter Manifold

C 6 0

(M) One or more may be inoperative provided:  
a) Associated filter element is replaced, and  
b) Associated system pressure and return filter DPIs red indicators are not raised.

11-15 Reservoir

1) Bleed/Relief Valve

C 3 2

(M) One may be inoperative provided affected Reservoir Bleed/Relief Valve has no evidence of leakage.

11-24 HYD SOV CLOSED Switch Lights (light function only)

C 2 0

(O) One or both may be inoperative provided associated Shut-Off Valve (SOV) indication on the hydraulic synoptic page is operative.

11-41 Ecology Bottle

C 4 0

May be damaged or missing.

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1. Repair Category

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3. Number Required For Dispatch

4. Remarks or Exceptions

29 - Hydraulic Power

12-25 Power Transfer Unit (PTU)

C

1

0

(O) May be inoperative provided:  
 a) PTU is deactivated,  
 b) All other hydraulic pumps are verified operative,  
 c) Multifunction Spoiler 3 System is operative, and  
 d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).

13-01 System 3 AC Motor Pump (3A and 3B)

C

2

1

(O) One may be inoperative provided:  
 a) Affected System 3 AC Motor Pump (ACMP) is deactivated,  
 b) All other hydraulic pumps are verified operative,  
 c) Remaining System 3 ACMP is selected ON during entire flight, and  
 d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

29 - Hydraulic Power

13-02 Hydraulic Accumulator

1) Pressure Gauges

C 3 0

(O) All may be inoperative provided:  
a) Associated accumulator is verified operative before each flight, and  
b) Associated Accumulator Pressure Transducer is operative.

2) Pressure Transducers

C 3 0

(O) All may be inoperative provided:  
a) Associated Accumulator Pressure Gauge is operative, and  
b) Associated accumulator pressure is verified before each flight.

3) 1 or 2 Pressure Indication

C 2 0

(O) May be inoperative provided:  
a) Associated accumulator pressure gauge is operative, and  
b) Associated accumulator pressure is verified before each flight.

30-01 Hydraulic Synoptic Page (excluding system temperature and system quantity readouts)

C 1 0

May be inoperative.  
  
NOTE 1: Any portion of Hydraulic Synoptic Page that is operative may be used.  
  
NOTE 2: For inoperative EICAS Brake Pressure Readout refer to item 32-43-10.  
  
NOTE 3: For pressure indications, see applicable MMEL items in Section 1 or Section 2.

31-01 Pressure Transducers

C 3 0

(O) May be inoperative provided  
a) Associated System Pressure Switches are operative and  
b) Associated Pressure Transducer is deactivated.

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1. Repair Category

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3. Number Required For Dispatch

4. Remarks or Exceptions

29 - Hydraulic Power

31-03	System Pressure Switches	C	6	3	(M)(O) One per each system may be inoperative provided: a) Affected Pressure Switch is deactivated, b) Hydraulic pumps are verified operative, c) Associated System Pressure Transducer is verified operative, and d) Associated ACMP or PTU is operated continuously during flight.
32-01	Hydraulic Reservoir				
	1) Quantity Gauges	C	3	0	(O) All may be inoperative provided associated bootstrap Reservoir Quantity Level Electrical Sensor is operative.
33-01	Resistance Temperature Device (RTD)				
	1) AC Motor Pump 1B	C	1	0	May be inoperative provided System 1 AC Motor Pump (ACMP) 1B is considered inoperative.
	2) AC Motor Pumps 3A and 3B	C	2	1	One may be inoperative provided Affected System 3 AC Motor Pump (ACMP) is considered inoperative.

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1. Repair Category

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4. Remarks or Exceptions

30 - Ice and Rain Protection

11-00 Wing Ice Protection System (WIPS)

C 1 0

(O) May be inoperative provided:  
 a) WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) Both Ice Detection Systems are operative.

1) AUTO Mode

C 1 0

(O) May be inoperative provided:  
 a) ON selection is verified operative,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative, and  
 c) Both Ice Detection Systems are operative.

11-02 Inboard Temperature Sensors

C 2 0

(M)(O) One or both may be inoperative provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) The associated Wing Anti-Ice Valve(s) at same side is secured CLOSED,  
 c) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 d) Operations are not conducted in known or forecast icing conditions, and  
 e) Both Ice Detection Systems are operative.

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1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

30 - Ice and Rain Protection

11-03 Outboard Temperature Sensors

C 2 0

(O) One or both may be inoperative provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) Both Ice Detection Systems are operative.

11-04 Wing Anti-Ice Valve (WAIV)

C 2 0

(M)(O) One or both may be inoperative provided:  
 a) Both Wing Anti-Ice Valves are secured CLOSED,  
 b) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 c) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 d) Both Ice Detection Systems are operative, and  
 e) Operations are not conducted in known or forecast icing conditions.

11-05 Wing Anti-Ice Pressure Sensor

C 2 0

(O) One or both may be inoperative provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) Both Ice Detection Systems are operative.



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4. Remarks or Exceptions

30 - Ice and Rain Protection

11-09 Wing Cross-Bleed Valve (CBW)

C 1 0

(O) May be inoperative provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) Both Ice Detection Systems are operative.

11-10 WING XBLEED Switch

C 1 0

(O) May be inoperative provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) Both Ice Detection Systems are operative.

21-00 Cowl Anti-Icing System

1) AUTO Mode (LH and RH)

C 2 0

(O) One or both may be inoperative provided:  
 a) Associated Cowl Anti-Ice System manual mode (ON) is operative, and  
 b) Both Ice Detection Systems are operative.

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

30 - Ice and Rain Protection

21-02 Cowl Anti-Ice Pressure Transducer

C 2 1

(O) One may be inoperative provided:  
 a) Operations are not conducted in known or forecast icing conditions, and  
 b) Both Ice Detection Systems are operative.

NOTE: The MMEL is for Transducer only and so selecting the CAI OFF is sufficient that the CAI is closed.

41-01 Windshield temperature controller Channels

C 4 3

(M)(O) One may be inoperative provided:  
 a) Pilot's side window heating is operative,  
 b) Temperature sensor redundancy of the remaining channels is not lost,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) Both Ice Detection Systems are operative.

45-00 EVS Heating System

C 1 0

(O) May be inoperative provided EVS Fairing Heating System is deactivated.

NOTE: Do not rely on EVS image in icing or fogging condition (EVS performance may be degraded or lost).

81-00 Ice Detection Systems

C 2 1

(O) One may be inoperative provided:  
 a) The affected system is deactivated,  
 b) Wing Ice Protection System and Cowl Anti-Ice System are operative, and  
 c) Wing Ice Protection System and Cowl Anti-Ice System are selected ON when icing conditions as defined in the AFM exist or are anticipated.

NOTE: Do not rely on Ice Detector for ice detection and AUTO activation of Anti-Ice System.

(Cont'd)

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**4. Remarks or Exceptions**

30 - Ice and Rain Protection

81-00 Ice Detection Systems  
(Cont'd)

C

2

0

(O) Both may be inoperative provided:  
 a) Both systems are deactivated,  
 b) Wing Ice Protection System and  
 Cowl Anti-Ice System are operative,  
 and  
 c) Operations are not conducted in  
 known or forecast icing conditions.

NOTE: Do not rely on Ice Detector for ice  
 detection and AUTO activation of Anti-Ice  
 System, in the event of inadvertent encounter  
 of icing condition.

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4. Remarks or Exceptions

31 - Indicating / Recording Systems

14-07 Reversion Switch Panel (RSP)

1) Display Unit (DU) Dimming Knobs

C

4

3

One may be inoperative provided display brightness is acceptable to the affected crewmember for the intended mission.

NOTE: Alternatively, affected DU may be considered inoperative if position allows.

2) Display Unit (DU) Switches (OFF Function)

C

4

3

(O) Lower Display (LWR DSPL) may be inoperative.

NOTE: If subsequent manual disabling of the lower display is required, Solid State Power Controller (SSPC) must be used.

3) DSPL TUNE INHIBIT Knob

C

1

0

(O) May be inoperative provided:  
a) Display Tuning is verified operative, and  
b) Both Control Tuning Panels (CTP) are operative.

21-01 Clock Indications on Adaptive Flight Display (AFD)

1) Universal Time Coordination Display (UTC), Flight Time (FT), Chronometer (CHR)

C

2

0

May be inoperative provided an accurate timepiece is operative in the flight crew compartment indicating the time in hours, minutes and seconds.

2) Automatic Updated Function

C

2

0

(O) May be inoperative provided:  
a) Manual mode is operative, and  
b) Alternate procedures are established and used.

(Cont'd)

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31 - Indicating / Recording Systems

21-01 Clock Indications on Adaptive Flight Display (AFD)

(Cont'd)

2) Automatic Updated function (Cont'd)

C 2 0

May be inoperative provided clock indications on AFD are considered inoperative.

31-01 Flight Data Recorder (FDR)

A 1 0

May be inoperative provided:  
a) Cockpit Voice Recorder is operative, and  
b) Repairs are made within three flight days.

1) Digital FDR Recording Parameters required by regulations

A - 0

Up to three (3) recording parameters may be inoperative provided:  
a) Cockpit Voice Recorder is operative, and  
b) Repairs are made within twenty calendar days.

2) Digital FDR Recording Parameters not required by regulations

A - 0

May be inoperative provided repairs are made before completion of the next heavy maintenance visit.

33-01 Quick Access Recorder (QAR)  
\*\*\*

C 1 0

(M)(O) May be inoperative when used for Flight Data Monitoring (FDM) purposes, provided approved alternate procedures, if appropriate to other programs using associated data, are established and used.

D 1 0

May be inoperative provided procedures do not require its use.

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31 - Indicating / Recording Systems

41-03 Integrated Processing Cabinet (IPC) No. 3

A 1 0

May be inoperative provided:  
 a) All remaining IPC and IPC Fans are operative,  
 b) FMS 3 is considered inoperative,  
 c) TAWS is considered inoperative,  
 d) HUD 1 and HUD 2 (if installed) is (are) considered inoperative,  
 e) SVS 1 is considered inoperative,  
 f) Repairs are made within 3 flight days.

41-04 Integrated Processing Cabinet (IPC) No. 4

B 1 0

May be inoperative provided:  
 a) All remaining IPC and IPC Fans are operative,  
 b) Integrated Flight Information System (IFIS) 3 (if installed) is considered inoperative,  
 c) Head Up Display (HUD) 1 and 2 (if installed) is (are) considered inoperative, and  
 d) Synthetic Vision System (SVS) 2 (if installed) is considered inoperative.

41-11 Integrated Processing Cabinet (IPC) Digital Switching Modules (DSM)

B 4 3

One may be inoperative in IPC 3 or IPC 4 provided:  
 a) All IPC are operative,  
 b) All IPC fans are operative, and  
 c) All DCU Module Cabinets (DMC) Channels are operative.

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31 - Indicating / Recording Systems

42-01 DCU Module Cabinet (DMC) No. 1  
1) Channel 1B

B 1 0

(O) May be inoperative provided:  
a) All remaining DMC Channels are operative,  
b) All Integrated Processing Cabinet (IPC) Digital Switching Modules (DSM) are operative,  
c) All remaining DMC Fans (Cover and Environmental Module - CEM) are operative,  
d) Remaining Flight Director channels are operative,  
e) Onside Autothrottle is considered inoperative,  
f) Control Tuning Panels (CTP) are operative,  
g) Flight Directors are verified operative on both Primary Flight Displays (PFD), and  
h) Procedures do not require its use.

42-03 DCU Module Cabinet (DMC) No. 2  
1) Channel 2A

B 1 0

(O) May be inoperative provided:  
a) All remaining DMC Channels are operative,  
b) All Integrated Processing Cabinet (IPC) Digital Switching Modules (DSM) are operative,  
c) All remaining DMC Fans (Cover and Environmental Module - CEM) are operative,  
d) Remaining Flight Director channels are operative,  
e) Onside Autothrottle is considered inoperative,  
f) Control Tuning Panels (CTP) are operative,  
g) Flight Directors are verified operative on both Primary Flight Displays (PFD), and  
h) Procedures do not require its use.

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31 - Indicating / Recording Systems

42-10 DCU Module Cabinet (DMC) Fans

C

4

3

One may be inoperative.

42-15 Aircraft Personality Module (APM)

1) APM 1

B

1

0

May be inoperative provided:  
 a) Datalink System 2 (if installed) is considered inoperative,  
 b) Surface Management System (SMS) Airport Moving Map (if installed) is considered inoperative,  
 c) Predictive Windshear (if installed) is considered inoperative,  
 d) Cockpit Display Traffic Information (CDTI) System (if installed) is considered inoperative,  
 e) Vertical Weather Radar (if installed) is considered inoperative,  
 f) Dual Datalink Graphical Weather System (if installed) is considered inoperative,  
 g) Dual XM Graphical Weather System (if installed) is considered inoperative,  
 h) Integrated Flight Information System (IFIS) 3 System (if installed) is considered inoperative, and  
 i) Lightning Detection System (LDS) is considered inoperative (if installed).

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31 - Indicating / Recording Systems

42-15 Aircraft Personality Module (APM)

(Cont'd)

2) APM 2

C

1

0

May be inoperative.

43-01 Lamp Driver Unit (LDU) Channels

C

2

1

(O) One may be inoperative.

52-03 Master Warning/Master Caution Switchlights

1) Warning Lights (light function only)

C

2

1

One may be inoperative provided aural functions are operative.

2) Caution Lights (light function only)

C

2

1

One may be inoperative provided aural functions are operative.

3) Warning/Caution Alarm Cancel Function

B

2

1

One may be inoperative.

61-01 Adaptive Flight Display (AFD)

C

4

3

One may be inoperative provided it is installed in the lower (DU4) position and it remains selected OFF.

1) Display Fans

C

8

6

One or two fans may be inoperative provided:  
 a) They are installed in the lower (DU4) display position, and  
 b) Lower display is considered inoperative.

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1. Repair Category

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4. Remarks or Exceptions

31 - Indicating / Recording Systems

61-03 Control Tuning Panel (CTP)

1) Display Control Pushbuttons/Knobs (NAV – FMS, FULL/HALF, FRMT, -/+, IN-HPA/STD)

C 14 -

(O) Any button may be inoperative provided:  
a) The same Display Key is available on the opposite CTP,  
b) On-side Cursor Control Panel (CCP) is operative, and  
c) Alternate procedures are established and used.

2) BRT/OFF Rotary Knob

C 2 0

(O) One or both may be inoperative provided:  
a) Display brightness is acceptable to the affected crewmember,  
b) OFF function is operative, and  
c) Reversionary tuning is confirmed operative from the unaffected CTP.

3) "1/2" Push Button

C 2 1

(O) One may be inoperative provided reversionary tuning is confirmed operative on remaining CTP and Display Unit (DU) tuning.

4) IDENT Push Button

C 2 1

(O) One may be inoperative provided:  
a) IDENT button on the unaffected CTP is verified operative, and  
b) Reversionary Display Unit (DU) radio tuning is confirmed to be operative for both sides.

5) Line Select Keys (LSK)

C 14 7

Any button on the Left or Right CTP may be inoperative provided:  
a) Corresponding button is operative on the cross-side CTP, and  
b) Associated 1/2 pushbutton is operative.

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4. Remarks or Exceptions

31 - Indicating / Recording Systems

61-03 Control Tuning Panel (CTP)  
(Cont'd)

6) TUNE/MENU Push Button

C 2 1

(O) One may be inoperative provided:  
a) Reversionary Display Unit (DU) radio tuning is verified operative for both sides,  
b) DU menus are used for lost CTP MENU functions, and  
c) Alternate procedures are established and used.

7) TUNE/DATA Rotary knob

C 2 1

(O) One may be inoperative provided:  
a) Associated Cursor Control Panel (CCP) Double Stack Knob (DSK) knob is operative, and  
b) Alternate procedures are established and used.

61-04 Multifunction Keyboard Panels (MKP) (including Alphanumeric keys and QAK)

C 2 1

(O) May be inoperative provided:  
a) Radio tuning capability is operative on both Control Tuning Panels (CTP).  
b) All functions are verified operative on both Cursor Control Panels (CCP), and  
c) Alternate procedures are established and used.

NOTE 1: ENTER, CAS, PREV/NEXT 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 Stack Knobs be used for entry of alpha-numeric characters.

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4. Remarks or Exceptions

31 - Indicating / Recording Systems

61-04 Multifunction Keyboard Panels (MKP) (including Alphanumeric keys and QAK) (Cont'd)

1) FMS QUICK Access Key (QAK): MSG, MAP/ROUTE, FMS, D->, DEP/ARR, CNCL, EXEC

C

14

-

Individual FMS keys may be inoperative provided:  
 a) Operating procedures do not require their use, and  
 b) Affected functionality is operative on Display Units (DU) thru both Cursor Control Panels (CCP).

NOTE: Any portion that remains operative may be used. If crew considers function is inoperative, whole MKP may be considered inoperative.

2) Display Quick Access Keys (QAK): SYS, CNS, CHART, CHKL

C

8

4

(O) May be inoperative provided:  
 a) The same Display QAK is available on the opposite MKP, and  
 b) Functionality is confirmed available on DUs thru both Cursor Control Panels.

3) Arrow Keys

C

8

0

One or more may be inoperative provided associated cursor control panel track-ball(s) is/are operative.

4) ENTER Keys

C

2

1

One may be inoperative provided associated Cursor Control Panel (CCP) SELECT pushbutton is operative.

5) CAS Pushbutton

C

2

1

One may be inoperative.

6) Scratchpad Display

C

2

0

One or both may be inoperative (partially or completely) provided keystrokes are legible on Multi Function Window (MFW).

NOTE: Failure of Scratchpad Display does not prevent data entry.

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31 - Indicating / Recording Systems

61-04 Multifunction Keyboard Panels (MKP) (including Alphanumeric keys and QAK) (Cont'd)

7) MEM Key

C

2

0

One or both may be inoperative.

8) PREV/NEXT Key

C

4

0

One or more may be inoperative.

61-05 Cursor Control Panel (CCP) (includes trackballs)

B

2

1

(O) One may be inoperative provided:  
a) Multifunction Keyboard Panels (MKP) are operative, and  
b) Affected CCP is deactivated.

NOTE: DSPL SEL Pushbuttons are operative.

1) SELECT Buttons

C

4

2

One per CCP may be inoperative provided ENTER button is operative on both Multifunction Keyboard Panels (MKP).

2) Double Stack Knob (DSK)

C

2

1

Any or all functions of one DSK knob may be inoperative provided all functions of associated Multifunction Keyboard Panel (MKP) are operative.

3) MENU Push Button

C

2

0

One or both may be inoperative provided Display Unit (DU) MENU selection is made using associated Multifunction Keyboard Pane (MKP) arrows and ENTER button.

4) Escape (ESC) Push Button

C

2

0

One or both may be inoperative.

5) DSPL SEL – L, R and LWR Push buttons

C

2

0

One or more may be inoperative provided arrow keys are operative on associated Multifunction Keyboard Panels (MKP).

74-00

Electronic Checklist

C

4

0

(O) One or more may be inoperative provided alternate procedures are established and used.

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4. Remarks or Exceptions

32 - Landing Gear

30-01 Nose and Main Landing Gear Retraction System

A

1

0

(M)(O) Except for over-water operations and takeoffs or landings on runways that may lead to ditching, may be inoperative provided:

- a) There is no evidence of external leakage of hydraulic fluid,
- b) All gear doors (not attached to gear leg) are closed,
- c) Nose and main landing gears are secured in down position (flags removed) for dispatch,
- d) Operations are conducted in accordance with the AFM Supplement (Dispatch with Landing Gear Retraction System Inoperative),
- e) Repairs are made within one flight day,
- f) Both ice detection systems are operative,
- g) Overwing Emergency Exit Door Indication System is considered inoperative,
- h) Large Service Door Indication System is considered inoperative,
- i) Small Service Door Indication System is considered inoperative,
- j) Passenger Access Door Indication System 1) EICAS is considered inoperative, and
- k) Cargo Access Door Indication System 1) EICAS is considered inoperative.

30-03 Landing Gear Door Maintenance Switch

C

1

0

May be inoperative provided:

- a) Both Main Landing Gear Inboard Doors are closed, and
- b) Nose Landing Gear Forward Door is closed.

NOTE: The doors cannot be raised by landing gear door maintenance switch if lowered.

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32 - Landing Gear

40-00 Tire Pressure Indication System (TPIS) \*\*\*

C

1

0

(M) May be inoperative provided alternate procedures are established and used for tire pressure check on the affected tire(s).

NOTE: Any portion of the system that operates normally may be used.

D

1

0

(M) May be inoperative provided:  
 a) TPIS is deactivated, and  
 b) Alternate procedures are established and used for tire pressure check.

43-00 Brake Control System

1) Autobrake System

C

1

0

(O) May be inoperative provided AUTOBRAKE selector switch remains in the OFF position.

2) Gear Retraction Braking Function

C

2

0

(O) May be inoperative.

43-10 EICAS Brake Pressure Readouts

C

2

0

(M) One or both may be inoperative provided:  
 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.

43-25 Brake Accumulator Pressure Gauge

C

2

0

(O) One or both may be inoperative provided EICAS Brake Pressure Readouts (Brake Accumulator Pre-charge pressure) are checked on hydraulic synoptic page before the first flight of each flight day.

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4. Remarks or Exceptions

32 - Landing Gear

43-33 Main Wheel Axle-Interface-Module/Wheel Speed Transducer

1) Wheel Speed Transducer

C

4

3

(O) One may be inoperative provided operations are conducted in accordance with AFM Supplement (DISPATCH WITH ANTI-SKID SYSTEM DEGRADED).

43-61 Brake Temperature Monitoring System (BTMS)

B

1

0

(O) May be inoperative provided AFM (MAXIMUM ALLOWABLE BRAKE TEMPERATURE FOR TAKEOFF) limitations are observed.

NOTE: Any portion of the system that operates normally may be used.

44-03 Brake Accumulator

A

2

1

(O) One may be inoperative provided:  
 a) Both Thrust Reversers are operative,  
 b) Hydraulic system 3 electric pumps 3A and 3B are operative,  
 c) Hydraulic system 2 Power Transfer Unit is operative, and  
 d) Repairs are made within three flight days.

51-00 Nose Wheel Steering Control System Channels

C

2

1

One may be inoperative.

51-13 Steering Pressure Transducer

B

1

0

(O) May be inoperative provided:  
 a) Both Nose Wheel Steering (NWS) Control System Channels are operative, and  
 b) Except for pushback towing, NWS is not disarmed.

NOTE: This item is applied after pushback towing.



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4. Remarks or Exceptions

32 - Landing Gear

51-15	Steering Compensator	B	1	0	(O) May be inoperative provided: a) Both Nose Wheel Steering (NWS) Control System Channels are operative, b) Except for pushback towing, NWS is not disarmed, and c) Hydraulic system 2 Power Transfer Unit is operative.  NOTE: This item is applied after pushback towing.
61-02	Nose and Main Landing Gear Door Open Proximity Switches	C	6	3	(O) One per landing gear door may be inoperative provided both Landing Gear and Steering Control Unit (LGSCU) channels are operative.
61-04	Nose and Main Landing Gear Door Uplock Proximity Switches	C	6	3	(O) One per landing gear door may be inoperative provided both Landing Gear and Steering Control Unit (LGSCU) channels are operative.
61-06	Nose and Main Landing Gear Uplock Proximity Switches	C	6	3	(O) One per landing gear may be inoperative provided both Landing Gear and Steering Control Unit (LGSCU) channels are operative.
61-09	Main Landing Gear Weight On Wheels Proximity Switches	C	4	2	(O) One per Landing Gear may be inoperative provided: a) At least one Nose Landing Gear Weight Off Wheels Proximity Switch is operative, and b) Both Landing Gear and Steering Control Unit (LGSCU) channels are operative.
61-12	Nose and Main Landing Gear Downlock Proximity Switches	C	6	3	(O) One per landing gear may be inoperative provided both Landing Gear and Steering Control Unit (LGSCU) channels are operative.

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32 - Landing Gear

61-21      Nose Landing Gear  
              Weight Off Wheels  
              Proximity Switches

C    2    1

(O) One may be inoperative provided:  
 a) At least one Weight On Wheels  
 Proximity Switches of each Main  
 Landing Gear is operative, and  
 b) Both Landing Gear and Steering  
 Control Unit (LGSCU) channels are  
 operative.

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4. Remarks or Exceptions

33 - Lights

10-00 Flight Compartment Lighting System

C - -

Individual lights may be inoperative provided:  
 a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls and other devices for which they are provided,  
 b) Remaining lighting system lights are positioned so that direct rays are shielded from flight crew members eyes, and  
 c) Lighting configuration and intensity is acceptable to flight crew.

NOTE: Individual button/switch lights and/or annunciators/indications are excluded from this relief.

D - 0

May be inoperative for day operations.

20-00 Cabin Interior Lights

C - -

Individual lights may be inoperative provided:  
 a) Lighting is acceptable for the crew located in the cabin to perform their required duties, and  
 b) Inoperative lights are not part of the cabin emergency lighting.

D - 0

May be inoperative provided passengers are not carried.

21-01 Airstair/Boarding Lights

D 8 0

May be inoperative.

21-03 Airstair Footwell Lights

D 2 0

May be inoperative.

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4. Remarks or Exceptions

33 - Lights

24-00 Ordinance Signs  
(Passenger Information  
Signs "Fasten Seat Belts /  
No Smoking")

C

-

-

(M)(O) Passenger seats, flight attendant seats or lavatories from which a light is not readily legible shall not be occupied and must be blocked and placarded "DO NOT OCCUPY".

C

-

-

(O) The affected seats or lavatories may be occupied provided:  
a) The crew call/cabin interphone system including associated chimes and Passenger Address (PA) system are operative, and  
b) Procedures are established and used to alert flight attendants and notify passengers when seat belts should be fastened, return to seat is requested and smoking prohibited.

A

-

-

(O) May be inoperative for one flight day for non-passenger carrying operations provided:  
a) Crew members are the only occupants of the aircraft, and  
b) Alternate procedures are established and used.

1) Aural Tone Function

C

-

0

(O) May be inoperative provided alternate procedures are established and used.

2) Automatic Function

C

-

0

(O) May be inoperative provided:  
a) Manual control function is operative, and  
b) Alternate procedures are established and used.

31-00 Maintenance and Service  
Lighting System

D

-

0

May be inoperative.

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33 - Lights

41-01 Wing Landing/Taxi Lights

C 2 0

One or both full assemblies may be inoperative provided both Nose Landing Lights and Wingtip Taxi Light (on the same side as the inoperative Wing Landing/Taxi Lights) are operative.

D 2 0

Both full assemblies may be inoperative for daylight operations.

D 2 2

Up to 4 LEDs within individual Wing Landing Light and 1 LED within individual Wing Taxi Light may be inoperative.

1) Wing Taxi Lights

D 2 0

Both Wing Taxi Lights may be inoperative provided both Wing Landing Lights are operative.

41-07 Nose Gear Landing Lights

C 2 1

One may be inoperative provided the same side Wing Landing Light is operative.

C 2 0

Both may be inoperative provided both Wing Landing Lights are operative.

C 2 0

Both may be inoperative for daylight operations provided operations do not require its use.

D 2 2

Up to 2 LEDs within individual light may be inoperative.

42-09 Tail Navigation/Strobe Light

1) Tail Navigation Light

C 1 0

May be inoperative for daylight operations.

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4. Remarks or Exceptions

33 - Lights

42-09 Tail Navigation/Strobe Light  
(Cont'd)

2) Tail Strobe Light

D

1

0

(O) May be inoperative provided all Beacon Lights (upper and lower fuselage) are operative with the BEACON switch in the WHT position.

42-13 Integrated Wingtip Lights

1) Taxi Lights

D

2

0

Both may be inoperative.

2) Navigation Lights

C

2

0

May be inoperative for daylight operations.

3) Strobe Lights

D

2

0

(O) May be inoperative provided all beacon lights (upper and lower fuselage) are operative with the BEACON switch in the WHT position.

43-01 Beacon Lights

1) Red and White Beacons

C

4

0

(O) May be inoperative provided:  
a) All Strobe Lights of Integrated Wingtip Lights are operative, and  
b) Tail Strobe Light is operative.

2) Red Beacons

C

2

0

(O) May be inoperative provided White Beacons are operative and with the BEACON switch in the WHT position.

C

2

0

May be inoperative for day operations.

(Cont'd)

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43-01 Beacon Lights  
(Cont'd)

3) White Beacons

C 2 0

May be inoperative for day operations.

45-01 Wing Ice Inspection Lights

C 2 0

May be inoperative provided ground deicing procedures do not require their use.

D 2 0

One or both may be inoperative for day operations.

46-01 Logo lights

D 2 0

May be inoperative.

47-00 Undercarriage Flood Lights

D 7 0

May be inoperative.

51-00 Interior Emergency Lighting

1) Crew Rest Area

D - -

(M) May be inoperative provided:  
a) Crew Rest Area is not occupied, and  
b) Crew Rest Area is placarded "INOPERATIVE - DO NOT USE".

51-02 Exit Signs

C - 0

(O) May be missing or inoperative provided:  
a) No passengers are carried, and  
b) Alternate procedures are established and used.

53-00 Exterior Emergency Lights

C 3 0

May be inoperative for day operations.

(Cont'd)

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33 - Lights

53-00 Exterior Emergency Lights  
(Cont'd)

A

3

0

(O) May be inoperative for one flight day provided:

- a) Flight 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 flight crew permitted.



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34 - Navigation

11-01 Air Data System Probes (ADSP)

1) Air Data System (ADS) Heaters

C

4

3

(O) ADS 2 Heater may be degraded.

11-05 Angle Of Attack (AOA) Vane Sensors

C

2

1

(O) One may be inoperative provided:  
a) Opposite AOA Vane sensor is operative, and  
b) Affected AOA Vane Sensor is deactivated.

11-06 Angle Of Attack (AOA) Vane Heaters

C

2

1

One may be inoperative provided associated AOA Vane Sensor is considered inoperative.

32-00 Head Up Display (HUD) System

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.

33-00 Enhanced Vision System (EVS)

C

1

0

(O) May be inoperative provided EVS is deactivated.

1) Infrared Sensor Unit (ISU)

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.

(Cont'd)

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34 - Navigation

33-00 Enhanced Vision System (EVS) (Cont'd)

1) Infrared Sensor Unit (ISU) (Cont'd)

C

1

0

May be inoperative provided EVS is considered inoperative.

2) CLEAR Switch

D

-

1

(O) One may be inoperative and EVS used provided the CLEAR Switch on the Pilot Flying side is operative.

C

-

0

May be inoperative provided the EVS is considered inoperative.

3) EVS image on Multi Function Windows

D

4

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.

34-00 Synthetic Vision System (SVS)

D

-

0

May be inoperative.

NOTE 1: Any operative SVS function may continue to be used.

NOTE 2: With SVS FAULT (Advisory) posted, image height discrepancies between actual and SVS virtual image will develop as aircraft descends.

35-00 Surface Management System (SMS)

1) Takeoff and Landing Awareness Function (TLAF)

C

3

0

(O) May be inoperative or associated database out of currency provided alternate procedures are established and used.

(Cont'd)

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34 - Navigation

35-00 Surface Management System (SMS)

(Cont'd)

- 1) Takeoff and Landing Awareness Function (TLAF) (Cont'd)

D 3 0

(O) May be inoperative or database out of currency provided routine procedures do not require its use.

- 2) Airport Moving Map (AMM) \*\*\*

C 1 0

(O) May be inoperative or associated database out of currency provided:  
 a) Alternate procedures are established and used, and  
 b) AMM is not used.

D 1 0

May be inoperative or database out of currency provided routine procedures do not require its use.

41-00 Weather Radar System

C 1 0

May be inoperative provided it is not required by regulations.

- 1) Auto Mode

C 1 0

(O) May be inoperative provided MANUAL MODE function is verified to operate normally.

- 2) Turbulence Mode

C 1 0

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Operator's alternate procedure should include reviewing turbulence avoidance procedures.

- 3) Control Mode

C 2 1

(O) May be inoperative provided Weather Radar (WXR) Control is operative on monitoring pilot's side.

C 2 0

May be inoperative provided Weather Radar System is considered inoperative.

(Cont'd)

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4. Remarks or Exceptions

34 - Navigation

41-00 Weather Radar System  
(Cont'd)

4) Predictive Windshear  
Function  
\*\*\*

B 1 0

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.

C 1 0

(O) May be inoperative provided:  
a) Alternate procedures are established and used, and  
b) GPWS Windshear Mode (Reactive) (Mode 7) is operative.

42-01 Terrain Awareness and  
Warning System (TAWS) -  
Class A

1) Ground Proximity Warning  
System (GPWS)

A 1 0

(O) May be inoperative provided:  
a) Alternate procedures are established and used, and  
b) Repairs are made within three flight days.

1) Ground Proximity Warning  
System (GPWS)  
a) Modes 1- 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.

1) Ground Proximity Warning  
System (GPWS)  
b) Test Mode

A 1 0

Deleted, Rev 3.

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34 - Navigation

42-01 Terrain Awareness and Warning System (TAWS) - Class A

(Cont'd)

1)	Ground Proximity Warning System (GPWS) c) Glideslope Deviation(s) (Mode 5)	B	1	0	May be inoperative.
1)	Ground Proximity Warning System (GPWS) d) Advisory Callouts (Mode 6)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
1)	Ground Proximity Warning System (GPWS) e) Windshear Mode (Reactive) (Mode 7) ***	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Weather Radar Windshear Detection System (Predictive) is operative.
1)	Ground Proximity Warning System (GPWS) e) Windshear Mode (Reactive)(cont'd) *** (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.
2)	Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	May be inoperative.
3)	Terrain Displays (Overlays and Maps)	B	-	0	May be inoperative.

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34 - Navigation

42-03 Terrain Awareness Warning System (TAWS) Control Panel

1) TAWS GS "OFF" (light function only)

C

1

0

May be inoperative.

2) TAWS TERRAIN "OFF" (light function only)

C

1

0

(O) May be inoperative provided the TAWS TERRAIN "OFF" Push Button Annunciator (PBA) switch function is verified operative.

3) TAWS FLAPS "OFF" (light function only)

C

1

0

(O) May be inoperative provided the TAWS FLAPS "OFF" Push Button Annunciator (PBA) switch function is verified operative.

4) TAWS RUNWAY "OFF" (light function only)

C

1

0

May be inoperative.

43-00 Traffic Alert and Collision Avoidance System TCAS II System

B

1

0

(O) May be inoperative provided the system is deactivated and secured.

1) RA Display System(s) (Overlays on MFW and HSI) (left and right sides)

C

2

1

One may be inoperative on non-flying pilot side.

C

2

0

(O) May be inoperative provided:  
 a) All Traffic Alert display elements and voice command audio functions are operative, and  
 b) TA only mode is selected by the crew.

(Cont'd)

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4. Remarks or Exceptions

34 - Navigation

43-00 Traffic Alert and Collision Avoidance System (Cont'd)

- 2) TA Display System(s) (Overlays on MFW and HSI) (left and right sides)
- 3) Audio Functions

C

2

0

May be inoperative provided all installed RA display and audio functions are operative.

B

1

0

May be inoperative provided enroute or approach procedures do not require use of TCAS.

44-00 Radio Altimeter System

B

2

1

(M)(O) One may be inoperative provided:  
 a) All Main Landing Gear Weight On Wheels Proximity Sensors are operative,  
 b) All Nose Landing Gear Weight Off Wheels Proximity Sensors are operative,  
 c) Steep Approach operations are prohibited,  
 d) Following messages are not displayed:  
 27 FLT CTRL - PFCC BCU INPUT REDUND LOSS (Info)  
 27 FLT CTRL - PFCC LGSCU INPUT REDUND LOSS (Info)  
 27 FLT CTRL - PFCC RAD ALT INPUT REDUND LOSS (Info)  
 32 GEAR - GEAR WOW/WOFFW REDUND LOSS (Info)  
 32 GEAR - LANDING GEAR SYS REDUND LOSS (Info)  
 ANTISKID DEGRADED (Caution)  
 e) Affected Radio Altimeter System is deactivated,  
 f) Remaining Radio Altimeter System is operative, and  
 g) Operations do not require its use.

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4. Remarks or Exceptions

34 - Navigation

45-00 Inertial Reference System (IRS)

C

3

2

(O) IRS 1 or IRS 2 may be inoperative provided:  
 a) Associated Primary Flight Display (PFD) is reverted to IRS 3,  
 b) Attitude and Heading Reference System (AHRS) is operative,  
 c) Integrated Standby Instrument (ISI) attitude indications are operative,  
 d) ISI Inputs to Primary Flight Control Computers (PFCC) are operative,  
 e) IRS 3 is operative,  
 f) Steep approach operations are prohibited, and  
 g) Operations do not require its use.

C

3

2

(O) IRS 3 may be inoperative provided:  
 a) Attitude and Heading Reference System (AHRS) is operative,  
 b) Integrated Standby Instrument (ISI) attitude indications are operative,  
 c) ISI Inputs to Primary Flight Control Computers (PFCC) are operative,  
 d) IRS 1 and IRS 2 are operative,  
 e) Steep approach operations are prohibited, and  
 f) Operations do not require its use.

47-00 Lightning Detection System  
 \*\*\*

D

1

0

May be inoperative.



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4. Remarks or Exceptions

34 - Navigation

51-00 Very High Frequency Navigation (VHF NAV) System

C 2 1

(O) May be inoperative provided:  
 a) Navigation systems required for each segment of the intended flight route are operative,  
 b) Alternate procedures are established and used, where applicable, and  
 c) VHF NAV 1 is operative.

51-17 Marker Beacon (MB)

C 2 0

(O) May be inoperative provided:  
 a) Approach minimums do not require its use, and  
 b) Alternate procedures are established and used.

D 2 0

May be inoperative provided routine procedures do not require its use.

52-00 Automatic Direction Finder (ADF) System

D 2 -

Any in excess of those required by regulations may be inoperative.

53-00 Distance Measuring Equipment (DME) System

D 2 -

(O) Any in excess of those required by regulations may be inoperative.

54-00 ATC Transponder

B 2 -

(O) As required by regulations.

NOTE: Failure of XPDR #1 will cause the TCAS to be considered inoperative.

1) ADS-B Squitter Transmissions

A 2 -

May be inoperative provided:  
 a) Operations do not require its use, and  
 b) Repairs are made prior to completion of the next heavy maintenance visit.

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34 - Navigation

55-00 Global Positioning System (GPS)

C

2

0

(O) Except where enroute operations require its use, one or both may be inoperative provided alternate procedures are established and used.

61-00 Flight Management System (FMS)

C

3

2

(O) One may be inoperative.

65-00 Flight Management System (FMS) Navigation Databases

C

3

0

(O) May be out of currency provided:  
 a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch,  
 b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight,  
 c) Approach Navigation Radios are manually tuned and identified, and  
 d) Approaches are not conducted using associated system.

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4. Remarks or Exceptions

35 - Oxygen

12-01 Oxygen Pressure

1) Ground Service Panel Pressure Gauge

C

1

0

(O) May be inoperative provided EICAS Readout is operative and checked before each flight.

C

1

0

(M) May be inoperative provided at least one Bottle Pressure Gauge is operative and checked before each flight.

2) Bottle Pressure Gauge

C

2

0

3) EICAS Readout

C

1

0

(M)(O) May be inoperative provided:  
 a) Ground Service Panel Pressure Gauge is operative and checked before each flight,  
 b) There is sufficient oxygen for the intended mission,  
 c) Dedicated carry-on oxygen supply is provided for therapeutic purposes, and  
 d) Use of aircraft therapeutic oxygen provisions is prohibited throughout the flight.

C

1

0

(M)(O) May be inoperative provided:  
 a) At least one Bottle Pressure Gauge is operative and checked before each flight,  
 b) There is sufficient oxygen for the intended mission,  
 c) Dedicated carry-on oxygen supply is provided for therapeutic purposes, and  
 d) Use of aircraft therapeutic oxygen provisions is prohibited throughout the flight.

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4. Remarks or Exceptions

35 - Oxygen

13-01 Low Pressure Switches

C 2 0

(M)(O) One or both may be inoperative provided:  
 a) Associated low pressure regulators are verified open, before first flight,  
 b) EICAS Readout is operative,  
 c) Associated Bottle Pressure Gauges are operative and checked before each flight, and  
 d) Crew oxygen masks are verified operative before each flight.

13-02 Overboard Discharge Indicator Green Disk

C 1 0

(M)(O) May be damaged or missing provided:  
 a) EICAS Readout is operative,  
 b) Low Pressure Switches are operative, and  
 c) One Bottle Pressure Gauge is operative and checked before each flight.

14-01 Ground Service Panel Filler Valve

C 1 0

(M) May be inoperative provided:  
 a) Affected valve is verified to have no leakage, and  
 b) EICAS Readout is operative and checked for adequate quantity.

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4. Remarks or Exceptions

35 - Oxygen

20-01 Protective Breathing Equipment (PBE)

D - -

(M)(O) Any in excess of those required by regulation may be inoperative or missing provided:  
 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 is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the protective breathing equipment unit and its installed location are placarded INOPERATIVE, and  
 c) Procedures are established and used to alert crew members of inoperative or missing equipment.

21-01 Passenger Oxygen System

B 1 0

(O) May be inoperative provided:  
 a) Minimum en route altitude does not exceed 13,000 ft above MSL,  
 b) All Air Conditioning Packs are operative,  
 c) Pressurization System is operative,  
 d) Flight remains at or below FL 250,  
 e) Portable oxygen units are provided for all crew members and 10% of the passengers; for half an hour (supplemental oxygen), and  
 f) Passengers are appropriately briefed.

21-02 Passenger Oxygen System – Automatic Presentation System

B 1 0

(M)(O) May be inoperative provided:  
 a) Override Mode is verified operative,  
 b) Flight remains at or below FL 300, and  
 c) Minimum enroute altitude does not exceed 10,000 feet MSL.

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35 - Oxygen

21-04 Passenger Service Units (PSU)

D - -

(M)(O) May be inoperative with no flight altitude restriction provided:  
 a) Affected seats or banks of seats are blocked and placarded DO NOT OCCUPY 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 are operative for all operative passenger seats, toilet compartments and cabin crew locations.

21-05 Lavatory Oxygen Dispensing Unit (PSU)

C - 0

(M) May be inoperative provided:  
 a) Associated lavatory is not used for any purpose, and  
 b) Associated lavatory door is locked and placarded INOPERATIVE DO NOT ENTER.

NOTE: This does not preclude storage of inflight service waste bags in associated lavatory.

C - 0

May be inoperative provided the aircraft is not operated above FL 250.

21-06 Crew Rest Facility - Drop Down Oxygen Masks (PSU)

C - 0

(M)(O) May be inoperative provided associated location is not occupied and placarded INOPERATIVE - DO NOT USE.

C - 0

(M)(O) May be inoperative and associated location may be occupied provided a portable oxygen bottle with mask attached is available for the associated location occupant.

NOTE: Portable oxygen bottle must be properly secured in the associated location.

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4. Remarks or Exceptions

35 - Oxygen

24-01 Therapeutic Oxygen System (including Nebulizer Kit)

D

1

0

Any in excess of those required by regulations may be inoperative or missing.

24-02 Passenger Oxygen Control Panel PBA Switch Light (light function only)

1) THERAPEUTIC OXYGEN "ON"

C

1

0

(O) May be inoperative provided PBA switch is verified operative.

30-01 Portable Oxygen Dispensing Units (Bottle and Mask)

D

-

-

(M)(O) Any in excess of those required by regulation may be inoperative or missing provided:  
 a) Required distribution of operative units is maintained throughout the aircraft,  
 b) Inoperative portable oxygen dispensing unit is removed from passenger cabin and its location is placarded INOPERATIVE, or it is removed from installed location, secured out of sight and portable oxygen dispensing unit and its installed location are placarded INOPERATIVE, and  
 c) Procedures are established and used to alert crew members of inoperative or missing equipment.

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**4. Remarks or Exceptions**

36 – Pneumatic

11-00 Bleed Air Systems: L/R Engine Bleed

A 2 1

(O) One may be inoperative provided:  
 a) Associated Bleed Air System is selected OFF,  
 b) High Pressure Valve (HPV) and Jet Pump Shut Off Valve (JPSOV) are not failed open,  
 c) Crossbleed Valve (CBV) is operative,  
 d) Wing Ice Protection System (WIPS) is operative,  
 e) Associated Air Conditioning Pack is considered inoperative,  
 f) Operations are not conducted in known or forecast icing conditions,  
 g) APU BLEED switch is in OFF position prior to takeoff,  
 h) Flight is conducted at or below FL 410,  
 i) MFS1, MFS2 and MFS3 are operative,  
 j) Minimum enroute altitude does not exceed 9,000 feet MSL,  
 k) Both Avionics Bay Fans are operative,  
 l) Forward Rack Fan is operative,  
 m) Repairs are made within 10 calendar days, and  
 n) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: If PRSOV is failed open, refer to 36-11-13, PRSOV should be secured CLOSED.

11-01 Bypass Valve (BPV)

C 2 0

(M)(O) One or both may be inoperative provided:  
 a) Affected valve is secured open,  
 b) AUX PRESS is considered inoperative,  
 c) Both Bleed Air Systems and Air Conditioning Packs are operative,  
 d) Operations are not conducted in known or forecast icing conditions, and  
 e) Both Ice Detection Systems are operative.



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36 - Pneumatic

11-07 Ram Air Door Actuator (RADA)

C

2

0

(M)(O) One or both may be failed in closed position provided:  
 a) AUX PRESS is considered inoperative,  
 b) Both Bleed Air Systems and Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) Both Ice Detection Systems are operative.

11-11 Fan Air Valve

A

2

1

(M)(O) One may be inoperative provided:  
 a) Affected valve is secured CLOSED,  
 b) Associated Bleed Air System is considered inoperative,  
 c) Repairs are made within 10 calendar days, and  
 d) Flight remains within 90 minutes of landing at a suitable airport.

11-13 Pressure Regulating and Shut-Off Valve (PRSOV)

A

2

1

(M)(O) One may be inoperative provided:  
 a) Affected valve is secured CLOSED,  
 b) Associated Bleed Air System is considered inoperative,  
 c) Repairs are made within 10 calendar days, and  
 d) Flight remains within 90 minutes of landing at a suitable airport.

11-15 High Pressure Ground Connection (HPGC) Valve

C

1

0

(M)(O) May be inoperative closed provided:  
 a) HPGC is not used,  
 b) Auxiliary Power Unit (APU) is operative, and  
 c) APU Bleed is operative.

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**4. Remarks or Exceptions**

36 - Pneumatic

20-32 Air Preparation System (APS)

A

1

0

(M) May be inoperative provided:  
 a) APS PRSOV is secured CLOSED,  
 b) FTIS is considered inoperative, and  
 c) Repairs are made within 10 calendar days.

20-33 Ram Air Regulation Valve

A

1

0

(M) May be inoperative provided:  
 a) Valve is secured CLOSED,  
 b) APS PRSOV is secured CLOSED,  
 c) APS and FTIS are considered inoperative, and  
 d) Repairs are made within 10 calendar days.

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1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

38 - Water / Waste

11-00 Potable Water System

C 1 0

(M)(O) System may be inoperative provided:  
 a) Tank is drained and inspected to ensure no leakage, and  
 b) Procedures are established to deactivate applicable system components to prevent its use or servicing.

NOTE 1: 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 2: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.

C - -

(M)(O) Individual components may be inoperative provided:  
 a) Associated components are deactivated or isolated, and  
 b) Associated system components are verified not to have leaks.

NOTE: Any portion of the system that operates normally may be used.

30-00 Lavatory Waste Systems

C - 0

(M)(O) Individual components may be inoperative provided:  
 a) Associated components are deactivated or isolated, and  
 b) Associated system components are verified not to have leaks.

NOTE: Any portion of the system that operates normally may be used.

(Cont'd)

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**4. Remarks or Exceptions**

38 - Water / Waste

30-00 Lavatory Waste Systems  
(Cont'd)

1) 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) If affected, forward lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER",  
 d) If affected, aft lavatory door is unlocked and placarded "INOPERATIVE - DO NOT ENTER",  
 and  
 e) There is at least one serviceable lavatory on the aircraft.

2) If one lavatory

C 1 0

(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) If affected, forward lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER",  
 and  
 d) If affected, aft lavatory door is unlocked and placarded "INOPERATIVE - DO NOT ENTER".

NOTE: Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.

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1. Repair Category

2. Number Installed

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4. Remarks or Exceptions

44 - Cabin Systems

11-03	Ethernet Interface Unit (EIU)	C	4	0	One or more may be inoperative.  NOTE: When all four EIUs are inoperative, the following functions are lost: Galley Control Panel, mat heaters, window shades and cabin lighting control.
11-05	Cabin Server Unit (CSU)	C	2	0	(O) One or both may be inoperative.
23-03	Galley Control Panel	C	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.
23-15	Cabin Zone Controller	C	-	0	One or more may be inoperative.
31-01	Cabin Management System (CMS)				
	1) Aircraft Health Monitoring System (AHMS) Function	C	1	0	May be inoperative.
	2) Water and Waste Function	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
	3) Air Management System Function	D	2	0	(O) One or both may be inoperative.
	4) Solid State Power Controller (SSPC) Function	C	2	0	(O) One or both may be inoperative provided associated SSPCs are operative from the flight deck.

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**1. Repair Category**

**System & Sequence No. Item**

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**4. Remarks or Exceptions**

45 - Central Maintenance System

45-01      Onboard Maintenance System (OMS)

C    1    0

May be inoperative.

1) Remote Maintenance Access

C    -    0

(M) May be inoperative provided alternate procedures are established and used.

D    -    0

May be inoperative provided procedures do not require its use.

45-02      Cockpit Printer

C    1    0

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Any portion of printer which operates normally may be used.

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**4. Remarks or Exceptions**

46 - Information Systems

10-01 Electronic Flight Bag (EFB) System \*\*\*

1) Data Connectivity (Installed)

C - -

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Any function, program or document, which is operative, may be used.

D - 0

May be inoperative provided procedures do not require its use.

2) Power Connection (Portable)

C - -

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Any function, program or document, which is operative, may be used.

D - 0

May be inoperative provided procedures do not require its use.

3) Mounting Devices (Portable)

C - -

(M)(O) May be inoperative provided:  
 a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and  
 b) Alternate procedures are established and used.

D - 0

(M) May be inoperative provided:  
 a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and  
 b) Procedures do not require its use.

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System & Sequence No. Item

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4. Remarks or Exceptions

46 - Information Systems

20-01 Integrated Flight Information System (IFIS)

C - 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: IFIS may integrate EFB function.

1) Document Reader Function

C - -

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.

NOTE: IFIS may integrate EFB function.

2) Database Applications (Charts, Enhanced Maps, Graphical Weather, Enroute Charts, etc.)

C - -

Any or all individual databases may be inoperative or out of currency provided:  
 a) Procedures do not require their use, and  
 b) They are not used to define route of flight.

NOTE 1: Any current and operative functions may continue to be used.

NOTE 2: IFIS may integrate EFB function.

30-01 Information Management System (IMS)

A 1 0

May be inoperative provided repairs are made in time to maintain database update requirements, or at next heavy maintenance visit, whichever comes first.

NOTE 1: Any portion of system which operates normally may be used.

NOTE 2: Printer may become unavailable.

NOTE 3: ODL as function of IMS may become unavailable.

(Cont'd)



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4. Remarks or Exceptions

46 - Information Systems

30-01 Information Management System (IMS) (Cont'd)

1) Interface Functions

A

-

0

(M) One or all functions may be inoperative provided:  
 a) Alternate means to update/access associated equipment software is used, and  
 b) Repairs are made in time to maintain database update requirements, or at next heavy maintenance visit, whichever comes first.

35-01 Aircraft Health Management Unit (AHMU)

C

1

0

(M) May be inoperative provided alternate procedures are established and used.

35-02 Wireless Data Network Unit (WDNU)

C

1

0

(M) May be inoperative provided alternate procedures are established and used.

35-03 Antenna Diplexer

C

1

0

(M) May be inoperative provided alternate procedures are established and used.

35-04 AHMS Antenna

C

1

0

(M) May be inoperative provided alternate procedures are established and used.

35-05 Battery Power Relay

C

1

0

(M) May be inoperative provided:  
 a) HMU Battery Power Input is deactivated, and  
 b) Alternate procedures are established and used.

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

47 - Inert Gas System

00-01 Fuel Tank Inerting System (FTIS)

A

1

0

(M)(O) May be inoperative provided:  
 a) FTIS System is deactivated,  
 b) Air Preparation System Pressure Regulating and Shut-Off Valve (APS PRSOV) is secured closed,  
 c) Backflow Shut-Off Valve (BSOV) is verified closed, and  
 d) Repairs are made within 10 calendar days.

1) Backflow Shut-Off Valve (BSOV)

A

1

0

(M)(O) May be inoperative provided:  
 a) FTIS System is deactivated,  
 b) BSOV is secured closed, and  
 c) Repairs are made within 10 calendar days.

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1. Repair Category

System & Sequence No. Item

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

49 - Airborne auxiliary power

10-01	Auxiliary Power Unit (APU)	C	1	0	(M)(O) May be inoperative provided: a) Inlet door is secured CLOSED, b) APU is deactivated, and c) Both engine generators are operative.
14-01	Auxiliary Power Unit (APU) Inlet Door System	C	1	0	(M) May be inoperative CLOSED provided: a) Inlet door is deactivated CLOSED, and b) APU is considered inoperative.
		C	1	0	(M)(O) May be inoperative OPEN provided: a) Inlet door is deactivated OPEN, b) APU is operated continuously during flight, and c) Airplane Flight Manual (AFM) performance corrections for APU ON are applied.
		C	1	0	(M)(O) May be inoperative with APU Inlet Door OPEN provided: a) APU Inlet Door is deactivated, b) APU windmilling Revolutions Per Minute (RPM) is monitored during flight, and c) Operations are conducted in accordance with the AFM Supplement (Dispatch with APU Inlet Door Open and APU Not Operating).
30-02	Fuel Start Manifold Pressure Sensor	C	1	0	May be inoperative.
30-11	Fuel Filter Delta P Sensor	A	1	0	May be inoperative provided repairs are made within 20 APU hours.
30-29	Fuel Temperature Sensor	C	1	0	May be inoperative.
41-01	Ignition Exciter Channels	C	2	1	One may be inoperative.
		C	2	0	Both may be inoperative provided Auxiliary Power Unit (APU) is considered inoperative.

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**1. Repair Category**

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**4. Remarks or Exceptions**

49 - Airborne auxiliary power

41-05 Igniters

C 2 1

One may be inoperative.

C 2 0

Both may be inoperative provided Auxiliary Power Unit (APU) is considered inoperative.

42-01 DC Starter Motor

C 1 0

May be inoperative provided Auxiliary Power Unit (APU) is considered inoperative.

51-01 Anti Surge Valve

C 1 0

(M) May be inoperative CLOSED provided:  
 a) Auxiliary Power Unit (APU) is restricted to ground use only, and  
 b) Both left and right Variable Frequency Generator (VFG) Systems are operative.

52-09 Bleed Control Valve

C 1 0

(M)(O) May be inoperative provided:  
 a) Affected valve is secured CLOSED, and  
 b) Auxiliary Power Unit (APU) bleed system is not used for engine start or air conditioning packs.

NOTE: APU is available as a source of electrical power only, if required.

61-01 Auxiliary Power Unit (APU) Full Authority Digital Engine Control (FADEC)

C 1 0

May be inoperative provided APU is considered inoperative.

61-03 Exhaust Gas Temperature (EGT) Thermocouple

C 2 1

One may be inoperative.

C 2 0

Both may be inoperative provided Auxiliary Power Unit (APU) is considered inoperative.

61-09 Dual Coil Speed Sensor Channels

C 2 1

One may be inoperative.

(Cont'd)

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1. Repair Category

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2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

49 - Airborne auxiliary power

61-09 Dual Coil Speed Sensor Channels (Cont'd)

C

2

0

Both may be inoperative provided Auxiliary Power Unit (APU) is considered inoperative.

90-03 Oil Temperature Sensor

C

1

0

May be inoperative.

90-05 Auxiliary Power Unit (APU) Oil Quantity Indication System

C

1

0

(M) May be inoperative provided APU oil quantity is verified before each flight day.

90-06 Dual Oil Pressure Sensor

A

1

0

May be inoperative provided repairs are made within 40 Auxiliary Power Unit (APU) hours.

NOTE: APU is available without Low Oil Pressure protection.

90-19 Oil Pump De-prime Valve

C

1

0

May be inoperative.

NOTE: Auxiliary Power Unit (APU) may not start during cold oil temperature.

90-31 Air Oil Cooler/Fuel-Oil Heat Exchanger

C

1

0

May be inoperative.

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

50 - Cargo Compartments

20-01 Cargo Nets

1) Baggage nets

A

-

-

(M) One or more may be inoperative, damaged or missing provided:  
 a) Contents are secured by remaining nets,  
 b) Acceptable cargo 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.

NOTE: Baggage compartment may consist of several storage zones, each with associated restraint net, hardware and weight limit. If a baggage net assembly is inoperative or missing, items from affected storage zone must be removed or relocated to another storage zone provided weight limit is not exceeded.

C

-

-

May be inoperative, damaged or missing provided baggage compartment remains empty.

NOTE: For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.

2) Door nets (including associated equipment)

C

2

-

(M) One or both may be inoperative, damaged or missing provided baggage is secured in baggage compartment.

NOTE: Associated equipment includes snap latches, restraint net brackets and floor pan fitting rings/posts.

(Cont'd)

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**3. Number Required For Dispatch**

**4. Remarks or Exceptions**

50 - Cargo Compartments

20-01 Cargo Nets  
(Cont'd)

2) Door nets (including associated equipment)  
(Cont'd)

C

2

0

One or both may be inoperative, damaged or missing provided baggage compartment remains empty.

NOTE 1: Associated equipment includes snap latches, restraint net brackets and floor pan fitting rings/posts.

NOTE 2: For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots on non-magnetic metals (such as lead) is acceptable.

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1. Repair Category

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2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

52 - Doors

10-01 Passenger Access Door

1) Key Lock

C 1 0

(M) May be inoperative or missing provided:  
a) Passenger Access Door key lock is removed, and  
b) Passenger Access Door handle is verified operative.

2) Telescopic Handrail\*\*\*

C 2 1

(M) May be inoperative provided it is removed.

3) Handrail extension\*\*\*

C 2 0

(M) May be inoperative provided it is removed.

11-19 Passenger Access Door Power Assist System

C 1 0

(M)(O) May be inoperative provided:  
a) Passenger Access Door is verified manually operative,  
b) Ensure that there is no binding or jamming of the door during retraction, and  
c) Affected Power Assist System is deactivated.

21-03 Overwing Emergency Exit Door Indication System

C 1 0

(O) May be inoperative provided associated door is verified closed and latched before each flight.

30-01 Cargo Access Door

1) Key Lock

C 1 0

(M) May be inoperative or missing provided:  
a) Cargo Access Door key lock is removed, and  
b) External cargo access door handle is verified operative.

2) Hold Open Mechanism

C 1 0

(M) May be inoperative provided alternate procedures are used to secure the door in the open position on ground.

3) Assist Handle

C 1 0

May be inoperative or missing.



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**4. Remarks or Exceptions**

52 - Doors

30-02 Cargo Access Door  
Indication System  
1) EICAS

C

1

0

(O) May be inoperative provided:  
a) Cargo Access Door is verified operative before each flight,  
b) Cargo Access Door is CLOSED, LATCHED and LOCKED before each flight,  
c) Cargo Access Door handle is confirmed in locked position, and  
d) Cargo Access Door mechanical lock flag indicates LOCKED (green) before each flight.

C

1

0

(O) May be inoperative provided:  
a) Cargo Access Door is verified operative before each flight,  
b) Cargo Access Door is CLOSED, LATCHED and LOCKED before each flight,  
c) Cargo Access Door external pressure vent panel is verified fully CLOSED before each flight, and  
d) External handle is verified in fully stowed position.

NOTE: An Engine may be running when message is displayed. Ensure to follow appropriate safety precautions and shut down the engines when approaching the door.

40-01 Service Doors Barrel  
Locks

C

-

0

(M) May be inoperative provided the affected service door is confirmed CLOSED and LATCHED before each flight.

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4. Remarks or Exceptions

52 - Doors

41-01 Large Service Door  
Indication System

C

1

0

(M) May be inoperative provided:  
 a) FWD Equipment Bay Access  
 PANEL LHS verified closed and  
 latched before each flight,  
 b) FWD Equipment Bay Access  
 Panel RHS verified closed and  
 latched before each flight,  
 c) Rear (Aft) Equipment Bay Access  
 Panel verified closed and latched  
 before each flight,  
 d) APU BAY Access Panel LHS  
 verified closed and latched before  
 each flight,  
 e) APU BAY Access Panel RHS  
 verified closed and latched before  
 each flight, and  
 f) APU Battery Access Panel verified  
 closed and latched before each  
 flight.

NOTE: An Engine may be running when  
 message is displayed. Ensure to follow  
 appropriate safety precautions and shut  
 down the engines when approaching the  
 door.

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**3. Number Required For Dispatch**

**4. Remarks or Exceptions**

52 - Doors

41-02 Small Service Door  
Indication System

C

1

0

(M) May be inoperative provided small service doors are verified closed and latched before each flight:

- a) HYD SYS Access Panel is verified closed and latched before each flight,
- b) Refuel / Defuel Access Panel is verified closed and latched before each flight,
- c) Oxygen Fill Access Panel is verified closed and latched before each flight,
- d) Ground Communications Access Panel is verified closed and latched before each flight,
- e) Passenger Access Door Switch Access Panel is verified closed and latched before each flight,
- f) Fresh Water Access Panel is verified closed and latched before each flight,
- g) Ground Air Connection Access Panel is verified closed and latched before each flight,
- h) HRD FIDEEX Bottle Access Panel is verified closed and latched before each flight,
- i) Ground Power Connector Access Panel is verified closed and latched before each flight,
- j) Waste Access Panel is verified closed and latched before each flight, and
- k) HYD Gage / Refill Access Panel is verified closed and latched before each flight.

NOTE: An Engine may be running when message is displayed. Ensure to follow appropriate safety precautions and shut down the engines when approaching the doors.

51-07 Interior Pocket Doors

C

-

0

(M) May be inoperative provided affected door is secured in the fully open (stowed) position and the door is de-activated.

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1. Repair Category

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4. Remarks or Exceptions

52 - Doors

51-08 Interior Pocket Doors  
Indication System

C - 0

(M) May be inoperative provided all doors are secured in the fully open (stowed) position and deactivated.

51-09 Interior Pocket Doors  
Cockpit Activated Stowing  
Mechanism

C - 0

(M) May be inoperative provided all doors are secured in the fully open (stowed) position and deactivated

72-01 Passenger Access Door  
Indication System

1) EICAS

C 1 0

(O) May be inoperative provided:  
a) Associated door is verified operative before each flight,  
b) Associated door is CLOSED, LATCHED and LOCKED before each flight, and  
c) Associated door mechanical lock flag indicates LOCKED (green) before each flight.

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2. Number Installed

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4. Remarks or Exceptions

71 - Powerplant

10-01 Fan Cowl Hold-Open Rod

D

8

-

(M) May be inoperative or missing provided:

- a) Alternate maintenance procedures are established and used for maintenance purposes,
- b) Inoperative rods are able to be secured in normal flight position prior to closing fan cowl doors, and
- c) Do not open upper door to greater than 68 degrees and do not open the lower door to more than the position it freely hangs when not secured with hold open rods.

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**System & Sequence No. Item**

**1. Repair Category**

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**4. Remarks or Exceptions**

73 - Engine Fuel and Control

System & Sequence No. Item	Repair Category	Number Installed	Number Required For Dispatch	Remarks or Exceptions
31-01 Fuel Flow Meter	C	2	1	(O) May be inoperative provided: a) All fuel tank quantity indications are operative, b) Associated engine EICAS Fuel Flow Readouts is not used, c) Fuel Used displayed on Fuel Synoptic page is not used, d) FMS fuel predictions are not used, and e) Flight remains within 90 minutes of landing at a suitable airport.
31-02 Fuel Filter Differential Pressure Transducer	C	2	1	(M) One may be inoperative provided associated fuel filter is replaced within 19 flight hours.
	A	2	1	One may be inoperative provided repairs are made within 19 flight hours.
31-03 Fuel Strainer Differential Pressure Transducer	C	2	1	One may be inoperative provided associated Fuel Filter Differential Pressure Transducer is operative.
31-04 Engine Main Fuel Pump Inlet Pressure Transducer	C	2	1	One may be inoperative provided: a) Associated Primary Fuel Pump is operative, b) Associated Auxiliary Fuel Pump is operative, and c) All fuel tank quantity indications are operative.
31-05 Engine Fuel Temperature Sensor	C	2	1	(O) One may be inoperative provided associated Fuel Recirculation System is operative.

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

74 - Ignition

00-01 Ignition Systems

C

4

3

One may be inoperative.

30-01 Overhead Engine  
Control Panel  
IGNITION Switch  
PBA.

1) Light Function only

C

1

0

May be inoperative.

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

75 - Bleed Air

21-01

High Pressure Turbine Active Clearance Control Valve (HPTACC Valve)

C

2

0

(O) One or both may be inoperative CLOSED provided:

- a) Associated engine Low Pressure Turbine Active Clearance Control (LPTACC) Valve is operative, and
- b) Operations are conducted in accordance with AFM Supplement (Dispatch with Active Clearance Control Valve Inoperative In Closed Position).

21-03

Low Pressure Turbine Active Clearance Control Valve (LPTACC Valve)

C

2

0

(O) One or both may be inoperative CLOSED provided:

- a) Associated engine High Pressure Turbine Active Clearance Control (HPTACC) Valve is operative, and
- b) Operations are conducted in accordance with AFM Supplement (Dispatch with Active Clearance Control Valve Inoperative In Closed Position).

22-03

Jet Pump Shut-Off Valve (JPSOV)

A

2

1

One may be inoperative CLOSED provided:

- a) Associated Engine Bleed Air System is considered inoperative, and
- b) Repairs are made within 10 calendar days.

31-13

High Pressure Valve (HPV)

A

2

1

One may be inoperative CLOSED provided:

- a) Associated Engine Bleed Air System is considered inoperative, and
- b) Repairs are made within 10 calendar days.



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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

77 - Engine Indicating

31-01 Engine Vibration Monitoring System

C 2 1

(M)(O) One may be inoperative provided:  
 a) Both Ice Detection Systems are operative,  
 b) Aircraft is not operated in known or forecast icing conditions, and  
 c) Approved maintenance reliability program (which includes engine vibration monitoring) is in place.

31-02 Number One Bearing Accelerometer

C 2 0

One or both may be inoperative provided associated engine Turbine Center Frame Accelerometer is operative.

A 2 0

(M) One or both may be inoperative provided:  
 a) Associated engine Fan Frame Accelerometer is installed and operative, and  
 b) Repair is made at next engine removal.

31-03 Turbine Center Frame Accelerometer

C 2 0

One or both may be inoperative provided associated engine Number One Bearing Accelerometer is operative.

C 2 0

One or both may be inoperative provided associated engine Fan Frame Accelerometers is installed and operative.

31-04 Fan Frame Accelerometer \*\*\*

C 2 0

One or both may be inoperative provided associated engine Turbine Center Frame Accelerometer is operative.

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**System & Sequence No. Item**

**1. Repair Category**

**2. Number Installed**

**3. Number Required For Dispatch**

**4. Remarks or Exceptions**

78 - Engine Exhaust

30-01 Thrust Reverser System

C 2 0

(M)(O) One or both may be inoperative provided:  
 a) Inoperative thrust reverser is stowed and locked, and  
 b) Operations are conducted in accordance with AFM performance data.

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System & Sequence No. Item

1. Repair Category

2. Number Installed

3. Number Required For Dispatch

4. Remarks or Exceptions

79 - Engine Oil

12-00 Oil Replenishment System

C 1 0

(M) May be inoperative provided:  
 a) Affected engine/APU oil levels are checked, and  
 b) As required, engine/APU oil tank is filled manually prior to each flight.

NOTE: If engine and APU (if operational) oil levels are verified full, oil replenishment is not required.

30-01 Engine Oil Quantity Indication System

B 2 1

(M) One may be inoperative provided:  
 a) Associated oil quantity is verified full via sight glass before each flight, and  
 b) There is no evidence of abnormal oil consumption or leakage.

30-02 Engine Oil Filter Bypass Indication System

B 2 1

(O) One may be inoperative provided:  
 a) Associated engine oil Resistive Debris Monitoring System (RDMS) is operative, and  
 b) There is no indication of chips detected from the RDMS.

30-03 Resistive Debris Monitoring Sensor (RDMS)

C 2 1

(M) One may be inoperative provided:  
 a) Inoperative RDMS sensor is checked for contaminants,  
 b) Associated engine oil filter bypass indication system operates normally, and  
 c) Associated engine vibration monitoring system is operative.

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## SECTION 2

# CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

<b>TRANSPORT CANADA</b>		<b>Global 7500</b>	
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The following section has been authorized in accordance with the provisions of TCCA MMEL Guidance Book Item 00-00-1, 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, by 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
- c) remote electronic system isolation;
- d) 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)
- e) Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators.

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System & Sequence No. Item

1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

21-0005	21 AIR COND / PRESS - AFT BAY FAN 1 INOP	C	May be displayed provided Outside Ambient Temperatures (OAT) on the ground (departure, destination, and alternative airports) are not greater than 35 degrees C.
21-0010	21 AIR COND / PRESS - AFT BAY FAN 2 INOP	C	May be displayed provided Outside Ambient Temperatures (OAT) on the ground (departure, destination, and alternative airports) are not greater than 35 degrees C.
21-0015	21 AIR COND / PRESS - AFT BAY TEMP SENSOR INOP	C	May be displayed provided Outside Ambient Temperatures (OAT) on the ground (departure, destination, and alternative airports) are not greater than 35 degrees C.
21-0020	21 AIR COND / PRESS - AFT BAY TEMP SENSOR REDUND LOSS	C	May be displayed.
21-0025	21 AIR COND / PRESS - AFT CABIN DUCT TEMP REDUND LOSS	C	May be displayed.
21-0031	21 AIR COND / PRESS - AFT CABIN TEMP SENSOR INOP	C	(O) May be displayed provided none of the following messages are displayed: 21 TRIM AIR FAIL - CKPT DUCT TEMP SENSOR INOP 21 TRIM AIR FAIL - FWD CABIN DUCT TEMP SENSOR INOP 21 TRIM AIR FAIL - ENTRANCE DUCT TEMP SENSOR INOP 21 TRIM AIR FAIL - AFT CABIN DUCT TEMP SENSOR INOP.
21-0035	21 AIR COND / PRESS - AFT CABIN TEMP SNSR REDUND LOSS	C	May be displayed.
21-0065	21 AIR COND / PRESS - AV BAY TEMP SENSOR 1 REDUND LOSS	C	May be displayed.

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System & Sequence No. Item

1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

21-0075	21 AIR COND / PRESS - AV BAY TEMP SENSOR 2 REDUND LOSS	C	May be displayed.
21-0085	21 AIR COND / PRESS - AV BAY TEMP SENSOR 3 REDUND LOSS	C	May be displayed.
21-0090	21 AIR COND / PRESS - CKPT DUCT TEMP REDUND LOSS	C	May be displayed.
21-0095	21 AIR COND / PRESS - CKPT TEMP SENSOR REDUND LOSS	C	May be displayed.
21-0100	21 AIR COND / PRESS - ENTRANCE DUCT TEMP REDUND LOSS	C	May be displayed.
21-0105	21 AIR COND / PRESS - TAV FAIL CLSD	C	(O) May be displayed provided: a) TRIM AIR is selected OFF and Status message TRIM AIR OFF is displayed, b) Both Air Conditioning Packs are operative, c) Emergency Ram Air Valve (ERAV) is verified operative, and d) AUX PRESS is considered inoperative.
21-0110	21 AIR COND / PRESS - TAV FAIL OPEN	C	(O) May be displayed provided: a) TRIM AIR is selected OFF and Status message TRIM AIR OFF is displayed, b) Both Air Conditioning Packs are operative, c) Emergency Ram Air Valve (ERAV) is verified operative, and d) AUX PRESS is considered inoperative.

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System & Sequence No. Item

1. Repair Category

CAS Messages

2. Dispatch Consideration

21-0116 21 AIR COND / PRESS - ENTRANCE TEMP SENSOR INOP

C (O) May be displayed provided none of the following messages are displayed:  
 21 TRIM AIR FAIL - CKPT DUCT TEMP SENSOR INOP  
 21 TRIM AIR FAIL - FWD CABIN DUCT TEMP SENSOR INOP  
 21 TRIM AIR FAIL - ENTRANCE DUCT TEMP SENSOR INOP  
 21 TRIM AIR FAIL - AFT CABIN DUCT TEMP SENSOR INOP.

21-0120 21 AIR COND / PRESS - ENTRANCE TEMP SENSOR REDUND LOSS

C May be displayed.

21-0125 21 AIR COND / PRESS - FWD CABIN DUCT TEMP REDUND LOSS

C May be displayed.

21-0141 21 AIR COND / PRESS - FWD CABIN TEMP SENSOR INOP

C (O) May be displayed provided none of the following messages are displayed:  
 21 TRIM AIR FAIL - CKPT DUCT TEMP SENSOR INOP  
 21 TRIM AIR FAIL - FWD CABIN DUCT TEMP SENSOR INOP  
 21 TRIM AIR FAIL - ENTRANCE DUCT TEMP SENSOR INOP  
 21 TRIM AIR FAIL - AFT CABIN DUCT TEMP SENSOR INOP.

21-0145 21 AIR COND / PRESS - FWD CABIN TEMP SNSR REDUND LOSS

C May be displayed.

21-0160 21 AIR COND / PRESS - FWD RACK TEMP SENSOR REDUND LOSS

C May be displayed.



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System & Sequence No. Item

1. Repair Category

CAS Messages

21-0180

21 AIR COND / PRESS -  
IASC 1A PRESS SENSOR  
INOP

C

2. Dispatch Consideration

(O) May be displayed provided:

a) None of the following messages are displayed:

21 AIR COND / PRESS - IASC 1B INOP

21 AIR COND / PRESS - IASC 2A INOP

21 AIR COND / PRESS - IASC 2B INOP

21 AIR COND / PRESS - IASC 1C INOP

21 AIR COND / PRESS - IASC 2C INOP

21 AIR COND / PRESS - OFV 1 DC MOTOR

INOP

21 AIR COND / PRESS - OFV 2 DC MOTOR

INOP

21 AIR COND / PRESS - OFV 2 STEPPER

INOP

21 AIR COND / PRESS - IASC 1B PRESS

SENSOR INOP

21 AIR COND / PRESS - IASC 2A PRESS

SENSOR INOP

21 AIR COND / PRESS - IASC 2B PRESS

SENSOR INOP

21 AIR COND / PRESS - IASC 1 DMC COM

LOSS

21 AIR COND / PRESS - IASC 2 DMC COM

LOSS

21 AIR COND / PRESS - IASC 1 AFD COM

LOSS

21 AIR COND / PRESS - IASC 2 AFD COM

LOSS

21 AIR COND / PRESS - IASC 1C ALT LIM

INOP

21 AIR COND / PRESS - IASC 2C ALT LIM

INOP

AUTO PRESS FAIL (Caution), and

b) Pressurization Manual Mode is verified  
operative.

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System & Sequence No. Item

1. Repair Category

CAS Messages

21-0195 21 AIR COND / PRESS - IASC 1C ALT LIM INOP

C

2. Dispatch Consideration

- (O) May be displayed provided:
  - a) None of the following messages are displayed:
    - 21 AIR COND / PRESS - IASC 1A INOP
    - 21 AIR COND / PRESS - IASC 1B INOP
    - 21 AIR COND / PRESS - OFV 1 STEPPER INOP
    - 21 AIR COND / PRESS - OFV 1 DC MOTOR INOP
    - 21 AIR COND / PRESS - IASC 1A PRESS SENSOR INOP
    - 21 AIR COND / PRESS - IASC 1B PRESS SENSOR INOP, and
  - b) Flight is conducted at or below FL150.

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System & Sequence No. Item

1. Repair Category

**CAS Messages**

21-0220

21 AIR COND / PRESS -  
IASC 2A PRESS SENSOR  
INOP

C

**2. Dispatch Consideration**

(O) May be displayed provided:

a) None of the following messages are displayed:

21 AIR COND / PRESS - IASC 2B INOP

21 AIR COND / PRESS - IASC 1A INOP

21 AIR COND / PRESS - IASC 1B INOP

21 AIR COND / PRESS - IASC 1C INOP

21 AIR COND / PRESS - IASC 2C INOP

21 AIR COND / PRESS - OFV 1 DC MOTOR

INOP

21 AIR COND / PRESS - OFV 2 DC MOTOR

INOP

21 AIR COND / PRESS - OFV 1 STEPPER

INOP

21 AIR COND / PRESS - IASC 2B PRESS

SENSOR INOP

21 AIR COND / PRESS - IASC 1A PRESS

SENSOR INOP

21 AIR COND / PRESS - IASC 1B PRESS

SENSOR INOP

21 AIR COND / PRESS - IASC 1 DMC COM

LOSS

21 AIR COND / PRESS - IASC 2 DMC COM

LOSS

21 AIR COND / PRESS - IASC 1 AFD COM

LOSS

21 AIR COND / PRESS - IASC 2 AFD COM

LOSS

21 AIR COND / PRESS - IASC 1C ALT LIM

INOP

21 AIR COND / PRESS - IASC 2C ALT LIM

INOP

AUTO PRESS FAIL (Caution), and

b) Pressurization Manual Mode is verified  
operative.

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System & Sequence No. Item

1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

21-0235 21 AIR COND / PRESS - IASC 2C ALT LIM INOP

C (O) May be displayed provided:  
 a) None of the following messages are displayed:  
 21 AIR COND / PRESS - IASC 2A INOP  
 21 AIR COND / PRESS - IASC 2B INOP  
 21 AIR COND / PRESS - OFV 2 STEPPER INOP  
 21 AIR COND / PRESS - OFV 2 DC MOTOR INOP  
 21 AIR COND / PRESS - IASC 2A PRESS SENSOR INOP  
 21 AIR COND / PRESS - IASC 2B PRESS SENSOR INOP, and  
 b) Flight is conducted at or below FL150.

21-0242 21 AIR COND / PRESS - LAND ELEV / BARO DISAGREE

C (O) May be displayed provided:  
 a) Pressurization Auto Mode is operative,  
 b) Pressurization Manual Mode is verified operative,  
 c) Autopilot is operative,  
 d) Pilot monitors the CAB DP display before landing. Confirm CAB DP is less than 1 psi (use MAN mode if required) and  
 e) Takeoff/Landing is conducted at airfield elevation below 8,200 ft.

21-0245 21 AIR COND / PRESS - L CDTS REDUND LOSS

C May be displayed.

21-0265 21 AIR COND / PRESS - L MIX MANIFOLD TEMP REDUND LOSS

C May be displayed.

21-0270 21 AIR COND / PRESS - L MIX MANIFOLD TEMP SENSOR INOP

C (O) May be displayed provided none of the following messages are displayed:  
 TRIM AIR FAIL (Caution)  
 21 AIR COND / PRESS - R MIX MANIFOLD TEMP SENSOR INOP.

21-0275 21 AIR COND / PRESS - L PACK DISCH PRESS SENSOR INOP

C (O) May be displayed provided 21 AIR COND / PRESS - L PACK DISCH TEMP SENSOR INOP is not displayed.

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System & Sequence No. Item

1. Repair Category

CAS Messages

2. Dispatch Consideration

21-0280 21 AIR COND / PRESS - L  
PACK DISCH TEMP  
REDUND LOSS

C May be displayed.

21-0285 21 AIR COND / PRESS - L  
PACK DISCH TEMP  
SENSOR INOP

A (O) May be inoperative provided:  
a) Left Air Conditioning Pack (L PACK) is selected OFF,  
b) Recirculation System is operative,  
c) Wing Ice Protection System is operative,  
d) AUX PRESS System is verified operative,  
e) Emergency Ram Air Valve (ERAV) is verified operative,  
f) Flight is conducted with R PACK operation at or below FL 410,  
g) MFS1, MFS2 and MFS3 are operative, and  
h) Repairs are made within 10 calendar days.

NOTE: APS and FTIS are not available.

21-0295 21 AIR COND / PRESS - L  
PACK INLET PRESS  
SENSOR INOP

A (O) May be displayed provided:  
a) 36 BLEED - L PRESS SENSOR INOP is not displayed, and  
b) Repairs are made within 10 calendar-days.

NOTE: APS and FTIS are not available.

21-0300 21 AIR COND / PRESS - L  
PACK TEMP REDUND  
LOSS

C May be displayed.

21-0305 21 AIR COND / PRESS - L  
PACK TEMP SENSOR  
INOP

C (O) May be displayed provided 21 AIR COND / PRESS - L PACK DISCH TEMP SENSOR INOP is not displayed.

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System & Sequence No. Item

1. Repair Category

CAS Messages

21-0325 21 AIR COND / PRESS - OFV 1 STEPPER INOP

C

2. Dispatch Consideration

- (O) May be displayed provided:
  - a) Affected Stepper motor is deactivated,
  - b) None of the following messages are displayed:
    - 21 AIR COND / PRESS - IASC 1B INOP
    - 21 AIR COND / PRESS - IASC 2A INOP
    - 21 AIR COND / PRESS - IASC 2B INOP
    - 21 AIR COND / PRESS - IASC 1C INOP
    - 21 AIR COND / PRESS - IASC 2C INOP
    - 21 AIR COND / PRESS - OFV 1 DC MOTOR INOP
    - 21 AIR COND / PRESS - OFV 2 DC MOTOR INOP
    - 21 AIR COND / PRESS - OFV 2 STEPPER INOP
    - 21 AIR COND / PRESS - IASC 1B PRESS SENSOR INOP
    - 21 AIR COND / PRESS - IASC 2A PRESS SENSOR INOP
    - 21 AIR COND / PRESS - IASC 2B PRESS SENSOR INOP
    - 21 AIR COND / PRESS - IASC 1C ALT LIM INOP
    - 21 AIR COND / PRESS - IASC 2C ALT LIM INOP
  - c) Pressurization Manual Mode is verified operative.

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System & Sequence No. Item

1. Repair Category

CAS Messages

2. Dispatch Consideration

21-0335

21 AIR COND / PRESS - OFV 2 STEPPER INOP

C

(O) May be displayed provided:  
 a) Affected Stepper motor is deactivated,  
 b) None of the following messages are displayed:  
 21 AIR COND / PRESS - IASC 2B INOP  
 21 AIR COND / PRESS - IASC 1A INOP  
 21 AIR COND / PRESS - IASC 1B INOP  
 21 AIR COND / PRESS - IASC 1C INOP  
 21 AIR COND / PRESS - IASC 2C INOP  
 21 AIR COND / PRESS - OFV 1 DC MOTOR INOP  
 21 AIR COND / PRESS - OFV 2 DC MOTOR INOP  
 21 AIR COND / PRESS - OFV 1 STEPPER INOP  
 21 AIR COND / PRESS - IASC 2B PRESS SENSOR INOP  
 21 AIR COND / PRESS - IASC 1A PRESS SENSOR INOP  
 21 AIR COND / PRESS - IASC 1B PRESS SENSOR INOP  
 21 AIR COND / PRESS - IASC 1C ALT LIM INOP  
 21 AIR COND / PRESS - IASC 2C ALT LIM INOP  
 AUTO PRESS FAIL (Caution), and  
 c) Pressurization Manual Mode is verified operative.

21-0345

21 AIR COND / PRESS - R CDTS REDUND LOSS

C

May be displayed.

21-0365

21 AIR COND / PRESS - R MIX MANIFOLD TEMP REDUND LOSS

C

May be displayed.

21-0370

21 AIR COND / PRESS - R MIX MANIFOLD TEMP SENSOR INOP

C

(O) May be displayed provided none of the following messages are displayed:  
 TRIM AIR FAIL (Caution)  
 21 AIR COND / PRESS - L MIX MANIFOLD TEMP SENSOR INOP.

21-0375

21 AIR COND / PRESS - R PACK DISCH PRESS SENSOR INOP

C

(O) May be displayed provided 21 AIR COND / PRESS - R PACK DISCH TEMP SENSOR INOP is not displayed.

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System & Sequence No. Item

1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

21-0385 21 AIR COND / PRESS - R  
PACK DISCH TEMP  
SENSOR INOP

A

(O) May be inoperative provided:  
a) Right Air Conditioning Pack (R PACK) is selected OFF,  
b) Recirculation System is operative,  
c) Wing Ice Protection System is operative,  
d) AUX PRESS System is verified operative,  
e) Emergency Ram Air Valve (ERAV) is verified operative,  
f) Flight is conducted with L PACK operation at or below FL 410,  
g) MFS1, MFS2 and MFS3 are operative, and  
h) Repairs are made within 10 calendar days.

NOTE: APS and FTIS are not available.

21-0390 21 AIR COND / PRESS - R  
PACK DISCH TEMP  
REDUND LOSS

C

May be displayed.

21-0395 21 AIR COND / PRESS - R  
PACK INLET PRESS  
SENSOR INOP

C

(O) May be inoperative provided 36 BLEED - R PRESS  
SENSOR INOP is not displayed.

21-0400 21 AIR COND / PRESS - R  
PACK TEMP REDUND  
LOSS

C

May be displayed.

21-0405 21 AIR COND / PRESS - R  
PACK TEMP SENSOR  
INOP

C

(O) May be displayed provided 21 AIR COND / PRESS -  
R PACK DISCH TEMP SENSOR INOP is not displayed.

21-0425 21 AIR COND / PRESS -  
TRIM LOOP ONE  
ELEMENT INOP

C

(O) May be displayed provided none of the following  
messages are displayed:  
21 AIR COND / PRESS - IASC 1B INOP  
21 AIR COND / PRESS - IASC 2B INOP  
21 AIR COND / PRESS - IASC 1B FAULT  
21 AIR COND / PRESS - IASC 2B FAULT.



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System & Sequence No. Item

1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

21-0445 21 ECS AUTO TEMP FAIL - CKPT TEMP SENSOR INOP

C (O) May be displayed provided:  
 a) None of the following messages are displayed:  
 21 TRIM AIR FAIL - CKPT DUCT TEMP SENSOR INOP  
 21 TRIM AIR FAIL - FWD CABIN DUCT TEMP SENSOR INOP  
 21 TRIM AIR FAIL - ENTRANCE DUCT TEMP SENSOR INOP  
 21 TRIM AIR FAIL - AFT CABIN DUCT TEMP SENSOR INOP, and  
 b) Temperature Control Manual mode (MAN TEMP) is verified operative.

21-0455 21 L PACK FAIL - L CDTS INOP

A (O) May be inoperative provided:  
 a) Left Air Conditioning Pack (L PACK) is selected OFF,  
 b) Recirculation System is operative,  
 c) Wing Ice Protection System is operative,  
 d) AUX PRESS System is verified operative,  
 e) Emergency Ram Air Valve (ERAV) is verified operative,  
 f) Flight is conducted with R PACK operation at or below FL 410,  
 g) MFS1, MFS2 and MFS3 are operative, and  
 h) Repairs are made within 10 calendar days.

NOTE: APS and FTIS are not available.

21-0460 21 L PACK FAIL - TEMP VALVE INOP

A (O) May be inoperative provided:  
 a) Left Air Conditioning Pack (L PACK) is selected OFF,  
 b) Recirculation System is operative,  
 c) Wing Ice Protection System is operative,  
 d) AUX PRESS System is verified operative,  
 e) Emergency Ram Air Valve (ERAV) is verified operative,  
 f) Flight is conducted with R PACK operation at or below FL 410,  
 g) MFS1, MFS2 and MFS3 are operative, and  
 h) Repairs are made within 10 calendar days.

NOTE: APS and FTIS are not available.

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System & Sequence No. Item

1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

21-0462

21 L PACK FAIL - L PACK  
INLET FLOW SENSOR  
INOP

A

(O) May be inoperative provided:  
a) Left Air Conditioning Pack (L PACK) is selected OFF,  
b) Recirculation System is operative,  
c) Wing Ice Protection System is operative,  
d) AUX PRESS System is verified operative,  
e) Emergency Ram Air Valve (ERAV) is verified operative,  
f) Flight is conducted with R PACK operation at or below FL 410,  
g) MFS1, MFS2 and MFS3 are operative, and  
h) Repairs are made within 10 calendar days.

NOTE: APS and FTIS are not available.

21-0477

21 R PACK FAIL - R CDTS  
INOP

A

(O) May be inoperative provided:  
a) Right Air Conditioning Pack (R PACK) is selected OFF,  
b) Recirculation System is operative,  
c) Wing Ice Protection System is operative,  
d) AUX PRESS System is verified operative,  
e) Emergency Ram Air Valve (ERAV) is verified operative,  
f) Flight is conducted with L PACK operation at or below FL 410,  
g) MFS1, MFS2 and MFS3 are operative, and  
h) Repairs are made within 10 calendar days.

NOTE: APS and FTIS are not available.

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**2. Dispatch Consideration**

21-0480

21 R PACK FAIL - TEMP VALVE INOP

A

(O) May be inoperative provided:  
 a) Right Air Conditioning Pack (R PACK) is selected OFF,  
 b) Recirculation System is operative,  
 c) Wing Ice Protection System is operative,  
 d) AUX PRESS System is verified operative,  
 e) Emergency Ram Air Valve (ERAV) is verified operative,  
 f) Flight is conducted with L PACK operation at or below FL 410,  
 g) MFS1, MFS2 and MFS3 are operative, and  
 h) Repairs are made within 10 calendar days.

NOTE: APS and FTIS are not available.

21-0482

21 R PACK FAIL - R PACK INLET FLOW SENSOR INOP

A

(O) May be inoperative provided:  
 a) Right Air Conditioning Pack (R PACK) is selected OFF,  
 b) Recirculation System is operative,  
 c) Wing Ice Protection System is operative,  
 d) AUX PRESS System is verified operative,  
 e) Emergency Ram Air Valve (ERAV) is verified operative,  
 f) Flight is conducted with L PACK operation at or below FL 410,  
 g) MFS1, MFS2 and MFS3 are operative, and  
 h) Repairs are made within 10 calendar days.

NOTE: APS and FTIS are not available.

21-0495

21 TRIM AIR FAIL - AFT CABIN DUCT TEMP SENSOR INOP

C

(O) May be displayed provided:  
 a) TRIM AIR is selected OFF and Status message TRIM AIR OFF is displayed,  
 b) Both Air Conditioning Packs are operative,  
 c) Emergency RAM Air Valve (ERAV) is verified operative, and  
 d) AUX PRESS is considered inoperative.

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**2. Dispatch Consideration**

21-0501 21 TRIM AIR FAIL - CKPT  
DUCT TEMP SENSOR  
INOP

C (O) May be displayed provided:  
a) TRIM AIR is selected OFF and Status  
message TRIM AIR OFF is displayed,  
b) Both Air Conditioning Packs are operative,  
c) Emergency RAM Air Valve (ERAV) is verified  
operative, and  
d) AUX PRESS is considered inoperative.

21-0515 21 TRIM AIR FAIL -  
ENTRANCE DUCT TEMP  
SENSOR INOP

C (O) May be displayed provided:  
a) TRIM AIR is selected OFF and Status  
message TRIM AIR OFF is displayed,  
b) Both Air Conditioning Packs are operative,  
c) Emergency RAM Air Valve (ERAV) is verified  
operative, and  
d) AUX PRESS is considered inoperative.

21-0520 21 TRIM AIR FAIL - FWD  
CABIN DUCT TEMP  
SENSOR INOP

C (O) May be displayed provided:  
a) TRIM AIR is selected OFF and Status  
message TRIM AIR OFF is displayed,  
b) Both Air Conditioning Packs are operative,  
c) Emergency RAM Air Valve (ERAV) is verified  
operative, and  
d) AUX PRESS is considered inoperative.

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**CAS Messages**

**2. Dispatch Consideration**

21-0525 21 TRIM AIR FAIL - DUAL LOOP ELEMENT INOP

C (O) May be displayed provided:  
 a) TRIM AIR is selected OFF and Status message TRIM AIR OFF is displayed,  
 b) Both Air Conditioning Packs are operative,  
 c) Emergency RAM Air Valve (ERAV) is verified operative, and  
 d) AUX PRESS is considered inoperative.

21-1020 AUTO PRESS FAIL (Caution)

C (O) May be displayed provided:  
 a) Both OFV Stepper motors are deactivated,  
 b) Pressurization Manual mode is verified operative,  
 c) Cabin Rate Indicator, Cabin ALT Indicator, and Cabin Differential Pressure Indicator are verified operative,  
 d) At least one IASC Channel A is operative,  
 e) ALT LIM function is operative,  
 f) Autopilot is operative,  
 g) Flight is conducted at or below FL 250, and  
 h) Takeoff/Landing is conducted at airfield elevation below 8,200 feet.

21-1041 BAGGAGE BAY VENT FAIL (Advisory)

C (O) May be displayed provided:  
 a) Baggage compartment remains empty, and  
 b) Baggage Compartment Fire Extinguishing System is considered inoperative.

NOTE: For ballast purposes, use of bags (made of fibreglass or kevlar) or sand or ingots on non- magnetic metals (such as lead) is acceptable.

21-1075 ECS AUTO TEMP FAIL (Caution)

C (O) May be displayed provided:  
 a) None of the following messages are displayed:  
 21 TRIM AIR FAIL - CKPT DUCT TEMP SENSOR INOP  
 21 TRIM AIR FAIL - FWD CABIN DUCT TEMP SENSOR INOP  
 21 TRIM AIR FAIL - ENTRANCE DUCT TEMP SENSOR INOP  
 21 TRIM AIR FAIL - AFT CABIN DUCT TEMP SENSOR INOP, and  
 b) Temperature Control Manual Mode (MAN TEMP) is verified operative.

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**CAS Messages**

**2. Dispatch Consideration**

21-1170 OUTFLOW VALVE 1 FAIL  
(Advisory)

C (O) May be displayed provided:  
 a) Forward outflow valve is verified OPEN,  
 b) 21 OUTFLOW VALVE 1 FAIL - OFV 1 FINGER INOP is not displayed,  
 c) OUTFLOW VALVE 2 FAIL (Advisory) is not displayed,  
 d) Flight is conducted in an unpressurized flight configuration at or below 9,000 ft MSL,  
 e) Takeoff / landing is conducted at airfield elevation below 8,200 ft, and  
 f) Flight crews are the only occupants of the aircraft.

NOTE: If 21 OUTFLOW VALVE 1 FAIL - OFV 1 FINGER INOP is displayed, refer to 21-31-03 Outflow Valve Travel Limiter in section 1.

21-1180 OUTFLOW VALVE 2 FAIL  
(Advisory)

C (O) May be displayed provided:  
 a) Aft outflow valve is verified OPEN,  
 b) 21 OUTFLOW VALVE 2 FAIL - OFV 2 FINGER INOP is not displayed,  
 c) OUTFLOW VALVE 1 FAIL (Advisory) is not displayed,  
 d) Flight is conducted in an unpressurized flight configuration at or below 9,000 ft MSL,  
 e) Takeoffs and landings must not be conducted on runways that may lead to imminent ditching,  
 f) Extended over water operations are prohibited,  
 g) Takeoff / landing is conducted at airfield elevation below 8,200 ft, and  
 h) Flight crews are the only occupants of the aircraft.

NOTE: If 21 OUTFLOW VALVE 2 FAIL - OFV 2 FINGER INOP is displayed, refer to 21-31-03 Outflow Valve Travel Limiter in section 1.

21-1240 RECIRC FAN FAIL  
(Advisory)

C (O) May be displayed provided RECIRC Fan is selected OFF.

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**2. Dispatch Consideration**

21-1250 SAFETY VALVE OPEN  
(Advisory)

C (O) May be displayed provided:  
a) Both Air Conditioning Packs are operative,  
b) Flight is conducted in an unpressurized configuration at or below 9,000 feet,  
c) Takeoff / landing is not conducted at airfield pressure elevation above 8,200 feet, and  
d) Flight crews are the only occupants of the aircraft.

21-1265 TRIM AIR LEAK (Caution)

B (O) May be displayed provided:  
a) TRIM AIR is selected OFF and Status message TRIM AIR OFF is displayed,  
b) Both HASOVs are verified CLOSED in Synoptic Page,  
c) None of the following messages are displayed:  
21 AIR COND / PRESS - L HOT AIR SOV INOP  
21 AIR COND / PRESS - R HOT AIR SOV INOP  
21 AIR COND / PRESS - L AND R HASOV INOP,  
d) AUX PRESS is considered inoperative,  
e) Both Air Conditioning Packs are operative, and  
f) Emergency RAM Air Valve (ERAV) is verified operative.

22-0005 22 AUTO FLIGHT - AP 1  
INOP (Info)

C May be displayed provided:  
a) No more than one of the following messages are displayed:  
22 AUTO FLIGHT - AP 2 INOP (Info)  
22 AUTO FLIGHT - AP 3 INOP (Info)  
PFCC 2 FAIL (Advisory)  
PFCC 3 FAIL (Advisory), and  
b) Operations do not require dual autopilot systems.

22-0007 22 AUTO FLIGHT - AP 1  
INOP (Info)

C May be displayed provided none of the following messages are displayed:  
22 AUTO FLIGHT - AP 2 INOP (Info)  
22 AUTO FLIGHT - AP 3 INOP (Info)  
PFCC 2 FAIL (Advisory)  
PFCC 3 FAIL (Advisory).

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**2. Dispatch Consideration**

22-0010	22 AUTO FLIGHT - AP 2 INOP (Info)	C	May be displayed provided: a) No more than one of the following messages are displayed: 22 AUTO FLIGHT - AP 1 INOP (Info) 22 AUTO FLIGHT - AP 3 INOP (Info) PFCC 1 FAIL (Advisory) PFCC 3 FAIL (Advisory), and b) Operations do not require dual autopilot systems.
22-0012	22 AUTO FLIGHT - AP 2 INOP (Info)	C	May be displayed provided none of the following messages are displayed: 22 AUTO FLIGHT - AP 1 INOP (Info) 22 AUTO FLIGHT - AP 3 INOP (Info) PFCC 1 FAIL (Advisory) PFCC 3 FAIL (Advisory).
22-0015	22 AUTO FLIGHT - AP 3 INOP (Info)	C	May be displayed provided: a) No more than one of the following messages are displayed: 22 AUTO FLIGHT - AP 1 INOP (Info) 22 AUTO FLIGHT - AP 2 INOP (Info) PFCC 1 FAIL (Advisory) PFCC 2 FAIL (Advisory), and b) Operations do not require dual autopilot systems.
22-0017	22 AUTO FLIGHT - AP 3 INOP (Info)	C	May be displayed provided none of the following messages are displayed: 22 AUTO FLIGHT - AP 1 INOP (Info) 22 AUTO FLIGHT - AP 2 INOP (Info) PFCC 1 FAIL (Advisory) PFCC 2 FAIL (Advisory).
22-0020	22 AUTO FLIGHT - AT 1 INOP (Info)		Deleted, Rev 2.
22-0025	22 AUTO FLIGHT - AT 2 INOP (Info)		Deleted, Rev 2.
22-0030	Reserved		Item number reserved for future use.



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22-0035

Reserved

Item number reserved for future use.

22-0040

22 AUTO FLIGHT - FD 1A  
INOP (Info)

C

May be displayed provided:  
 a) No more than one of the following messages are displayed:  
 DCU 1B FAIL (Advisory)  
 DCU 2A FAIL (Advisory)  
 DCU 2B FAIL (Advisory),  
 b) No more than two of the following messages are displayed:  
 22 AUTO FLIGHT - FD 1B INOP (Info)  
 22 AUTO FLIGHT - FD 2A INOP (Info)  
 22 AUTO FLIGHT - FD 2B INOP (Info), and  
 c) Operations do not require two or more Flight Directors.

22-0045

22 AUTO FLIGHT - FD 1B  
INOP (Info)

C

May be displayed provided:  
 a) No more than one of the following messages are displayed:  
 DCU 1A FAIL (Advisory)  
 DCU 2A FAIL (Advisory)  
 DCU 2B FAIL (Advisory),  
 b) No more than two of the following messages are displayed:  
 22 AUTO FLIGHT - FD 1A INOP (Info)  
 22 AUTO FLIGHT - FD 2A INOP (Info)  
 22 AUTO FLIGHT - FD 2B INOP (Info), and  
 c) Operations do not require two or more Flight Directors.

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22-0050	22 AUTO FLIGHT - FD 2A INOP (Info)	C	May be displayed provided: a) No more than one of the following messages are displayed: DCU 1A FAIL (Advisory) DCU 1B FAIL (Advisory) DCU 2B FAIL (Advisory), b) No more than two of the following messages are displayed: 22 AUTO FLIGHT - FD 1A INOP (Info) 22 AUTO FLIGHT - FD 1B INOP (Info) 22 AUTO FLIGHT - FD 2B INOP (Info), and c) Operations do not require two or more Flight Directors.
22-0055	22 AUTO FLIGHT - FD 2B INOP (Info)	C	May be displayed provided: a) No more than one of the following messages are displayed: DCU 1A FAIL (Advisory) DCU 1B FAIL (Advisory) DCU 2A FAIL (Advisory), b) No more than two of the following messages are displayed: 22 AUTO FLIGHT - FD 1A INOP (Info) 22 AUTO FLIGHT - FD 1B INOP (Info) 22 AUTO FLIGHT - FD 2A INOP (Info), and c) Operations do not require two or more Flight Directors.
22-1000	AT 1 FAIL (Advisory)	C	May be displayed.
22-1005	AT 2 FAIL (Advisory)	C	May be displayed.
22-1010	AT 1-2 FAIL (Advisory)	C	(O) May be displayed provided: a) Autothrottle systems are verified disengaged and not used, b) Emergency Descent Mode (EDM) Guarded Push Button is considered inoperative, and c) Operations do not require their use.

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23-0005

23 COMM - CVR INOP (Info)

A

May be displayed provided:  
 a) Flight Data Recorder is operative, and  
 b) Repairs are made within three flight days.

23-0025

23 COMMUNICATION - RIU CHAN 1A INOP (Info) (Aircraft with single datalink system)

C

(O) May be displayed provided:  
 a) Following messages are not displayed:  
 AURAL CH 1 FAIL (Caution)  
 AURAL CH 2 FAIL (Caution)  
 L CTP FAIL (Caution)  
 L-R CTP FAIL (Caution)  
 DCU 1A FAIL (Advisory)  
 DCU 2A FAIL (Advisory)  
 DCU 1B FAIL (Advisory)  
 DCU 2B FAIL (Advisory)  
 23 COMMUNICATION - RIU CHAN 2A INOP (Info)  
 23 COMMUNICATION - RIU CHAN 1B INOP (Info)  
 23 COMMUNICATION - RIU CHAN 2B INOP (Info)  
 31 IND / RECORD - IPC 1 DSM INOP (Info)  
 31 IND / RECORD - IPC 2 DSM INOP (Info)  
 31 IND / RECORD - IPC 3 DSM INOP (Info)  
 31 IND / RECORD - IPC 4 DSM INOP (Info),  
 b) Radio tuning function of the left Control Tuning Panel (CTP) is verified operative, and  
 c) Datalink function is considered inoperative.

23-0027

23 COMMUNICATION - RIU CHAN 1A INOP (Info) (Aircraft with dual datalink system)

C

(O) May be displayed provided:  
 a) Following messages are not displayed:  
 AURAL CH 1 FAIL (Caution)  
 AURAL CH 2 FAIL (Caution)  
 L CTP FAIL (Caution)  
 L-R CTP FAIL (Caution)  
 DCU 1A FAIL (Advisory)  
 DCU 2A FAIL (Advisory)  
 DCU 1B FAIL (Advisory)  
 DCU 2B FAIL (Advisory)  
 23 COMMUNICATION - RIU CHAN 2A INOP (Info)  
 23 COMMUNICATION - RIU CHAN 1B INOP (Info)  
 23 COMMUNICATION - RIU CHAN 2B INOP (Info)  
 31 IND / RECORD - IPC 1 DSM INOP (Info)  
 31 IND / RECORD - IPC 2 DSM INOP (Info)  
 31 IND / RECORD - IPC 3 DSM INOP (Info)  
 31 IND / RECORD - IPC 4 DSM INOP (Info), and  
 b) Radio tuning function of the left Control Tuning Panel (CTP) is verified operative.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

23-0030 23 COMMUNICATION - RIU CHAN 2A INOP (Info)

B (O) May be displayed provided:  
 a) Following messages are not displayed:  
 AURAL CH 1 FAIL (Caution)  
 AURAL CH 2 FAIL (Caution)  
 L-R CTP FAIL (Caution)  
 R CTP FAIL (Caution)  
 DCU 1A FAIL (Advisory)  
 DCU 2A FAIL (Advisory)  
 DCU 1B FAIL (Advisory)  
 DCU 2B FAIL (Advisory)  
 23 COMMUNICATION - RIU CHAN 1A INOP (Info)  
 31 IND / RECORD - IPC 1 DSM INOP (Info)  
 31 IND / RECORD - IPC 2 DSM INOP (Info)  
 31 IND / RECORD - IPC 3 DSM INOP (Info)  
 31 IND / RECORD - IPC 4 DSM INOP (Info), and  
 b) Radio tuning function of the right Control Tuning Panel (CTP) is verified operative.

23-0032 23 COMMUNICATION - RIU CHAN 1B INOP (Info)

B (O) May be displayed provided:  
 a) Following messages are not displayed:  
 AURAL CH 2 FAIL (Caution)  
 L-R CTP FAIL (Caution)  
 R CTP FAIL (Caution)  
 DCU 1A FAIL (Advisory)  
 DCU 2A FAIL (Advisory)  
 DCU 1B FAIL (Advisory)  
 DCU 2B FAIL (Advisory)  
 23 COMMUNICATION - RIU CHAN 1A INOP (Info)  
 23 COMMUNICATION - RIU CHAN 2A INOP (Info)  
 23 COMMUNICATION - RIU CHAN 2B INOP (Info)  
 31 IND / RECORD - IPC 1 DSM INOP (Info)  
 31 IND / RECORD - IPC 2 DSM INOP (Info)  
 31 IND / RECORD - IPC 3 DSM INOP (Info)  
 31 IND / RECORD - IPC 4 DSM INOP (Info),  
 b) Left Control Tuning Panel (CTP) is selected OFF,  
 c) Reversionary tuning is confirmed operative on right CTP,  
 d) Radio Tuning System Application (RTSA) is verified operative, and  
 e) Very High Frequency Navigation (VHF NAV) System 2 is verified operative.

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23-0033 23 COMMUNICATION - RIU CHAN 2B INOP (Info)

B (O) May be displayed provided:  
 a) Following messages are not displayed:  
 AURAL CH 1 FAIL ( Caution)  
 L CTP FAIL (Caution)  
 L-R CTP FAIL (Caution)  
 DCU 1A FAIL (Advisory)  
 DCU 2A FAIL (Advisory)  
 DCU 1B FAIL (Advisory)  
 DCU 2B FAIL (Advisory)  
 23 COMMUNICATION - RIU CHAN 1A INOP (Info)  
 23 COMMUNICATION - RIU CHAN 2A INOP (Info)  
 23 COMMUNICATION - RIU CHAN 1B INOP (Info)  
 31 IND / RECORD - IPC 1 DSM INOP (Info)  
 31 IND / RECORD - IPC 2 DSM INOP (Info)  
 31 IND / RECORD - IPC 3 DSM INOP (Info)  
 31 IND / RECORD - IPC 4 DSM INOP (Info),  
 b) Right Control Tuning Panel (CTP) is selected OFF,  
 c) Reversionary tuning is confirmed operative on left CTP,  
 d) Radio Tuning System Application (RTSA) is verified operative, and  
 e) Very High Frequency Navigation (VHF NAV) System 1 is verified operative.

23-1002 SATCOM FAIL (Advisory)

C (O) May be displayed provided alternate procedures are established and used.  
  
 NOTE: SATCOM-based datalink systems will not be available.

23-1005 SATCOM FAIL (Advisory)

D May be displayed provided routine procedures do not require its use.  
  
 NOTE: SATCOM-based datalink systems will not be available.

23-1008 SATCOM VOICE FAIL (Advisory)

C (O) May be displayed provided alternate procedures are established and used.

23-1010 SATCOM VOICE FAIL (Advisory)

D May be displayed provided routine procedures do not require its use.

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23-1015	SATCOM DATA FAIL (Advisory) (Aircraft with SATCOM datalink system)	D	May be displayed provided: a) Routine procedures do not require its use, and b) Datalink System (if SATCOM-based) is considered inoperative.
23-1016	SATCOM DATA FAIL (Advisory) (Aircraft with SATCOM datalink system)	C	(O) May be displayed provided: a) Alternate procedures are established and used, and b) Datalink System (if SATCOM-based) is considered inoperative.
23-1017	SATCOM DATA FAIL (Advisory)	C	(O) May be displayed provided alternate procedures are established and used.
23-1018	SATCOM DATA FAIL (Advisory)	C	May be displayed provided routine procedures do not require its use.
24-0005	24 ELECTRICAL - ABEP HES APU BATT VO 1 INOP	C	May be displayed.
24-0010	24 ELECTRICAL - ABEP HES APU BATT VO 2 INOP	C	May be displayed.
24-0015	24 ELECTRICAL - ABEP HES SC VO 1 INOP	C	(O) May be displayed provided APU is considered inoperative.
24-0040	24 ELECTRICAL - APU GCU COM REDUND LOSS	C	May be displayed.
24-0050	24 ELECTRICAL - CONTACTOR AEC ACLOG 1 AUX INOP	C	(O) May be displayed provided AC Essential Contactor (AEC) is verified operative.

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24-0055 24 ELECTRICAL -  
CONTACTOR AEC ACLOG  
2 AUX INOP

C May be displayed.

24-0070 24 ELECTRICAL -  
CONTACTOR APU BLC  
DCLOG 1 AUX INOP

C May be displayed.

24-0075 24 ELECTRICAL -  
CONTACTOR APU BLC  
DCLOG 2 AUX INOP

C (O) May be displayed provided APU Battery Line  
Contactor (APU BLC) is verified operative.

24-0090 24 ELECTRICAL -  
CONTACTOR ATC 1  
ACLOG 1 AUX INOP

C (O) May be displayed provided AC Tie Contactor 1  
(ATC1) is verified operative.

24-0095 24 ELECTRICAL -  
CONTACTOR ATC 1  
ACLOG 2 AUX INOP

C May be displayed.

24-0105 24 ELECTRICAL -  
CONTACTOR ATC 1 FAIL  
OPEN

B (O) May be displayed provided:  
a) L VFG and R VFG Systems are operative,  
b) APU Generator is operated throughout flight,  
and  
c) None of following messages are displayed:  
24 ELECTRICAL - CONTACTOR ATC 2 FAIL  
OPEN  
24 ELECTRICAL - CONTACTOR ATC 3 FAIL  
OPEN  
TRU 1 FAIL (Advisory).

24-0110 24 ELECTRICAL -  
CONTACTOR ATC 2  
ACLOG 1 AUX INOP

C May be displayed.

24-0115 24 ELECTRICAL -  
CONTACTOR ATC 2  
ACLOG 2 AUX INOP

C (O) May be displayed provided AC Tie Contactor 2  
(ATC2) is verified operative.

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24-0125

24 ELECTRICAL -  
CONTACTOR ATC 2 FAIL  
OPEN

B

(O) May be displayed provided:  
a) L VFG and R VFG Systems are operative,  
b) APU Generator is operated throughout flight,  
and  
c) None of following messages are displayed:  
24 ELECTRICAL - CONTACTOR ATC 1 FAIL  
OPEN  
24 ELECTRICAL - CONTACTOR ATC 3 FAIL  
OPEN  
TRU 1 FAIL (Advisory).

24-0130

24 ELECTRICAL -  
CONTACTOR ATC 3  
ACLOG 1 AUX INOP

C

(O) May be displayed provided AC Tie Contactor 3  
(ATC3) is verified operative.

24-0135

24 ELECTRICAL -  
CONTACTOR ATC 3  
ACLOG 2 AUX INOP

C

May be displayed.

24-0145

24 ELECTRICAL -  
CONTACTOR ATC 3 FAIL  
OPEN

B

(O) May be displayed provided:  
a) L VFG and R VFG Systems are operative,  
b) APU Generator is operated throughout flight,  
and  
c) None of following messages are displayed:  
24 ELECTRICAL - CONTACTOR ATC 1 FAIL  
OPEN  
24 ELECTRICAL - CONTACTOR ATC 2 FAIL  
OPEN  
TRU 1 FAIL (Advisory).

24-0150

24 ELECTRICAL -  
CONTACTOR DEC 1  
DCLOG 1 AUX INOP

C

(O) May be displayed provided DC Essential Contactor 1  
(DEC1) is verified operative.

24-0155

24 ELECTRICAL -  
CONTACTOR DEC 1  
DCLOG 2 AUX INOP

C

May be displayed.



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24-0165 24 ELECTRICAL - CONTACTOR DEC 1 FAIL OPEN

B May be displayed provided none of following messages are displayed:  
24 ELECTRICAL - CONTACTOR TLC 1 FAIL OPEN  
24 ELECTRICAL - CONTACTOR DTC 1 FAIL OPEN  
24 ELECTRICAL - CONTACTOR DTC 2 FAIL OPEN  
TRU 1 FAIL (Advisory).

24-0170 24 ELECTRICAL - CONTACTOR DEC 2 DCLOG 1 AUX INOP

C May be displayed.

24-0175 24 ELECTRICAL - CONTACTOR DEC 2 DCLOG 2 AUX INOP

C (O) May be displayed provided DC Essential Contactor 2 (DEC2) is verified operative.

24-0190 24 ELECTRICAL - CONTACTOR DTC 1 DCLOG 1 AUX INOP

C May be displayed provided 24 ELECTRICAL - CONTACTOR DTC 1 DCLOG 2 AUX INOP is not displayed.

24-0195 24 ELECTRICAL - CONTACTOR DTC 1 DCLOG 2 AUX INOP

C May be displayed provided 24 ELECTRICAL - CONTACTOR DTC 1 DCLOG 1 AUX INOP is not displayed.

24-0205 24 ELECTRICAL - CONTACTOR DTC 1 FAIL OPEN

B May be displayed provided none of following messages are displayed:  
24 ELECTRICAL - CONTACTOR TLC 1 FAIL OPEN  
24 ELECTRICAL - CONTACTOR DTC 2 FAIL OPEN  
24 ELECTRICAL - CONTACTOR DEC 1 FAIL OPEN  
TRU 1 FAIL (Advisory).

24-0210 24 ELECTRICAL - CONTACTOR DTC 2 DCLOG 1 AUX INOP

C May be displayed provided 24 ELECTRICAL - CONTACTOR DTC 2 DCLOG 2 AUX INOP is not displayed.

24-0215 24 ELECTRICAL - CONTACTOR DTC 2 DCLOG 2 AUX INOP

C May be displayed provided 24 ELECTRICAL - CONTACTOR DTC 2 DCLOG 1 AUX INOP is not displayed.

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**CAS Messages**

**2. Dispatch Consideration**

24-0225 24 ELECTRICAL -  
CONTACTOR DTC 2 FAIL  
OPEN

B May be displayed provided none of following messages are displayed:  
24 ELECTRICAL - CONTACTOR TLC 1 FAIL OPEN  
24 ELECTRICAL - CONTACTOR DTC 1 FAIL OPEN  
24 ELECTRICAL - CONTACTOR DEC 1 FAIL OPEN  
TRU 1 FAIL (Advisory).

24-0230 24 ELECTRICAL -  
CONTACTOR ELC ACLOG  
1 AUX INOP

D May be displayed.

24-0235 24 ELECTRICAL -  
CONTACTOR ELC ACLOG  
2 AUX INOP

D May be displayed.

24-0240 24 ELECTRICAL -  
CONTACTOR ELC FAIL  
CLSD

D May be displayed provided External Power is not used.  
  
NOTE: Access to ground power control power is prohibited while aircraft is powered, due to the receptacle pins being energized.

24-0245 24 ELECTRICAL -  
CONTACTOR ELC FAIL  
OPEN

D May be displayed provided External Power is not used.

24-0250 24 ELECTRICAL -  
CONTACTOR ETC 1  
EMERLOG AUX INOP

C (O) May be displayed provided Essential Tie Contactor 1 (ETC1) is verified operative.

24-0265 24 ELECTRICAL -  
CONTACTOR ETC 2  
EMERLOG AUX INOP

C (O) May be displayed provided Essential Tie Contactor 2 (ETC2) is verified operative.

24-0280 24 ELECTRICAL -  
CONTACTOR MAIN BLC  
DCLOG 1 AUX INOP

C (O) May be displayed provided Main Battery Line Contactor (MAIN BLC) is verified operative.

24-0285 24 ELECTRICAL -  
CONTACTOR MAIN BLC  
DCLOG 2 AUX INOP

C May be displayed.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

24-0300	24 ELECTRICAL - CONTACTOR SC DCLOG 1 AUX INOP	C	May be displayed.
24-0305	24 ELECTRICAL - CONTACTOR SC DCLOG 2 AUX INOP	C	(O) May be displayed provided Start Contactor (SC) is verified operative.
24-0315	24 ELECTRICAL - CONTACTOR SC FAIL OPEN	C	(O) May be displayed provided APU and APU Generator System are considered inoperative.  NOTE: APU Start is inhibited.
24-0360	24 ELECTRICAL - CONTACTOR TLC 3 EMERLOG AUX INOP	C	(O) May be displayed provided TRU Line Contactor 3 (TLC3) is verified operative.
24-0460	24 ELECTRICAL - EPGS CAN DEGRADED	C	May be displayed.
24-0465	24 ELECTRICAL - ESS TRU FAN INOP		Deleted, Revision 4.
24-0475	24 ELECTRICAL - L FBW PC DEGRADED	C	May be displayed provided none of following messages are displayed: 24 ELECTRICAL - R FBW PC DEGRADED 24 ELECTRICAL - R FBW PC PMG INOP.
24-0485	24 ELECTRICAL - L FBW PC PMG INOP	C	May be displayed provided none of following messages are displayed: 24 ELECTRICAL - L FBW PC DEGRADED 24 ELECTRICAL - R FBW PC DEGRADED 24 ELECTRICAL - R FBW PC PMG INOP.
24-0495	24 ELECTRICAL - L GCU COM REDUND LOSS	C	May be displayed.
24-0500	24 ELECTRICAL - L GEN OIL FILTER INOP	B	May be displayed provided left VFG System is considered inoperative.

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**CAS Messages**

**2. Dispatch Consideration**

24-0515	24 ELECTRICAL - L GEN OIL LO QTY	A	(O) May be displayed provided: a) None of following messages are displayed: 24 ELECTRICAL - L GEN OIL FILTER INOP 24 ELECTRICAL - L GEN OIL HI TEMP 24 ELECTRICAL - L GEN OIL LO PRESS, and b) Repairs are made within 50 flight hours.
24-0525	24 ELECTRICAL - MBEPC HES MAIN BATT VO 1 INOP	C	May be displayed.
24-0530	24 ELECTRICAL - MBEPC HES MAIN BATT VO 2 INOP	C	May be displayed.
24-0535	24 ELECTRICAL - PPDS CAN DEGRADED	C	(O) May be displayed provided all bus icon indications are verified operative.
24-0550	24 ELECTRICAL - R FBW PC DEGRADED	C	May be displayed provided none of following messages are displayed: 24 ELECTRICAL - L FBW PC DEGRADED 24 ELECTRICAL - L FBW PC PMG INOP.
24-0560	24 ELECTRICAL - R FBW PC PMG INOP	C	May be displayed provided none of following messages are displayed: 24 ELECTRICAL - L FBW PC DEGRADED 24 ELECTRICAL - R FBW PC DEGRADED 24 ELECTRICAL - L FBW PC PMG INOP.
24-0570	24 ELECTRICAL - R GCU COM REDUND LOSS	C	May be displayed.
24-0575	24 ELECTRICAL - R GEN OIL FILTER INOP	A	May be displayed provided: a) Right VFG System is considered inoperative, and b) Repairs are made within one flight day.
24-0590	24 ELECTRICAL - R GEN OIL LO QTY	A	(O) May be displayed provided: a) None of following messages are displayed 24 ELECTRICAL - R GEN OIL FILTER INOP 24 ELECTRICAL - R GEN OIL HI TEMP 24 ELECTRICAL - R GEN OIL LO PRESS, and b) Repairs are made within 50 flight hours.
24-0605	24 ELECTRICAL - RAT HEATER INOP	A	May be displayed for one flight.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

24-0610 24 ELECTRICAL - SPDS  
CAN DEGRADED

C (O) May be displayed provided circuit breaker indications on electronic circuit breaker page are verified operative.

24-0620 24 ELECTRICAL - SSPC  
FAIL OPEN

C May be displayed.

24-0630 24 ELECTRICAL - TRU 1  
FAN INOP

Deleted, Revision 4.

24-0635 24 ELECTRICAL - TRU 2  
FAN INOP

Deleted, Revision 4.

24-1045 APU GEN FAIL (Caution)

C (O) May be displayed provided:  
a) APU GEN is selected to OFF, and  
b) L VFG and R VFG Systems operate normally.

24-1125 L GEN FAIL (Caution)

B (O) May be displayed provided:  
a) Affected Left VFG is selected OFF,  
b) R GEN FAIL (Caution) is not displayed, and  
c) APU Generator is operated continuously throughout flight.

24-1165 R GEN FAIL (Caution)

A (O) May be displayed provided:  
a) Affected Right VFG is selected OFF,  
b) L GEN FAIL (Caution) is not displayed,  
c) APU Generator is operated continuously throughout flight, and  
d) Repairs are made within one flight day.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

26-0010 26 FIRE – APU FIRE  
DETECTION REDUND  
LOSS (Info)

C (O) May be displayed provided APU is not used in flight.

26-0035 26 FIRE – L ENG FIRE  
DETECTION REDUND  
LOSS (Info)

A (O) May be displayed for three flights provided:  
a) None of the following messages are  
displayed:  
26 FIRE - R ENG FIRE DETECTION REDUND  
LOSS (Info)  
26 FIRE - SMOKE DETECTION REDUND LOSS  
(Info)  
26 FIRE - APU FIRE DETECTION REDUND  
LOSS (Info)  
SMOKE BAGGAGE FAIL(Caution)  
APU FIRE FAIL(Caution),  
b) Baggage compartment is empty or does not  
contain combustible materials, and  
c) APU is not used in flight.

26-0040 26 FIRE – R ENG FIRE  
DETECTION REDUND  
LOSS (Info)

A (O) May be displayed for three flights provided:  
a) None of the following messages are  
displayed:  
26 FIRE - L ENG FIRE DETECTION REDUND  
LOSS (Info)  
26 FIRE - SMOKE DETECTION REDUND LOSS  
(Info)  
26 FIRE - APU FIRE DETECTION REDUND  
LOSS (Info)  
SMOKE BAGGAGE FAIL(Caution)  
APU FIRE FAIL(Caution),  
b) Baggage compartment is empty or does not  
contain combustible materials, and  
c) APU is not used in flight.

26-1010 APU FIRE FAIL (Caution)

C May be displayed provided Auxiliary Power Unit (APU) is  
considered inoperative and not used.

26-1015 APU SQUIB FAIL (Caution)

C May be displayed provided Auxiliary Power Unit (APU) is  
considered inoperative.

26-1055 BAGGAGE SQUIB FAIL  
(Advisory)

C (O) May be inoperative provided cargo is not carried in  
the associated compartment.

NOTE: For ballast purposes, use of bags (made of glass  
fiber or Kevlar) of sand or ingots of non- magnetic metals  
(such as lead) is acceptable.

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26-1190	SMOKE BAGGAGE FAIL (Caution)	C	(O) May be displayed provided cargo is not carried in the associated compartment.  NOTE: For ballast purposes, use of bags (made of glass fiber or Kevlar) of sand or ingots of non- magnetic metals (such as lead) is acceptable.
27-0015	27 FLT CTRL - AFCU INERTIAL INPUT REDUND LOSS	C	May be displayed.
27-0025	27 FLT CTRL - AFCU SFECU INPUT REDUND LOSS	C	May be displayed.
27-0030	27 FLT CTRL - AHRS INOP	C	(O) May be displayed provided none of the following messages are posted: 27 FLT CTRL - ISI INPUT INOP 27 FLT CTRL - PFCC IRS INPUT REDUND LOSS IRS 1 FAIL (Advisory) IRS 2 FAIL (Advisory) IRS 3 FAIL (Advisory).
27-0045	27 FLT CTRL - AILERON TRIM SWITCH INOP	C	May be displayed.
27-0065	27 FLT CTRL - DIRECT MODE COMM REDUND LOSS	C	May be displayed.
27-0070	27 FLT CTRL - DMC AFCU INPUT REDUND LOSS	C	May be displayed.
27-0075	27 FLT CTRL - DMC IIM INPUT REDUND LOSS	C	May be displayed.
27-0100	27 FLT CTRL - FLT SPLRS LEVER SENSOR REDUND LOSS	C	May be displayed.
27-0115	27 FLT CTRL - IIM INPUT REDUND LOSS	C	May be displayed.
27-0245	27 FLT CTRL - INPUT PWR REDUND LOSS	C	May be displayed provided: a) APU and APU Generator are operative, and b) Operations are conducted at or below FL 450.

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27-0250	27 FLT CTRL - ISI INPUT INOP
27-0255	27 FLT CTRL - L AUTOPILOT SIDESTICK DETENT INOP
27-0270	27 FLT CTRL - L PITCH TRIM SWITCH DEGRADED
27-0275	27 FLT CTRL - L PITCH TRIM SWITCH INOP
27-0295	27 FLT CTRL - L SIDESTICK SENSOR REDUND LOSS
27-0300	27 FLT CTRL - L SIDESTICK SHAKER INOP

C	(O) May be displayed provided none of the following messages are displayed: 27 FLT CTRL - AHRS INOP 27 FLT CTRL - PFCC IRS INPUT REDUND LOSS IRS 1 FAIL (Advisory) IRS 2 FAIL (Advisory) IRS 3 FAIL (Advisory).
C	May be displayed provided Autopilot is not used below 1,500 feet AGL.
C	(O) May be displayed provided none of the following messages are displayed: 27 FLT CTRL - R PITCH TRIM SWITCH INOP 27 FLT CTRL - R PITCH TRIM SWITCH DEGRADED 27 FLT CTRL - STAB TRIM SWITCH INOP 27 FLT CTRL - STAB TRIM SWITCH DEGRADED.
C	(O) May be displayed provided: a) None of the following messages are displayed: 27 FLT CTRL - R PITCH TRIM SWITCH INOP 27 FLT CTRL - R PITCH TRIM SWITCH DEGRADED 27 FLT CTRL - STAB TRIM SWITCH INOP 27 FLT CTRL - STAB TRIM SWITCH DEGRADED, b) Pilot flying (PF) from right seat, c) Right sidestick pitch trim switch verified operative, and d) STAB Trim Switch on central pedestal verified operative and to be used for pitch trim in case of subsequent right sidestick pitch trim switch failure.
C	May be displayed.
B	(O) May be displayed provided: a) The following message 27 FLT CTRL - R SIDESTICK SHAKER INOP is not displayed, and b) Pilot flying has operative sidestick shaker.



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**2. Dispatch Consideration**

27-0380 27 FLT CTRL - PFCC 1 DEGRADED

C (O) May be displayed provided:  
 a) PFCC 1 is selected OFF, and  
 b) None of the following messages are displayed:  
 PFCC 2 FAIL (Advisory)  
 PFCC 3 FAIL (Advisory)  
 PFCC 2 OFF (Status)  
 PFCC 3 OFF (Status)  
 27 FLT CTRL - PFCC 2 DEGRADED  
 27 FLT CTRL - PFCC 3 DEGRADED.

27-0510 27 FLT CTRL - PFCC 2 DEGRADED

C (O) May be displayed provided:  
 a) PFCC 2 is selected OFF, and  
 b) None of the following messages are displayed:  
 PFCC 1 FAIL (Advisory)  
 PFCC 3 FAIL (Advisory)  
 PFCC 1 OFF (Status)  
 PFCC 3 OFF (Status)  
 27 FLT CTRL - PFCC 1 DEGRADED  
 27 FLT CTRL - PFCC 3 DEGRADED.

27-0640 27 FLT CTRL - PFCC 3 DEGRADED

C (O) May be displayed provided:  
 a) PFCC 3 is selected OFF,  
 b) None of the following messages are displayed:  
 PFCC 1 FAIL (Advisory)  
 PFCC 2 FAIL (Advisory)  
 PFCC 1 OFF (Status)  
 PFCC 2 OFF (Status)  
 27 FLT CTRL - PFCC 1 DEGRADED  
 27 FLT CTRL - PFCC 2 DEGRADED, and  
 c) APU and APU Generator are operative and selected ON before flight.

27-0645 27 FLT CTRL - PFCC BCU INPUT REDUND LOSS

C (O) May be displayed provided none of following messages are displayed:  
 27 FLT CTRL - PFCC LGSCU INPUT REDUND LOSS  
 27 FLT CTRL - PFCC RAD ALT INPUT REDUND LOSS  
 32 GEAR – GEAR WOW/WOFFW REDUND LOSS  
 32 GEAR – LANDING GEAR SYS REDUND LOSS  
 RAD ALT 1 FAIL (Advisory)  
 RAD ALT 2 FAIL (Advisory)  
 ANTISKID DEGRADED (Caution).

27-0655 27 FLT CTRL - PFCC IRS INPUT REDUND LOSS

C (O) May be displayed provided:  
 a) Steep Approach operations are prohibited, and  
 b) None of the following messages are displayed:  
 27 FLT CTRL - AHRS INOP  
 27 FLT CTRL - ISI INPUT INOP  
 IRS 1 FAIL (Advisory)  
 IRS 2 FAIL (Advisory)  
 IRS 3 FAIL (Advisory).

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27-0660

27 FLT CTRL - PFCC  
LGSCU INPUT REDUND  
LOSS

C

(O) May be displayed provided none of following messages are displayed:  
27 FLT CTRL - PFCC BCU INPUT REDUND LOSS  
27 FLT CTRL - PFCC RAD ALT INPUT REDUND LOSS  
32 GEAR – GEAR WOW/WOFFW REDUND LOSS  
32 GEAR – LANDING GEAR SYS REDUND LOSS  
RAD ALT 1 FAIL (Advisory)  
RAD ALT 2 FAIL (Advisory)  
ANTISKID DEGRADED (Caution).

27-0665

27 FLT CTRL - PFCC RAD  
ALT INPUT REDUND  
LOSS

B

(O) May be displayed provided:  
a) Steep approach operations are prohibited, and  
b) None of the following messages is displayed:  
27 FLT CTRL - PFCC BCU INPUT REDUND  
LOSS  
27 FLT CTRL - PFCC LGSCU INPUT REDUND  
LOSS  
32 GEAR – GEAR WOW/WOFFW REDUND  
LOSS  
32 GEAR – LANDING GEAR SYS REDUND  
LOSS  
ANTISKID DEGRADED (Caution)  
RAD ALT 1 FAIL (Advisory)  
RAD ALT 2 FAIL (Advisory).

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**1. Repair Category**

**CAS Messages**

**2. Dispatch Consideration**

27-0760 27 FLT CTRL - R  
AUTOPILOT SIDESTICK  
DETENT INOP

C May be displayed provided Autopilot is not used below 1,500 feet AGL.

27-0770 27 FLT CTRL - R PITCH  
TRIM SWITCH  
DEGRADED

C (O) May be displayed provided none of the following messages are displayed:  
27 FLT CTRL - L PITCH TRIM SWITCH INOP  
27 FLT CTRL - L PITCH TRIM SWITCH DEGRADED  
27 FLT CTRL - STAB TRIM SWITCH INOP  
27 FLT CTRL - STAB TRIM SWITCH DEGRADED.

27-0775 27 FLT CTRL - R PITCH  
TRIM SWITCH INOP

C (O) May be displayed provided:  
a) None of the following messages are displayed:  
27 FLT CTRL - L PITCH TRIM SWITCH INOP  
27 FLT CTRL - L PITCH TRIM SWITCH DEGRADED  
27 FLT CTRL - STAB TRIM SWITCH INOP  
27 FLT CTRL - STAB TRIM SWITCH DEGRADED,  
b) Pilot flying (PF) from left seat,  
c) Left sidestick pitch trim switch verified operative, and  
d) STAB Trim Switch on central pedestal verified operative and to be used for pitch trim in case of subsequent left sidestick pitch trim switch failure.

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**CAS Messages**

**2. Dispatch Consideration**

27-0795

27 FLT CTRL - R  
SIDESTICK SENSOR  
REDUND LOSS

C

May be displayed.

27-0800

27 FLT CTRL - R  
SIDESTICK SHAKER INOP

B

(O) May be displayed provided:  
a) The following message 27 FLT CTRL - L  
SIDESTICK SHAKER INOP is not displayed, and  
b) Pilot flying has operative sidestick shaker.

27-0815

27 FLT CTRL - RUDDER  
PEDAL SENSOR REDUND  
LOSS

C

May be displayed.

27-0820

27 FLT CTRL - RUDDER  
TRIM SWITCH  
DEGRADED

C

May be displayed.

27-0850

27 FLT CTRL - STAB TRIM  
SWITCH DEGRADED

C

(O) May be displayed provided none of the following  
messages are displayed:  
27 FLT CTRL - L PITCH TRIM SWITCH INOP  
27 FLT CTRL - L PITCH TRIM SWITCH DEGRADED  
27 FLT CTRL - R PITCH TRIM SWITCH INOP  
27 FLT CTRL - R PITCH TRIM SWITCH DEGRADED.

27-0855

27 FLT CTRL - STAB TRIM  
SWITCH INOP

C

(O) May be displayed provided:  
a) None of the following messages are displayed:  
27 FLT CTRL - L PITCH TRIM SWITCH INOP  
27 FLT CTRL - L PITCH TRIM SWITCH  
DEGRADED  
27 FLT CTRL - R PITCH TRIM SWITCH INOP  
27 FLT CTRL - R PITCH TRIM SWITCH  
DEGRADED, and  
b) Pilot's sidestick pitch trim and copilot's  
sidestick pitch trim switches are verified  
operative.

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**2. Dispatch Consideration**

27-1165 PFCC 1 FAIL (Advisory)

C

(O) May be displayed provided:  
 a) PFCC 1 is selected OFF, and  
 b) None of the following messages are displayed:  
 PFCC 2 FAIL (Advisory)  
 PFCC 3 FAIL (Advisory)  
 PFCC 2 OFF (Status)  
 PFCC 3 OFF (Status)  
 27 FLT CTRL - PFCC 2 DEGRADED  
 27 FLT CTRL - PFCC 3 DEGRADED.

27-1175 PFCC 2 FAIL (Advisory)

C

(O) May be displayed provided:  
 a) PFCC 2 is selected OFF, and  
 b) None of the following messages are displayed:  
 PFCC 1 FAIL (Advisory)  
 PFCC 3 FAIL (Advisory)  
 PFCC 1 OFF (Status)  
 PFCC 3 OFF (Status)  
 27 FLT CTRL - PFCC 1 DEGRADED  
 27 FLT CTRL - PFCC 3 DEGRADED.

27-1185 PFCC 3 FAIL (Advisory)

C

(O) May be displayed provided:  
 a) PFCC 3 is selected OFF,  
 b) None of the following messages are displayed:  
 PFCC 1 FAIL (Advisory)  
 PFCC 2 FAIL (Advisory)  
 PFCC 1 OFF (Status)  
 PFCC 2 OFF (Status)  
 27 FLT CTRL - PFCC 1 DEGRADED  
 27 FLT CTRL - PFCC 2 DEGRADED, and  
 c) APU and APU Generator are operative and selected ON before flight.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

28-0002 28 FUEL – FUEL  
COMPUTER CH A INOP

C (O) May be displayed provided:  
 a) None of the following messages are displayed:  
 28 FUEL – FUEL COMPUTER CH B INOP  
 28 FUEL LO QTY FAIL - L FUEL LO QTY INOP  
 28 FUEL LO QTY FAIL - R FUEL LO QTY INOP  
 28 FUEL QTY DEGRADED - L TANK QTY DEGRADED  
 28 FUEL QTY DEGRADED - R TANK QTY DEGRADED  
 28 FUEL QTY DEGRADED - CTR TANK QTY DEGRADED  
 28 FUEL - AFT TANK QTY REDUND LOSS  
 L FUEL FLOW DEGRADED (advisory)  
 R FUEL FLOW DEGRADED (advisory),  
 b) No more than two of the following messages are displayed  
 FMS 1 FAIL (Caution)  
 FMS 2 FAIL (Caution)  
 FMS 3 FAIL (Caution),  
 c) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative,  
 d) FUEL USED indication is operative, and  
 e) Fuel quantities are monitored during the flight.

28-0003 28 FUEL – FUEL  
COMPUTER CH B INOP

C (O) May be displayed provided:  
 a) None of the following messages are displayed:  
 28 FUEL – FUEL COMPUTER CH A INOP  
 28 FUEL LO QTY FAIL - L FUEL LO QTY INOP  
 28 FUEL LO QTY FAIL - R FUEL LO QTY INOP  
 28 FUEL QTY DEGRADED - L TANK QTY DEGRADED  
 28 FUEL QTY DEGRADED - R TANK QTY DEGRADED  
 28 FUEL QTY DEGRADED - CTR TANK QTY DEGRADED  
 28 FUEL - AFT TANK QTY REDUND LOSS  
 L FUEL FLOW DEGRADED (Advisory)  
 R FUEL FLOW DEGRADED (Advisory),  
 b) No more than two of the following messages are displayed  
 FMS 1 FAIL (Caution)  
 FMS 2 FAIL (Caution)  
 FMS 3 FAIL (Caution),  
 c) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative,  
 d) FUEL USED indication is operative, and  
 e) Fuel quantities are monitored during the flight.

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**CAS Messages**

**2. Dispatch Consideration**

28-0005 28 FUEL - L FUEL LO QTY REDUND LOSS

C

May be displayed provided:  
 a) Following messages are not displayed:  
 28 FUEL LO QTY FAIL - R FUEL LO QTY INOP  
 28 FUEL QTY DEGRADED - L TANK QTY DEGRADED  
 28 FUEL QTY DEGRADED - R TANK QTY DEGRADED, and  
 b) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative.

28-0025 28 FUEL - L TEMP SENSORS DEGRADED

C

May be displayed provided following messages are not displayed:  
 28 FUEL TEMP FAIL - R TEMP SENSORS INOP  
 28 FUEL - R TEMP SENSORS DEGRADED.

28-0030 28 FUEL - R FUEL LO QTY REDUND LOSS

C

May be displayed provided:  
 a) None of the following messages are displayed:  
 28 FUEL LO QTY FAIL - L FUEL LO QTY INOP  
 28 FUEL QTY DEGRADED - L TANK QTY DEGRADED  
 28 FUEL QTY DEGRADED - R TANK QTY DEGRADED, and  
 b) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative.

28-0035 28 FUEL - R TEMP SENSORS DEGRADED

C

May be displayed provided none of the following messages are displayed:  
 28 FUEL TEMP FAIL - L TEMP SENSORS INOP  
 28 FUEL - L TEMP SENSORS DEGRADED.

28-0040 28 FUEL LO QTY FAIL - L FUEL LO QTY INOP

C

(O) May be displayed provided:  
 a) None of the following messages are displayed:  
 28 FUEL LO QTY FAIL - R FUEL LO QTY INOP  
 28 FUEL QTY DEGRADED - L TANK QTY DEGRADED  
 28 FUEL QTY DEGRADED - R TANK QTY DEGRADED  
 L FUEL FLOW DEGRADED (Advisory)  
 R FUEL FLOW DEGRADED (Advisory),  
 b) No more than two of the following messages are displayed  
 FMS 1 FAIL (Caution)  
 FMS 2 FAIL (Caution)  
 FMS 3 FAIL (Caution),  
 c) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative,  
 d) FUEL USED indication is operative, and  
 e) Low fuel level for left wing tank is monitored during flight.

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28-0045

28 FUEL LO QTY FAIL - R  
FUEL LO QTY INOP

C

(O) May be displayed provided:

- a) Following messages are not displayed:  
28 FUEL LO QTY FAIL - L FUEL LO QTY INOP  
28 FUEL QTY DEGRADED - L TANK QTY DEGRADED  
28 FUEL QTY DEGRADED - R TANK QTY DEGRADED  
L FUEL FLOW DEGRADED (Advisory)  
R FUEL FLOW DEGRADED (Advisory),
- b) No more than two of the following messages are displayed:  
FMS 1 FAIL (Caution)  
FMS 2 FAIL (Caution)  
FMS 3 FAIL (Caution),
- c) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative,
- d) FUEL USED indication is operative, and
- e) Low fuel level for right wing tank is monitored during flight.

28-0070

28 FUEL TEMP FAIL - L  
TEMP SENSORS INOP

C

(O) May be displayed provided:

- a) None of the following messages are displayed:  
L FUEL RECIRC FAIL (Caution)  
R FUEL RECIRC FAIL (Caution)  
28 FUEL - R TEMP SENSORS DEGRADED (Info)  
28 FUEL TEMP FAIL - R TEMP SENSORS INOP (Info),
- b) One fuel temperature indication on fuel synoptic page is operative,
- c) Left and right fuel recirculation systems are verified to be in automatic mode before each flight,
- d) Total Air Temperature (TAT) indications are operative and
- e) Flight remains within 180 minutes of landing at a suitable airport.



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**1. Repair Category**

**CAS Messages**

**2. Dispatch Consideration**

28-0075      28 FUEL TEMP FAIL - R  
TEMP SENSORS INOP

C (O) May be displayed provided:  
 a) None of the following messages are displayed:  
 L FUEL RECIRC FAIL (Caution)  
 R FUEL RECIRC FAIL (Caution)  
 28 FUEL - L TEMP SENSORS DEGRADED (Info)  
 28 FUEL TEMP FAIL - L TEMP SENSORS INOP (Info),  
 b) One fuel temperature indication on fuel synoptic page is operative,  
 c) Left and right fuel recirculation systems are verified to be in automatic mode before each flight,  
 d) Total Air Temperature (TAT) indications are operative, and  
 e) Flight remains within 180 minutes of landing at a suitable airport.

28-1005      <- FUEL XFER FAIL  
(Caution)

C (O) May be displayed provided:  
 a) None of the following messages are displayed:  
 FUEL CG CTRL FAIL (Caution)  
 XFEED SOV FAIL (Caution)  
 R PRI FUEL PUMP FAIL (Caution)  
 R AUX FUEL PUMP FAIL (Advisory)  
 L PRI FUEL PUMP FAIL (Caution)  
 L AUX FUEL PUMP FAIL (Advisory)  
 AFT FUEL XFER FAULT (Advisory)  
 AFT FUEL XFER FAIL (Caution)  
 CTR FUEL XFER FAULT (Advisory)  
 CTR FUEL XFER FAIL (Caution),  
 b) Right primary and auxiliary fuel pumps are verified operative,  
 c) Crossfeed valve is verified operative,  
 d) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative, and  
 e) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: Crossfeed cannot be used below 30 000 feet to balance wing tanks when operating on the Auxiliary fuel pump to feed both engines.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

28-1025 -> FUEL XFER FAIL  
(Caution)

C (O) May be displayed provided:  
 a) None of the following messages are displayed:  
 FUEL CG CTRL FAIL (Caution)  
 XFEED SOV FAIL (Caution)  
 L PRI FUEL PUMP FAIL (Caution)  
 L AUX FUEL PUMP FAIL (Advisory)  
 R PRI FUEL PUMP FAIL (Caution)  
 R AUX FUEL PUMP FAIL (Advisory)  
 AFT FUEL XFER FAULT (Advisory)  
 AFT FUEL XFER FAIL (Caution)  
 CTR FUEL XFER FAULT (Advisory)  
 CTR FUEL XFER FAIL (Caution),  
 b) Left primary and auxiliary fuel pumps are  
 verified operative,  
 c) Crossfeed valve is verified operative,  
 d) Fuel Quantity Indications on Engine Indicating  
 and Crew Alerting System (EICAS) are operative,  
 and  
 e) Flight remains within 90 minutes of landing at  
 a suitable airport.

NOTE: Crossfeed cannot be used below 30 000 feet to  
 balance wing tanks when operating on the Auxiliary fuel  
 pump to feed both engines.

28-1050 AFT FUEL XFER FAIL  
(Caution)

C (O) May be displayed provided:  
 a) Aft tank remains empty, and  
 b) AFT XFER switch is selected to OFF.

28-1055 AFT FUEL XFER FAULT  
(Advisory)

C (O) May be displayed provided:  
 a) Aft tank remains empty, and  
 b) AFT XFER switch is selected to OFF.

28-1095 CTR FUEL TANK FILLING  
(Caution)

C (O) May be displayed provided:  
 a) None of the following messages are displayed:  
 CTR FUEL XFER FAIL (Caution)  
 CTR FUEL XFER FAULT (Advisory), and  
 b) Wing to wing transfer system is verified  
 operative.

28-1100 CTR FUEL XFER FAIL  
(Caution)

C (O) May be displayed provided:  
 a) Center tank remains empty,  
 b) CTR TO L XFER is selected to OFF, and  
 c) CTR TO R XFER is selected to OFF.

28-1105 CTR FUEL XFER FAULT  
(Advisory)

C (O) May be displayed provided:  
 a) Center tank remains empty,  
 b) CTR TO L XFER is selected to OFF, and  
 c) CTR TO R XFER is selected to OFF.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

28-1165 FUEL UNIT MISMATCH  
(Advisory)

C (O) May be displayed provided alternate procedures are established and used.

28-1205 L PRI FUEL PUMP FAIL  
(Caution)

C (O) May be displayed provided:  
 a) Left primary fuel pump is deactivated,  
 b) None of the following messages are displayed:  
 L AUX FUEL PUMP FAIL (Advisory)  
 R PRI FUEL PUMP FAIL (Caution)  
 R AUX FUEL PUMP FAIL (Advisory)  
 ->FUEL XFER FAIL (Caution)  
 <-FUEL XFER FAIL (Caution)  
 XFEED SOV FAIL (Caution)  
 AFT FUEL XFER FAULT (Advisory)  
 AFT FUEL XFER FAIL (Caution)  
 CTR FUEL XFER FAULT (Advisory)  
 CTR FUEL XFER FAIL (Caution),  
 c) Left auxiliary fuel pump is verified operative,  
 d) Wing to wing transfer system is verified operative,  
 e) Right Variable Frequency Generator (VFG) is operative, and  
 f) Fuel Quantity Indications on Engine Indicating and Crew Alerting System (EICAS) are operative.

NOTE: Crossfeed cannot be used below 30 000 feet to balance wing tanks when operating on the Auxiliary fuel pump to feed both engines.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

28-1260 R PRI FUEL PUMP FAIL  
(Caution)

C (O) May be displayed provided:  
 a) Right primary fuel pump is deactivated,  
 b) None of the following messages are displayed:  
 R AUX FUEL PUMP FAIL (Advisory)  
 L PRI FUEL PUMP FAIL (Caution)  
 L AUX FUEL PUMP FAIL (Advisory)  
 ->FUEL XFER FAIL (Caution)  
 <-FUEL XFER FAIL (Caution)  
 XFEED SOV FAIL (Caution)  
 AFT FUEL XFER FAULT (Advisory)  
 AFT FUEL XFER FAIL (Caution)  
 CTR FUEL XFER FAULT (Advisory)  
 CTR FUEL XFER FAIL (Caution),  
 c) Right auxiliary fuel pump is verified operative,  
 d) Wing to wing transfer system is verified  
 operative,  
 e) Left Variable Frequency Generator (VFG) is  
 operative, and  
 f) Fuel Quantity Indications on Engine Indicating  
 and Crew Alerting System (EICAS) are operative.

NOTE: Crossfeed cannot be used below 30 000 feet to  
 balance wing tanks when operating on the Auxiliary fuel  
 pump to feed both engines.

28-1305 FUEL CG CTRL FAIL  
(Caution)

C (O) May be displayed provided:  
 a) CG control function is manually selected OFF,  
 b) Verify none of the following messages are  
 displayed when fuel WING XFER switch is  
 manually selected <- and -> :  
 <- FUEL XFER FAIL (Caution)  
 >- FUEL XFER FAIL (Caution), and  
 c) Monitor Wing fuel quantity and CG limits.

NOTE: Fuel in outboard wing tanks may be colder than  
 normal.

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**1. Repair Category**

**CAS Messages**

**2. Dispatch Consideration**

29-0005      29 HYDRAULIC - HYD 1  
PRESS SENSOR INOP

C (O) May be displayed provided:  
a) The following messages are not displayed:  
29 HYDRAULIC - HYD EDP 1A PRESS SWITCH  
INOP  
29 HYDRAULIC - HYD PUMP 1B PRESS  
SWITCH INOP  
29 HYDRAULIC - HYD EDP 2A PRESS SWITCH  
INOP  
29 HYDRAULIC - HYD PTU PRESS SWITCH  
INOP, and  
b) Hydraulic System 1 and 2 Pressure  
Transducers are deactivated.

29-0025      29 HYDRAULIC - HYD 2  
PRESS SENSOR INOP

C (O) May be displayed provided:  
a) The following messages are not displayed:  
29 HYDRAULIC - HYD EDP 1A PRESS SWITCH  
INOP  
29 HYDRAULIC - HYD PUMP 1B PRESS  
SWITCH INOP  
29 HYDRAULIC - HYD EDP 2A PRESS SWITCH  
INOP  
29 HYDRAULIC - HYD PTU PRESS SWITCH  
INOP, and  
b) Hydraulic System 1 and 2 Pressure  
Transducers are deactivated.

29-0070      29 HYDRAULIC - HYD 3  
PRESS SENSOR INOP

C (O) May be displayed provided:  
a) The following messages are not displayed:  
29 HYDRAULIC -HYD PUMP 3A PRESS  
SWITCH INOP  
29 HYDRAULIC - HYD PUMP 3B PRESS  
SWITCH INOP, and  
b) Hydraulic System 3 Pressure Transducer is  
deactivated.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

29-0085	29 HYDRAULIC - HYD EDMU EDP 1A PRESS SWITCH INOP	C	(O) May be displayed provided: a) System 1 ACMP 1B is operated continuously during flight, and b) System 2 PTU is operated continuously during flight.
29-0090	29 HYDRAULIC - HYD EDMU EDP 2A PRESS SWITCH INOP	C	(O) May be displayed provided System 2 PTU is operated continuously during flight.
29-0095	29 HYDRAULIC - HYD EDMU PTU PRESS SWITCH INOP	C	(O) May be displayed provided System 2 PTU is operated continuously during flight.
29-0100	29 HYDRAULIC - HYD EDMU PUMP 3A PRESS SWITCH INOP	C	(O) May be displayed provided System 3 ACMP 3B is operated continuously during flight.
29-0110	29 HYDRAULIC - HYD EDP 1A DEPRESS INOP	C	(O) May be displayed provided: a) Following message is not displayed: 29 HYDRAULIC - HYD EDP 2A DEPRESS INOP, and b) Auxiliary Power Unit (APU) is operative.
29-0130	29 HYDRAULIC - HYD EDP 2A DEPRESS INOP	C	(O) May be displayed provided: a) Following message is not displayed: 29 HYDRAULIC - HYD EDP 1A DEPRESS INOP, and b) Auxiliary Power Unit (APU) is operative.
29-0150	29 HYDRAULIC - HYD PTU CKPT SWITCH INOP	C	(O) May be displayed provided PTU Cockpit switch is verified operative.
29-0170	29 HYDRAULIC - HYD PUMP 1B CKPT SWITCH INOP	C	(O) May be displayed provided 1B Cockpit switch is verified operative.
29-0185	29 HYDRAULIC - HYD PUMP 1B TEMP SENSOR INOP	C	May be displayed provided provisos associated with HYD PUMP 1B FAIL (Advisory) are observed.

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**CAS Messages**

**2. Dispatch Consideration**

29-0195	29 HYDRAULIC - HYD PUMP 3A CKPT SWITCH INOP	C	(O) May be displayed provided 3A Cockpit switch is verified operative.
29-0210	29 HYDRAULIC - HYD PUMP 3A TEMP SENSOR INOP	C	May be displayed provided provisos associated with HYD PUMP 3A FAIL (Advisory) are observed.
29-0220	29 HYDRAULIC - HYD PUMP 3B CKPT SWITCH INOP	C	(O) May be displayed provided 3B Cockpit switch is verified operative.
29-0235	29 HYDRAULIC - HYD PUMP 3B TEMP SENSOR INOP	C	May be displayed provided provisos associated with HYD PUMP 3B FAIL (Advisory) are observed.
29-1075	HYD PTU FAIL (Advisory)	C	(O) May be displayed provided: a) Associated Power Transfer Unit (PTU) is deactivated, b) All other hydraulic pumps are verified operative, c) Multifunction Spoiler 3 System is operative, and d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).
29-1095	HYD PUMP 1B FAIL (Advisory)	C	(O) May be displayed provided: a) Associated System 1 AC Motor Pump (ACMP) 1B is deactivated, b) All other hydraulic pumps are verified operative, c) Multifunction Spoiler 3 System is operative, and d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

29-1115 HYD PUMP 3A FAIL  
(Advisory)

C (O) May be displayed provided:  
 a) Affected System 3 AC Motor Pump (ACMP) 3A is deactivated,  
 b) All other hydraulic pumps are verified operative,  
 c) Remaining System 3 ACMP 3B is selected ON during entire flight, and  
 d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).

29-1135 HYD PUMP 3B FAIL  
(Advisory)

C (O) May be displayed provided:  
 a) Affected System 3 AC Motor Pump (ACMP) 3B is deactivated,  
 b) All other hydraulic pumps are verified operative,  
 c) Remaining System 3 ACMP 3A is selected ON during entire flight, and  
 d) Operations are conducted in accordance with AFM Supplement (Dispatch with an Inoperative Hydraulic System Component).



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1. Repair Category

CAS Messages

2. Dispatch Consideration

30-0005 30 ICE DETECTOR FAULT  
- L ICE DETECTOR INOP

C

(O) May be displayed provided:  
a) The affected system is deactivated,  
b) Wing Ice Protection System and Cowl Anti-Ice System are operative, and  
c) Wing Ice Protection System and Cowl Anti-Ice System are selected ON when icing conditions as defined in the AFM exist or are anticipated.

NOTE: Do not rely on Ice Detector for ice detection and AUTO activation of Anti-Ice System.

30-0010 30 ICE DETECTOR FAULT  
- R ICE DETECTOR INOP

C

(O) May be displayed provided:  
a) The affected system is deactivated,  
b) Wing Ice Protection System and Cowl Anti-Ice System are operative, and  
c) Wing Ice Protection System and Cowl Anti-Ice System are selected ON when icing conditions as defined in the AFM exist or are anticipated.

NOTE: Do not rely on Ice Detector for ice detection and AUTO activation of Anti-Ice System.

30-0025 30 ICE PROT - EVS  
FAIRING HEAT SENSOR  
REDUND LOSS

C

May be displayed.

30-0030 30 ICE PROT - L COWL  
A/ICE PRESS SENSOR  
INOP

C

(O) May be displayed:  
a) Operations are not conducted in known or forecast icing conditions, and  
b) None of the following messages are displayed:  
30 ICE PROT - R COWL A/ICE PRESS SENSOR INOP  
30 - ICE DETECTOR FAULT - L ICE DETECTOR INOP  
30 - ICE DETECTOR FAULT - R ICE DETECTOR INOP  
ICE DETECTOR FAIL  
ICE DETECTOR FAULT  
R COWL ANTI/ICE FAIL.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

30-0040

30 ICE PROT - L WING  
A/ICE INBD TEMP SNSR  
REDUND LOSS

C

May be displayed.

30-0045

30 ICE PROT - L WING  
A/ICE OUTBD TEMP SNSR  
REDUND LOSS

C

(O) May be displayed provided none of the following messages are displayed:  
21 AIR COND / PRESS - IASC 1C INOP  
21 AIR COND / PRESS - IASC 2C INOP.

30-0050

30 L WING A/ICE FAULT -  
L WING A/ICE PRESS  
SENSOR INOP

C

(O) May be displayed provided:  
a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
c) Operations are not conducted in known or forecast icing conditions, and  
d) None of the following messages are displayed:  
30 - ICE DETECTOR FAULT - L ICE DETECTOR INOP  
30 - ICE DETECTOR FAULT - R ICE DETECTOR INOP  
ICE DETECTOR FAIL  
ICE DETECTOR FAULT.

30-0055

30 ICE PROT - L WING  
LOOP ONE ELEMENT  
INOP

C

(O) May be displayed provided none of the following messages are displayed:  
21 AIR COND / PRESS - IASC 1B INOP  
21 AIR COND / PRESS - IASC 2B INOP  
21 AIR COND / PRESS - IASC 1B FAULT  
21 AIR COND / PRESS - IASC 2B FAULT.

30-0060

30 ICE PROT - L WIPS  
LOOP ONE ELEMENT  
INOP

C

(O) May be displayed provided none of the following messages are displayed:  
21 AIR COND / PRESS - IASC 1B INOP  
21 AIR COND / PRESS - IASC 2B INOP  
21 AIR COND / PRESS - IASC 1B FAULT  
21 AIR COND / PRESS - IASC 2B FAULT.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

30-0065

30 ICE PROT - R COWL  
A/ICE PRESS SENSOR  
INOP

C

(O) May be displayed:  
a) Operations are not conducted in known or forecast icing conditions, and  
b) None of the following messages are displayed:  
30 ICE PROT - L COWL A/ICE PRESS SENSOR INOP  
30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
ICE DETECTOR FAIL  
ICE DETECTOR FAULT  
L COWL ANTI/ICE FAIL.

30-0075

30 ICE PROT - R WING  
A/ICE INBD TEMP SNSR  
REDUND LOSS

C

May be displayed.

30-0080

30 ICE PROT - R WING  
A/ICE OUTBD TEMP SNSR  
REDUND LOSS

C

(O) May be displayed provided none of the following messages are displayed:  
21 AIR COND / PRESS - IASC 1C INOP  
21 AIR COND / PRESS - IASC 2C INOP.

30-0085

30 R WING A/ICE FAULT -  
R WING A/ICE PRESS  
SENSOR INOP

C

(O) May be displayed provided:  
a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
c) Operations are not conducted in known or forecast icing conditions, and  
d) None of the following messages are displayed:  
30 - ICE DETECTOR FAULT- L ICE DETECTOR INOP  
30 - ICE DETECTOR FAULT - R ICE DETECTOR INOP  
ICE DETECTOR FAIL  
ICE DETECTOR FAULT.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

30-0090 30 ICE PROT - R WING LOOP ONE ELEMENT INOP

C (O) May be displayed provided none of the following messages are displayed:  
 21 AIR COND / PRESS - IASC 1B INOP  
 21 AIR COND / PRESS - IASC 2B INOP  
 21 AIR COND / PRESS - IASC 1B FAULT  
 21 AIR COND / PRESS - IASC 2B FAULT.

30-0095 30 ICE PROT - R WIPS LOOP ONE ELEMENT INOP

C (O) May be displayed provided none of the following messages are displayed:  
 21 AIR COND / PRESS - IASC 1B INOP  
 21 AIR COND / PRESS - IASC 2B INOP  
 21 AIR COND / PRESS - IASC 1B FAULT  
 21 AIR COND / PRESS - IASC 2B FAULT.

30-0105 30 ICE PROT - WSHLD WINDOW SENSOR REDUND LOSS

D May be displayed.

30-0110 30 L WING A/ICE FAULT - L VALVE FAIL CLSD

C (O) May be displayed provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) None of the following messages are displayed:  
 30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
 30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
 ICE DETECTOR FAIL  
 ICE DETECTOR FAULT.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

30-0115

30 R WING A/ICE FAULT -  
R VALVE FAIL CLSD

C

(O) May be displayed provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) None of the following messages are displayed:  
 30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
 30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
 ICE DETECTOR FAIL  
 ICE DETECTOR FAULT.

30-0125

30 WING A/ICE FAIL - L  
WIPS DUAL LOOP  
ELEMENT INOP

C

(O) May be displayed provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) None of the following messages are displayed:  
 30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
 30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
 ICE DETECTOR FAIL  
 ICE DETECTOR FAULT.

MASTER MINIMUM EQUIPMENT LIST

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System & Sequence No. Item

1. Repair Category

CAS Messages

2. Dispatch Consideration

30-0126 30 WING A/ICE FAIL - R  
WIPS DUAL LOOP  
ELEMENT INOP

C (O) May be displayed provided:  
a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
c) Operations are not conducted in known or forecast icing conditions, and  
d) None of the following messages are displayed:  
30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
ICE DETECTOR FAIL  
ICE DETECTOR FAULT.

30-0127 30 WING A/ICE FAIL - L  
WING DUAL LOOP  
ELEMENT INOP

C (O) May be displayed provided:  
a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
c) Operations are not conducted in known or forecast icing conditions, and  
d) None of the following messages are displayed:  
30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
ICE DETECTOR FAIL  
ICE DETECTOR FAULT.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

30-0128 30 WING A/ICE FAIL - R  
WING DUAL LOOP  
ELEMENT INOP

C (O) May be displayed provided:  
a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
c) Operations are not conducted in known or forecast icing conditions, and  
d) None of the following messages are displayed:  
30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
ICE DETECTOR FAIL  
ICE DETECTOR FAULT.

30-0130 30 WING A/ICE FAIL -  
WING A/ICE XBLEED  
VALVE FAIL CLSD

C (O) May be displayed provided:  
a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
c) Operations are not conducted in known or forecast icing conditions, and  
d) None of the following messages are displayed:  
30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
ICE DETECTOR FAIL  
ICE DETECTOR FAULT.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

30-0135 30 WING A/ICE SENSOR - L OUTBD TEMP SENSOR INOP

C

(O) May be displayed provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) None of the following messages are displayed:  
 30 - ICE DETECTOR FAULT - L ICE DETECTOR INOP  
 30 - ICE DETECTOR FAULT - R ICE DETECTOR INOP  
 ICE DETECTOR FAIL  
 ICE DETECTOR FAULT.

30-0140 30 WING A/ICE SENSOR - R OUTBD TEMP SENSOR INOP

C

(O) May be displayed provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) None of the following messages are displayed:  
 30 - ICE DETECTOR FAULT - L ICE DETECTOR INOP  
 30 - ICE DETECTOR FAULT - R ICE DETECTOR INOP  
 ICE DETECTOR FAIL  
 ICE DETECTOR FAULT.



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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

30-1020 R WINDOW HEAT FAIL  
(Caution)

C (O) May be displayed provided:  
 a) Remaining channels are verified operative by selecting both WINDSHIELD HEAT switches to ON, and none of the following messages are displayed:  
 L WINDOW HEAT FAIL (Caution)  
 L WSHLD HEAT FAIL (Caution)  
 R WSHLD HEAT FAIL (Caution)  
 30 ICE PROT - WSHLD WINDOW SENSOR REDUND LOSS,  
 b) Operation are not conducted in known or forecast icing conditions, and  
 c) Both Ice Detection Systems are operative.

30-1035 EVS HEAT FAIL (Advisory)

C (O) May be displayed provided EVS Fairing Heating System is deactivated.  
  
 NOTE: Do not rely on EVS image in icing or fogging condition (EVS performance may be degraded or lost).

30-1040 EVS FAIRING HEAT OVHT  
(Advisory)

C (O) May be displayed provided EVS Fairing Heating System is deactivated.  
  
 NOTE: Do not rely on EVS image in icing or fogging condition (EVS performance may be degraded or lost).

30-1051 ICE DETECTOR FAIL  
(Caution)

C (O) May be displayed provided:  
 a) Both systems are deactivated,  
 b) Wing Ice Protection System and Cowl Anti-Ice System are operative, and  
 c) Operations are not conducted in known or forecast icing conditions.  
  
 NOTE: Do not rely on Ice Detector for ice detection and AUTO activation of Anti-Ice System, in the event of inadvertent encounter of icing condition.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

30-1100 ICE DETECTOR FAULT  
(Caution)

C (O) May be displayed provided:  
 a) The affected system is deactivated,  
 b) Wing Ice Protection System and Cowl Anti-Ice System are operative, and  
 c) Wing Ice Protection System and Cowl Anti-Ice System are selected ON when icing conditions as defined in the AFM exist or are anticipated.

NOTE: Do not rely on Ice Detector for ice detection and AUTO activation of Anti-Ice System.

30-1201 WING A/ICE FAIL (Caution)

C (O) May be displayed provided:  
 a) WING ANTI-ICE is selected OFF position and the valves (WAIVs and CBW) are confirmed closed on the Synoptic Page,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) None of the following messages are displayed:  
 30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
 30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
 ICE DETECTOR FAIL  
 ICE DETECTOR FAULT  
 30 WING A/ICE FAIL - L INBD TEMP SENSOR INOP  
 30 WING A/ICE FAIL - R INBD TEMP SENSOR INOP.

NOTE: If it is accompanied by INFO message, refer to applicable INFO message relief.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

30-1205

L WING A/ICE FAULT  
(Advisory)

C

(O) May be displayed provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) None of the following messages are displayed:  
 30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
 30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
 ICE DETECTOR FAIL  
 ICE DETECTOR FAULT.

30-1210

R WING A/ICE FAULT  
(Advisory)

C

(O) May be displayed provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) None of the following messages are displayed:  
 30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
 30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
 ICE DETECTOR FAIL  
 ICE DETECTOR FAULT.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

30-1215 WING A/ICE SENSOR  
(Advisory)

C (O) May be displayed provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) None of the following messages are displayed:  
 30 - ICE DETECTOR FAULT - L ICE DETECTOR INOP  
 30 - ICE DETECTOR FAULT - R ICE DETECTOR INOP  
 ICE DETECTOR FAIL  
 ICE DETECTOR FAULT.

30-1230 L COWL A/ICE FAIL  
(Caution)

C (O) May be displayed provided:  
 a) Operations are not conducted in known or forecast icing conditions, and  
 b) None of the following messages are displayed:  
 30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
 30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
 30 ICE PROT – R COWL A/ICE PRESS SENSOR INOP  
 ICE DETECTOR FAIL  
 ICE DETECTOR FAULT  
 R COWL ANTI/ICE FAIL.

30-1240 R COWL A/ICE FAIL  
(Caution)

C (O) May be displayed provided:  
 a) Operations are not conducted in known or forecast icing conditions, and  
 b) None of the following messages are displayed:  
 30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
 30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
 30 ICE PROT – L COWL A/ICE PRESS SENSOR INOP  
 ICE DETECTOR FAIL  
 ICE DETECTOR FAULT  
 L COWL ANTI/ICE FAIL.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

31-0005 31 IND / RECORD - APM 1  
INOP (Info)

B

May be displayed provided:  
 a) Datalink System 2 (if installed) is considered inoperative,  
 b) Surface Management System (SMS) Airport Moving Map (if installed) is considered inoperative,  
 c) Predictive Windshear (if installed) is considered inoperative,  
 d) Cockpit Display Traffic Information (CDTI) System (if installed) is considered inoperative,  
 e) Vertical Weather Radar (if installed) is considered inoperative,  
 f) Dual Datalink Graphical Weather System (if installed) is considered inoperative,  
 g) Dual XM Graphical Weather System (if installed) is considered inoperative,  
 h) Integrated Flight Information System (IFIS) 3 System (if installed) is considered inoperative, and  
 i) Lightning Detection System (LDS) (if installed) is considered inoperative.

31-0010 31 IND / RECORD - APM 2  
INOP (Info)

C

May be displayed.

31-0020 31 IND / RECORD -  
CHECKLIST MISMATCH  
(Info)

C

(O) May be displayed provided alternate procedures are established and used.

31-0045 31 IND / RECORD - DCU 1  
CHAN A FAN INOP (Info)

C

May be displayed provided the following messages are not displayed:  
 31 IND / RECORD - DCU 1 CHAN B FAN INOP (Info)  
 31 IND / RECORD - DCU 2 CHAN A FAN INOP (Info)  
 31 IND / RECORD - DCU 2 CHAN B FAN INOP (Info).

31-0050 31 IND / RECORD - DCU 1  
CHAN B FAN INOP (Info)

C

May be displayed provided the following messages are not displayed:  
 31 IND / RECORD - DCU 1 CHAN A FAN INOP (Info)  
 31 IND / RECORD - DCU 2 CHAN A FAN INOP (Info)  
 31 IND / RECORD - DCU 2 CHAN B FAN INOP (Info).

31-0055 31 IND / RECORD - DCU 2  
CHAN A FAN INOP (Info)

C

May be displayed provided the following messages are not displayed:  
 31 IND / RECORD - DCU 1 CHAN A FAN INOP (Info)  
 31 IND / RECORD - DCU 1 CHAN B FAN INOP (Info)  
 31 IND / RECORD - DCU 2 CHAN B FAN INOP (Info).

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

31-0060 31 IND / RECORD - DCU 2  
CHAN B FAN INOP (Info)

C

May be displayed provided the following messages are not displayed:  
31 IND / RECORD - DCU 1 CHAN A FAN INOP (Info)  
31 IND / RECORD - DCU 1 CHAN B FAN INOP (Info)  
31 IND / RECORD - DCU 2 CHAN A FAN INOP (Info).

31-0065 31 IND / RECORD - FDR  
INOP

A

May be displayed provided:  
a) 23 COMM-CVR INOP message is not displayed, and  
b) Repairs are made within three flight days.

31-0075 31 IND / RECORD - IPC 1  
FAN INOP (Info)

C

May be displayed provided the following messages are not displayed:  
31 IND / RECORD - IPC 1 DSM INOP (Info)  
31 IND / RECORD - IPC 2 DSM INOP (Info)  
31 IND / RECORD - IPC 3 DSM INOP (Info)  
31 IND / RECORD - IPC 4 DSM INOP (Info)  
31 IND / RECORD - IPC 2 FAN INOP (Info)  
31 IND / RECORD - IPC 3 FAN INOP (Info)  
31 IND / RECORD - IPC 4 FAN INOP (Info)  
IPC 1 FAIL (Caution)  
IPC 2 FAIL (Caution)  
IPC 3 FAIL (Caution)  
IPC 4 FAIL (Caution).

31-0085 31 IND / RECORD - IPC 2  
FAN INOP (Info)

C

May be displayed provided the following messages are not displayed:  
31 IND / RECORD - IPC 1 DSM INOP (Info)  
31 IND / RECORD - IPC 2 DSM INOP (Info)  
31 IND / RECORD - IPC 3 DSM INOP (Info)  
31 IND / RECORD - IPC 4 DSM INOP (Info)  
31 IND / RECORD - IPC 1 FAN INOP (Info)  
31 IND / RECORD - IPC 3 FAN INOP (Info)  
31 IND / RECORD - IPC 4 FAN INOP (Info)  
IPC 1 FAIL (Caution)  
IPC 2 FAIL (Caution)  
IPC 3 FAIL (Caution)  
IPC 4 FAIL (Caution).

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1. Repair Category

**CAS Messages**

31-0090 31 IND / RECORD - IPC 3  
DSM INOP (Info)

B

**2. Dispatch Consideration**

May be displayed provided the following messages are not displayed:

- IPC 1 FAIL (Caution)
- IPC 2 FAIL (Caution)
- IPC 3 FAIL (Caution)
- IPC 4 FAIL (Caution)
- 31 IND / RECORD - IPC 1 DSM INOP (Info)
- 31 IND / RECORD - IPC 2 DSM INOP (Info)
- 31 IND / RECORD - IPC 4 DSM INOP (Info)
- 31 IND / RECORD - IPC 1 FAN INOP (Info)
- 31 IND / RECORD - IPC 2 FAN INOP (Info)
- 31 IND / RECORD - IPC 3 FAN INOP (Info)
- 31 IND / RECORD - IPC 4 FAN INOP (Info)
- DCU 1A FAIL (Advisory)
- DCU 1B FAIL (Advisory)
- DCU 2A FAIL (Advisory)
- DCU 2B FAIL (Advisory)
- DCU 1 FAIL (Caution)
- DCU 2 FAIL (Caution).

NOTE: Dataloading applications hosted on Integrated processing Cabinet (IPC) 3 and others cannot be accomplished.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

31-0095 31 IND / RECORD - IPC 3  
FAN INOP (Info)

C May be displayed provided the following messages are not displayed:  
31 IND / RECORD - IPC 1 DSM INOP (Info)  
31 IND / RECORD - IPC 2 DSM INOP (Info)  
31 IND / RECORD - IPC 3 DSM INOP (Info)  
31 IND / RECORD - IPC 4 DSM INOP (Info)  
31 IND / RECORD - IPC 1 FAN INOP (Info)  
31 IND / RECORD - IPC 2 FAN INOP (Info)  
31 IND / RECORD - IPC 4 FAN INOP (Info)  
IPC 1 FAIL (Caution)  
IPC 2 FAIL (Caution)  
IPC 3 FAIL (Caution)  
IPC 4 FAIL (Caution).

31-0100 31 IND / RECORD - IPC 4  
DSM INOP (Info)

B May be displayed provided the following messages are not displayed:  
IPC 1 FAIL (Caution)  
IPC 2 FAIL (Caution)  
IPC 3 FAIL (Caution)  
IPC 4 FAIL (Caution)  
31 IND / RECORD - IPC 1 DSM INOP (Info)  
31 IND / RECORD - IPC 2 DSM INOP (Info)  
31 IND / RECORD - IPC 3 DSM INOP (Info)  
31 IND / RECORD - IPC 1 FAN INOP (Info)  
31 IND / RECORD - IPC 2 FAN INOP (Info)  
31 IND / RECORD - IPC 3 FAN INOP (Info)  
31 IND / RECORD - IPC 4 FAN INOP (Info)  
DCU 1A FAIL (Advisory)  
DCU 1B FAIL (Advisory)  
DCU 2A FAIL (Advisory)  
DCU 2B FAIL (Advisory)  
DCU 1 FAIL (Caution)  
DCU 2 FAIL (Caution).

NOTE: Dataloading applications hosted on Integrated Processing Cabinet (IPC) 4 and others cannot be accomplished.



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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

31-0105 31 IND / RECORD - IPC 4  
FAN INOP (Info)

C May be displayed provided the following messages are not displayed:  
31 IND / RECORD - IPC 1 DSM INOP (Info)  
31 IND / RECORD - IPC 2 DSM INOP (Info)  
31 IND / RECORD - IPC 3 DSM INOP (Info)  
31 IND / RECORD - IPC 4 DSM INOP (Info)  
31 IND / RECORD - IPC 1 FAN INOP (Info)  
31 IND / RECORD - IPC 2 FAN INOP (Info)  
31 IND / RECORD - IPC 3 FAN INOP (Info)  
IPC 1 FAIL (Caution)  
IPC 2 FAIL (Caution)  
IPC 3 FAIL (Caution)  
IPC 4 FAIL (Caution).

31-0120 31 IND / RECORD - LWR  
DSPL FAN DEGRADED  
(Info)

C Deleted, Rev 2.

31-0125 31 IND / RECORD - LWR  
DSPL FAN INOP (Info)

C May be displayed provided Lower Display (DU4) is considered inoperative.

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System & Sequence No. Item

1. Repair Category

**CAS Messages**

31-1115 DCU 1B FAIL (Advisory)

B

**2. Dispatch Consideration**

- (O) May be displayed provided:
- a) The following messages are not displayed:
    - DCU 1A FAIL (Advisory)
    - DCU 2A FAIL (Advisory)
    - DCU 2B FAIL (Advisory)
    - DCU 1 FAIL (Caution)
    - DCU 2 FAIL (Caution)
    - 31 IND / RECORD - IPC 1 DSM INOP (Info)
    - 31 IND / RECORD - IPC 2 DSM INOP (Info)
    - 31 IND / RECORD - IPC 3 DSM INOP (Info)
    - 31 IND / RECORD - IPC 4 DSM INOP (Info)
    - 31 IND / RECORD - DCU 1 CHAN A FAN INOP (Info)
    - 31 IND / RECORD - DCU 1 CHAN B FAN INOP (Info)
    - 31 IND / RECORD - DCU 2 CHAN A FAN INOP (Info)
    - 31 IND / RECORD - DCU 2 CHAN B FAN INOP (Info)
    - 22 AUTO FLIGHT - FD 1A INOP (Info)
    - 22 AUTO FLIGHT - FD 2A INOP (Info)
    - 22 AUTO FLIGHT - FD 2B INOP (Info),
  - b) Onside Autothrottle is considered inoperative,
  - c) Control Tuning Panels (CTP) are operative, and
  - d) Flight Directors are verified operative on both Primary Flight Displays (PFD).

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

31-1125 DCU 2A FAIL (Advisory)

B (O) May be displayed provided:  
 a) The following messages are not displayed:  
 DCU 1A FAIL (Advisory)  
 DCU 1B FAIL (Advisory)  
 DCU 2B FAIL (Advisory)  
 DCU 1 FAIL (Caution)  
 DCU 2 FAIL (Caution)  
 31 IND / RECORD - IPC 1 DSM INOP (Info)  
 31 IND / RECORD - IPC 2 DSM INOP (Info)  
 31 IND / RECORD - IPC 3 DSM INOP (Info)  
 31 IND / RECORD - IPC 4 DSM INOP (Info)  
 31 IND / RECORD - DCU 1 CHAN A FAN INOP (Info)  
 31 IND / RECORD - DCU 1 CHAN B FAN INOP (Info)  
 31 IND / RECORD - DCU 2 CHAN A FAN INOP (Info)  
 31 IND / RECORD - DCU 2 CHAN B FAN INOP (Info)  
 22 AUTO FLIGHT - FD 1A INOP (Info)  
 22 AUTO FLIGHT - FD 1B INOP (Info)  
 22 AUTO FLIGHT - FD 2B INOP (Info),  
 b) Onside Autothrottle is considered inoperative,  
 c) Control Tuning Panels (CTP) are operative,  
 and  
 d) Flight Directors are verified operative on both Primary Flight Displays (PFD).

31-1255 IPC 3 FAIL (Caution)

A May be displayed provided:  
 a) The following messages are not displayed:  
 IPC 1 FAIL  
 IPC 2 FAIL  
 IPC 4 FAIL  
 31 IND / RECORD - IPC 1 DSM INOP  
 31 IND / RECORD - IPC 2 DSM INOP  
 31 IND / RECORD - IPC 3 DSM INOP  
 31 IND / RECORD - IPC 4 DSM INOP  
 31 IND/RECORD - IPC 1 FAN INOP  
 31 IND/RECORD - IPC 2 FAN INOP  
 31 IND/RECORD - IPC 3 FAN INOP  
 31 IND/RECORD - IPC 4 FAN INOP  
 b) FMS 3 is considered inoperative,  
 c) TAWS is considered inoperative,  
 d) HUD 1 and HUD 2 (if installed) is (are) considered inoperative,  
 e) SVS 1 is considered inoperative, and  
 f) Repairs are made within 3 flight days.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

31-1260 IPC 4 FAIL (Caution)

B

May be displayed provided:

- a) The following messages are not displayed:
  - IPC 1 FAIL (Caution)
  - IPC 2 FAIL (Caution)
  - IPC 3 FAIL (Caution)
  - 31 IND / RECORD - IPC 1 DSM INOP (Info)
  - 31 IND / RECORD - IPC 2 DSM INOP (Info)
  - 31 IND / RECORD - IPC 3 DSM INOP (Info)
  - 31 IND / RECORD - IPC 4 DSM INOP (Info)
  - 31 IND / RECORD - IPC 1 FAN INOP (Info)
  - 31 IND / RECORD - IPC 2 FAN INOP (Info)
  - 31 IND / RECORD - IPC 3 FAN INOP (Info)
  - 31 IND / RECORD - IPC 4 FAN INOP (Info)
- b) Integrated Flight Information System (IFIS) 3 (if installed) is considered inoperative,
- c) Head Up Display (HUD) 1 and 2 (if installed) is (are) considered inoperative, and
- d) Synthetic Vision System (SVS) 2 (if installed) is considered inoperative.

32-0010 32 BRAKE - AUTOBRAKE SWITCH INOP

C

(O) May be displayed provided AUTOBRAKE selector switch remains in the OFF position.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

32-0020 32 BRAKE - BRAKE TEMP  
SENSOR INOP

B (O) May be inoperative provided AFM (MAXIMUM  
ALLOWABLE BRAKE TEMPERATURE FOR  
TAKEOFF) limitations are observed.

32-0025 32 BRAKE – GEAR  
RETRACT BRAKE INOP

C May be displayed.

32-0040 32 GEAR -  
COMPENSATOR INOP

B May be displayed provided:  
a) None of the following messages is displayed:  
29 HYDRAULIC - HYD PTU CKPT SWITCH  
INOP  
32 GEAR - STEERING CONTROL SYS  
REDUND LOSS  
HYD PTU FAIL (Advisory), and  
b) Except for pushback towing, Nose Wheel  
Steering is not disarmed.

NOTE: This item is applied after pushback towing.

32-0045 32 GEAR – DOORS  
CLOSE MAINT PANEL  
SWITCH REDUND LOSS

C May be displayed provided:  
a) Both Main Landing Gear Inboard Doors are  
closed, and  
b) Nose Landing Gear Forward Door is closed.

NOTE: The doors cannot be raised by landing gear door  
maintenance switch if lowered.

32-0047 32 GEAR – GEAR / DOOR  
PROX SENSOR REDUND  
LOSS

C (O) May be displayed provided both Landing Gear and  
Steering Control Unit (LGSCU) channels are operative.

32-0048 32 GEAR - GEAR WOW /  
WOFFW REDUND LOSS

C (O) May be displayed provided both Landing Gear and  
Steering Control Unit (LGSCU) channels are operative.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

32-0110	32 GEAR - PRESS TRANSDUCER REDUND LOSS	A	(O) May be displayed for one flight provided: a) Both Nose Wheel Steering (NWS) Control System channels are operative, and b) Except for pushback towing, Nose Wheel Steering is not disarmed.  NOTE: This item is applied after pushback towing.
32-0140	32 GEAR - STEERING CONTROL SYS REDUND LOSS	C	May be displayed.
32-0165	32 TIRE PRESS - TIRE PRESS CHECK ***	C	(O) May be displayed provided airplane is operated in accordance with the AFM supplement (TIRE PRESSURE INDICATION SYSTEM DISPATCH INSTRUCTIONS).
32-1005	ANTISKID DEGRADED (Caution)	C	(O) May be displayed provided operations are conducted in accordance with AFM Supplement (DISPATCH WITH ANTI-SKID SYSTEM DEGRADED).
32-1015	AUTOBRAKE FAIL (Caution)	C	(O) May be displayed provided AUTOBRAKE selector switch remains in the OFF position.
34-0015	34 NAVIGATION - ADS TAT INOP (Info)	C	May be displayed provided none of the following messages are displayed: 73 ENGINE - L ENG FADEC FAULT 2 (Info) 73 ENGINE - R ENG FADEC FAULT 2 (Info) 73 ENGINE - L ENG FADEC FAULT 3 (Info) 73 ENGINE - R ENG FADEC FAULT 3 (Info).
34-0020	34 NAVIGATION - ADS 2 HEATER REDUND LOSS (Info)	C	(O) May be displayed.
34-0057	34 NAVIGATION - ADS DMC INPUT REDUND LOSS (Info)	C	May be displayed.
34-0065	34 NAVIGATION - ADS SENSE LINE HEATER 1 INOP (Info)	C	May be displayed.
34-0070	34 NAVIGATION - ADS SENSE LINE HEATER 2 INOP (Info)	C	May be displayed.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

34-0075	34 NAVIGATION - ADS SENSE LINE HEATER 3 INOP (Info)	C	May be displayed.
34-0080	34 NAVIGATION - ADS SENSE LINE HEATER 4 INOP (Info)	C	May be displayed.
34-0085	34 NAVIGATION – EVS ALIGN MODE (Info)	C	(O) May be displayed provided a) Enhanced Vision System (EVS) is considered inoperative and deactivated, b) HUD is considered inoperative and stowed, and c) Alternate procedures are established and used.
34-0090	34 NAVIGATION - GNSS 1 INOP (Info)	C	(O) Except where enroute operations require its use, may be displayed provided alternate procedures are established and used.
34-0095	34 NAVIGATION - GNSS 2 INOP (Info)	C	(O) Except where enroute operations require its use, may be displayed provided alternate procedures are established and used.
34-0100	34 NAVIGATION - HUD FAN INOP (Info)	C	May be displayed.
34-0105	34 NAVIGATION - IRS 1 PWR REDUND LOSS (Info)	C	May be displayed provided none of the following messages are displayed: IRS 2 PWR REDUND LOSS (Info) IRS 2 FAIL (Advisory) IRS 3 FAIL (Advisory).
34-0107	34 NAVIGATION - IRS 2 PWR REDUND LOSS (Info)	C	May be displayed provided none of the following messages are displayed: IRS 1 PWR REDUND LOSS (Info) IRS 1 FAIL (Advisory) IRS 3 FAIL (Advisory).
34-0110	34 NAVIGATION - ISI REDUND LOSS (Info)	C	May be displayed provided all Integrated Standby Instrument (ISI) indications are operative.

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1. Repair Category

CAS Messages

2. Dispatch Consideration

34-0115 34 NAVIGATION - L AOA VANE HEATER INOP (Info)

C

(O) May be displayed provided:  
 a) None of the following messages are displayed:  
 34 NAVIGATION - R AOA VANE HEATER INOP (Info)  
 34 NAVIGATION - R AOA VANE INOP (Info)  
 34 NAVIGATION - R AOA VANE MISCOMPARE (Info), and  
 b) Left Angle of Attack (AOA) is deactivated.

34-0120 34 NAVIGATION - L AOA VANE INOP (Info)

C

(O) May be displayed provided:  
 a) None of the following messages are displayed:  
 34 NAVIGATION - R AOA VANE INOP (Info)  
 34 NAVIGATION - R AOA VANE MISCOMPARE (Info)  
 34 NAVIGATION - R AOA VANE HEATER INOP (Info), and  
 b) Left Angle of Attack (AOA) is deactivated.

34-0123 34 NAVIGATION - L AOA VANE MISCOMPARE (Info)

C

May be displayed provided none of the following messages are displayed:  
 34 NAVIGATION - R AOA VANE MISCOMPARE (Info)  
 34 NAVIGATION - R AOA VANE HEATER INOP (Info)  
 34 NAVIGATION - R AOA VANE INOP (Info).

34-0125 34 NAVIGATION - L HUD FAN INOP (Info)

C

May be displayed.

34-0135 34 NAVIGATION - R AOA VANE HEATER INOP (Info)

C

(O) May be displayed provided:  
 a) None of the following messages are displayed:  
 34 NAVIGATION - L AOA VANE INOP (Info)  
 34 NAVIGATION - L AOA VANE MISCOMPARE (Info)  
 34 NAVIGATION - L AOA VANE HEATER INOP (Info), and  
 b) Right Angle of Attack (AOA) is deactivated.

34-0140 34 NAVIGATION - R AOA VANE INOP (Info)

C

(O) May be displayed provided:  
 a) None of the following messages are displayed:  
 34 NAVIGATION - L AOA VANE INOP (Info)  
 34 NAVIGATION - L AOA VANE MISCOMPARE (Info)  
 34 NAVIGATION - L AOA VANE HEATER INOP (Info), and  
 b) Right Angle of Attack (AOA) is deactivated.



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2. Dispatch Consideration

34-0143	34 NAVIGATION - R AOA VANE MISCOMPARE (Info)	C	May be displayed provided none of the following messages are displayed: 34 NAVIGATION - L AOA VANE MISCOMPARE (Info) 34 NAVIGATION - L AOA VANE HEATER INOP (Info) 34 NAVIGATION - L AOA VANE INOP (Info).
34-0145	34 NAVIGATION - R HUD FAN INOP (Info)	C	May be displayed.
34-0152	34 NAVIGATION – SVS OBSTACLE DATABASE EXPIRED (Info)	D	(O) May be displayed provided SVS is considered inoperative and not used.
34-0154	34 NAVIGATION – SVS RUNWAYS DATABASE EXPIRED (Info)	D	(O) May be displayed provided SVS is considered inoperative and not used.
34-0155	34 NAVIGATION - TSS FAN INOP (Info)	C	May be displayed.
34-0160	34 NAVIGATION - WXR L CTRL FAULT (Info)	C	May be displayed provided following message is not displayed: R CTP FAIL (Caution) L-R CTP FAIL (Caution) 34 NAVIGATION - WXR R CTRL FAULT (Info).
34-0165	34 NAVIGATION - WXR L DSPL INOP (Info)	D	May be displayed provided following message is not displayed: 34 NAVIGATION - WXR R DSPL INOP (Info).
34-0170	34 NAVIGATION - WXR R CTRL FAULT (Info)	C	May be displayed provided following message is not displayed: R CTP FAIL (Caution) L-R CTP FAIL (Caution) 34 NAVIGATION - WXR L CTRL FAULT (Info).
34-0175	34 NAVIGATION - WXR R DSPL INOP (Info)	D	May be displayed provided the following message is not displayed: 34 NAVIGATION - WXR L DSPL INOP (Info).
34-0180	34 NAVIGATION - WXR-4 BUS INOP (Info)	C	May be displayed provided weather radar function is not required by regulations.  NOTE: Any WXR mode which are operative may be used.

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34-0185 34 NAVIGATION - XPDR 1 INOP (Info)

B (O) May be displayed provided none of the following messages are displayed:  
XPDR 2 FAIL (Caution)  
34 NAVIGATION - XPDR 2 INOP (Info).

34-0190 34 NAVIGATION - XPDR 2 INOP (Info)

D (O) May be displayed provided none of the following messages are displayed:  
XPDR 1 FAIL (Caution)  
34 NAVIGATION - XPDR 1 INOP (Info).

34-1120 IRS 1 FAIL (Advisory)

C (O) May be displayed provided:  
a) Left Primary Flight Display (PFD) is manually reverted to IRS 3,  
b) None of the following messages are displayed:  
IRS 2 FAIL (Advisory)  
IRS 3 FAIL (Advisory)  
27 FLT CTRL - AHRS INOP (Info)  
27 FLT CTRL - ISI INPUT INOP (Info),  
c) Integrated Standby Instrument (ISI) attitude indications are operative,  
d) Steep approach operations are prohibited, and  
e) Operations do not require its use.

34-1125 IRS 2 FAIL (Advisory)

C (O) May be displayed provided:  
a) Right Primary Flight Display (PFD) is manually reverted to IRS 3,  
b) None of the following messages are displayed:  
IRS 1 FAIL (Advisory)  
IRS 3 FAIL (Advisory)  
27 FLT CTRL - AHRS INOP (Info)  
27 FLT CTRL - ISI INPUT INOP (Info),  
c) Integrated Standby Instrument (ISI) attitude indications are operative,  
d) Steep approach operations are prohibited, and  
e) Operations do not require its use.

34-1130 IRS 3 FAIL (Advisory)

C (O) May be displayed provided:  
a) None of the following messages are displayed:  
IRS 1 FAIL (Advisory)  
IRS 2 FAIL (Advisory)  
27 FLT CTRL - AHRS INOP (Info)  
27 FLT CTRL - ISI INPUT INOP (Info),  
b) Integrated Standby Instrument (ISI) attitude indications are operative,  
c) Steep approach operations are prohibited, and  
d) Operations do not require its use.

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1. Repair Category

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**2. Dispatch Consideration**

34-1200 RAD ALT 1 FAIL (Advisory)

B

(O) May be displayed provided:  
 a) Operations do not require its use,  
 b) Steep Approach operations are prohibited,  
 c) None of the following messages are displayed:  
 27 FLT CTRL - PFCC BCU INPUT REDUND  
 LOSS (Info)  
 27 FLT CTRL - PFCC LGSCU INPUT REDUND  
 LOSS (Info)  
 27 FLT CTRL – PFCC RAD ALT INPUT REDUND  
 LOSS (Info)  
 32 GEAR – GEAR WOW/WOFFW REDUND  
 LOSS (Info)  
 32 GEAR – LANDING GEAR SYS REDUND  
 LOSS (Info)  
 ANTISKID DEGRADED (Caution)  
 RAD ALT 2 FAIL (Advisory), and  
 d) Radio Altimeter System 1 is deactivated.

34-1210 FMS 1 FAIL (Caution)

C

(O) May be displayed provided none of the following  
 messages is displayed:  
 FMS 2 FAIL (Caution)  
 FMS 3 FAIL (Caution).

34-1215 FMS 2 FAIL (Caution)

C

(O) May be displayed provided none of the following  
 messages are displayed:  
 FMS 1 FAIL (Caution)  
 FMS 3 FAIL (Caution).

34-1220 FMS 3 FAIL (Caution)

C

(O) May be displayed provided none of the following  
 messages are displayed:  
 FMS 1 FAIL (Caution)  
 FMS 2 FAIL (Caution).

34-1230 HUD FAIL (Caution)

C

(O) May be displayed provided alternate procedures are  
 established and used.

34-1235 HUD FAIL (Caution)

D

May be displayed provided procedures do not require its  
 use.

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34-1239 L HUD FAIL (Caution)

C (O) May be displayed provided:  
 a) R HUD FAIL (Caution) message is not displayed, and  
 b) Alternate procedures are established and used.  
  
 NOTE: When both L HUD FAIL and R HUD FAIL (Caution) messages are displayed, refer to Section 1.

34-1240 L HUD FAIL (Caution)

D May be displayed provided:  
 a) R HUD FAIL (Caution) message is not displayed, and  
 b) Procedures do not require its use.  
  
 NOTE: When both L HUD FAIL and R HUD FAIL (Caution) messages are displayed, refer to Section 1.

34-1244 R HUD FAIL (Caution)

C (O) May be displayed provided:  
 a) L HUD FAIL (Caution) message is not displayed, and  
 b) Alternate procedures are established and used.  
  
 NOTE: When both L HUD FAIL and R HUD FAIL (Caution) messages are displayed, refer to Section 1.

34-1245 R HUD FAIL (Caution)

D May be displayed provided:  
 a) L HUD FAIL (Caution) message is not displayed, and  
 b) Procedures do not require its use.  
  
 NOTE: When both L HUD FAIL and R HUD FAIL (Caution) messages are displayed, refer to Section 1.

34-1250 EVS FAIL (Caution)

C (O) May be displayed provided Enhanced Vision System (EVS) is deactivated.

34-1260 SVS FAIL (Caution)

D May be displayed.

34-1265 SVS 1 FAIL (Advisory)

D May be displayed.

34-1270 SVS 2 FAIL (Advisory)

D May be displayed.

34-1272 SVS 1-2 FAIL (Caution)

D May be displayed.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

34-1275	SVS FAULT (Advisory)	D	<p>May be displayed.</p> <p>NOTE: SVS function is still available.</p>
34-1277	SVS OBSTACLE FAIL (Advisory)	D	<p>May be displayed.</p> <p>NOTE: Any other Synthetic Vision System (SVS) mode that is operative may be used.</p>
34-1280	SVS 1 OBSTACLE FAIL (Advisory)	D	<p>May be displayed.</p> <p>NOTE: Any other Synthetic Vision System (SVS) mode that is operative may be used.</p>
34-1285	SVS 2 OBSTACLE FAIL (Advisory)	D	<p>May be displayed.</p> <p>NOTE: Any other Synthetic Vision System (SVS) mode that is operative may be used.</p>
34-1290	SVS RUNWAYS FAIL (Advisory)	D	<p>May be displayed.</p> <p>NOTE: Any other Synthetic Vision System (SVS) mode that is operative may be used.</p>
34-1295	SVS 1 RUNWAYS FAIL (Advisory)	D	<p>May be displayed.</p> <p>NOTE: Any other Synthetic Vision System (SVS) mode that is operative may be used.</p>
34-1300	SVS 2 RUNWAYS FAIL (Advisory)	D	<p>May be displayed.</p> <p>NOTE: Any other Synthetic Vision System (SVS) mode that is operative may be used.</p>
34-1310	SMS NOT AVAILABLE (Advisory)	C	<p>(O) May be displayed provided alternate procedures are established and used.</p>
34-1315	SMS NOT AVAILABLE (Advisory)	D	<p>(O) May be displayed provided routine procedures do not require its use.</p>

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**CAS Messages**

**2. Dispatch Consideration**

34-1320	SMS SHORT RWY INOP (Advisory)	D	May be displayed provided routine procedures do not require its use.
34-1325	SMS SHORT RWY INOP (Advisory)	C	(O) May be displayed provided alternate procedures are established and used.
34-1340	LX FAIL (Advisory)	D	May be displayed.
34-1345	SVS TAWS ALERT FAIL (Advisory)	D	May be displayed.  NOTE: Any other Synthetic Vision System (SVS) mode that is operative may be used.
34-1360	XPDR 1-2 FAIL (Caution)	B	(O) May be displayed provided as required by regulations.  NOTE: Failure of XPDR #1 will cause the TCAS FAIL (Caution) to be displayed.
34-1370	TCAS FAIL (Caution)	B	(O) May be displayed provided the system is deactivated and secured.
34-1400	CDTI FAIL (Caution)	D	May be displayed.  NOTE: Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.
34-1500	WXR PWS FAIL (Advisory) ***	B	(O) May be displayed provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	(O) May be displayed provided: a) Alternate procedures are established and used, and b) GPWS Windshear Mode (Reactive) (Mode 7) is operative.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

35-1005

OXYGEN LO QTY  
(Caution)

A

(O) May be displayed for actual low oxygen quantity provided:  
 a) Oxygen quantity is checked to be twice as much the above required minimum before each flight,  
 b) EICAS Oxygen Quantity Readout is verified operative before each flight,  
 c) EICAS Oxygen Quantity is monitored during flight, and  
 d) Repairs are made within one flight day.

36-0030

36 BLEED - APS TEMP  
SENSOR REDUND LOSS

C

May be displayed.

36-0045

36 BLEED - L BLEED  
A/ICE TEMP SENSOR  
REDUND LOSS

C

May be displayed.

36-0050

36 BLEED - L BLEED  
LOOP ONE ELEMENT  
INOP

C

(O) May be displayed provided none of the following messages are displayed:  
 21 AIR COND / PRESS - IASC 1B INOP  
 21 AIR COND / PRESS - IASC 2B INOP  
 21 AIR COND / PRESS - IASC 1B FAULT  
 21 AIR COND / PRESS - IASC 2B FAULT.

36-0055

36 BLEED - L BLEED MON  
PRESS SENSOR INOP

C

(O) May be displayed provided none of the following messages are displayed:  
 73 ENGINE - L ENG FADEC FAULT 2  
 73 ENGINE - L ENG FADEC FAULT 3  
 21 AIR COND / PRESS - IASC 1 AFD COM LOSS.

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1. Repair Category

CAS Messages

2. Dispatch Consideration

36-0070

36 BLEED - L BPS LO PRESS

A

(O) May be displayed provided:

- a) Left Bleed Air System is considered inoperative, and L ENG BLEED is selected OFF,
- b) Crossbleed Valve (CBV) is operative,
- c) Left Air Conditioning Pack (L PACK) is selected OFF,
- d) Recirculation System is operative,
- e) Wing Ice Protection System (WIPS) is operative,
- f) AUX PRESS System is verified operative,
- g) Emergency Ram Air Valve (ERAV) is verified operative,
- h) Flight is conducted with R PACK operation,
- i) Operations are not conducted in known or forecast icing conditions,
- j) Ensure APU BLEED switch is in OFF position prior to takeoff,
- k) Flight is conducted at or below FL 410,
- l) MFS1, MFS2 and MFS3 are operative,
- m) Minimum enroute altitude does not exceed 9,000 feet MSL,
- n) Both Avionics Bay Fans are operative,
- o) Forward Rack Fan is operative,
- p) Repairs are made within 10 calendar days, and
- q) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: APS and FTIS are not available.

36-0090

36 BLEED - L ECS TEMP SENSOR REDUND LOSS

C

May be displayed.

36-0095

36 BLEED - L PRESS SENSOR INOP

C

(O) May be displayed provided 21 AIR COND / PRESS - L PACK INLET PRESS SENSOR INOP is not displayed.

36-0100

36 BLEED - R BLEED A/ICE TEMP SENSOR REDUND LOSS

C

May be displayed.

36-0105

36 BLEED - R BLEED LOOP ONE ELEMENT INOP

C

(O) May be displayed provided none of the following messages are displayed:

- 21 AIR COND / PRESS - IASC 1B INOP
- 21 AIR COND / PRESS - IASC 2B INOP
- 21 AIR COND / PRESS - IASC 1B FAULT
- 21 AIR COND / PRESS - IASC 2B FAULT.



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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

36-0110 36 BLEED - R BLEED MON  
PRESS SENSOR INOP

C

(O) May be displayed provided none of the following messages are displayed:  
73 ENGINE - R ENG FADEC FAULT 2  
73 ENGINE - R ENG FADEC FAULT 3  
21 AIR COND / PRESS - IASC 2 AFD COM LOSS.

36-0115 36 BLEED - R BPS LO  
PRESS

A

(O) May be displayed provided:  
a) Right Bleed Air System is considered inoperative, and R ENG BLEED is selected OFF,  
b) Crossbleed Valve (CBV) is operative,  
c) Right Air Conditioning Pack (R PACK) is selected OFF,  
d) Recirculation System is operative,  
e) Wing Ice Protection System (WIPS) is operative,  
f) AUX PRESS System is verified operative,  
g) Emergency Ram Air Valve (ERAV) is verified operative,  
h) Flight is conducted with L PACK operation,  
i) Operations are not conducted in known or forecast icing conditions,  
j) Ensure APU BLEED switch is in OFF position prior to takeoff,  
k) Flight is conducted at or below FL 410,  
l) MFS1, MFS2 and MFS3 are operative,  
m) Minimum enroute altitude does not exceed 9,000 feet MSL,  
n) Both Avionics Bay Fans are operative,  
o) Forward Rack Fan is operative,  
p) Repairs are made within 10 calendar days, and  
q) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: APS and FTIS are not available.

36-0130 36 BLEED - R ECS TEMP  
SENSOR REDUND LOSS

C

May be displayed.

36-0135 36 BLEED - R PRESS  
SENSOR INOP

C

(O) May be displayed provided 21 AIR COND / PRESS - R PACK INLET PRESS SENSOR INOP is not displayed.

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1. Repair Category

**CAS Messages**

36-0145 36 L BLEED SYS FAIL -  
ECS TEMP SENSOR INOP

A

**2. Dispatch Consideration**

- (O) May be displayed provided:
- a) Left Bleed Air System is selected OFF,
  - b) Crossbleed Valve (CBV) is operative,
  - c) Left Air Conditioning Pack (L PACK) is selected OFF,
  - d) Recirculation System is operative,
  - e) Wing Ice Protection System (WIPS) is operative,
  - f) AUX PRESS System is verified operative,
  - g) Emergency Ram Air Valve (ERAV) is verified operative,
  - h) Flight is conducted with R PACK operation,
  - i) Operations are not conducted in known or forecast icing conditions,
  - j) Ensure APU BLEED switch is in OFF position prior to takeoff,
  - k) Flight is conducted at or below FL 410,
  - l) MFS1, MFS2 and MFS3 are operative,
  - m) Minimum enroute altitude does not exceed 9,000 feet MSL,
  - n) Both Avionics Bay Fans are operative,
  - o) Forward Rack Fan is operative,
  - p) Repairs are made within 10 calendar days and
  - q) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: APS and FTIS are not available.

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1. Repair Category

**CAS Messages**

36-0150 36 L BLEED SYS FAIL -  
PRESS REG SOV FAIL  
CLSD

A

**2. Dispatch Consideration**

- (O) May be displayed provided:
- a) Left Bleed Air System is selected OFF,
  - b) Crossbleed Valve (CBV) is operative,
  - c) Left Air Conditioning Pack (L PACK) is selected OFF,
  - d) Recirculation System is operative,
  - e) Wing Ice Protection System (WIPS) is operative,
  - f) AUX PRESS System is verified operative,
  - g) Emergency Ram Air Valve (ERAV) is verified operative,
  - h) Flight is conducted with R PACK operation,
  - i) Operations are not conducted in known or forecast icing conditions,
  - j) Ensure APU BLEED switch is in OFF position prior to takeoff,
  - k) Flight is conducted at or below FL 410,
  - l) MFS1, MFS2 and MFS3 are operative,
  - m) Minimum enroute altitude does not exceed 9,000 feet MSL,
  - n) Both Avionics Bay Fans are operative,
  - o) Forward Rack Fan is operative,
  - p) Repairs are made within 10 calendar days, and
  - q) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: APS and FTIS are not available.

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1. Repair Category

**CAS Messages**

**2. Dispatch Consideration**

36-0152

36 L BLEED SYS FAIL-  
DUAL LOOP ELEMENT  
INOP

A

(O) May be displayed provided:  
 a) Left Bleed Air System is selected OFF,  
 b) Crossbleed Valve (CBV) is operative,  
 c) Left Air Conditioning Pack (L PACK) is selected OFF,  
 d) Recirculation System is operative,  
 e) Wing Ice Protection System (WIPS) is operative,  
 f) AUX PRESS System is verified operative,  
 g) Emergency Ram Air Valve (ERAV) is verified operative,  
 h) Flight is conducted with R PACK operation,  
 i) Operations are not conducted in known or forecast icing conditions,  
 j) Ensure APU BLEED switch is in OFF position prior to takeoff,  
 k) Flight is conducted at or below FL 410,  
 l) MFS1, MFS2 and MFS3 are operative,  
 m) Minimum enroute altitude does not exceed 9,000 feet MSL,  
 n) Both Avionics Bay Fans are operative,  
 o) Forward Rack Fan is operative,  
 p) Repairs are made within 10 calendar days, and  
 q) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: APS and FTIS are not available.

36-0155

36 L WING A/ICE FAULT -  
BLEED A/ICE TEMP  
SENSOR INOP

C

(O) May be displayed provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) None of the following messages are displayed:  
 30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
 30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
 ICE DETECTOR FAIL  
 ICE DETECTOR FAULT.

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**1. Repair Category**

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**2. Dispatch Consideration**

36-0160 36 R BLEED SYS FAIL - ECS TEMP SENSOR INOP

A

(O) May be displayed provided:

- a) Right Bleed Air System is selected OFF,
- b) Crossbleed Valve (CBV) is operative,
- c) Right Air Conditioning Pack (R PACK) is selected OFF,
- d) Recirculation System is operative,
- e) Wing Ice Protection System (WIPS) is operative,
- f) AUX PRESS System is verified operative,
- g) Emergency Ram Air Valve (ERAV) is verified operative,
- h) Flight is conducted with L PACK operation,
- i) Operations are not conducted in known or forecast icing conditions,
- j) APU BLEED switch is in OFF position prior to takeoff,
- k) Flight is conducted at or below FL 410,
- l) MFS1, MFS2 and MFS3 are operative,
- m) Minimum enroute altitude does not exceed 9,000 feet MSL,
- n) Both Avionics Bay Fans are operative,
- o) Forward Rack Fan is operative,
- p) Repairs are made within 10 calendar days, and
- q) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: APS and FTIS are not available.

36-0165 36 R BLEED SYS FAIL - PRESS REG SOV FAIL CLSD

A

(O) May be displayed provided:

- a) Right Bleed Air System is selected OFF,
- b) Crossbleed Valve (CBV) is operative,
- c) Right Air Conditioning Pack (R PACK) is selected OFF,
- d) Recirculation System is operative,
- e) Wing Ice Protection System (WIPS) is operative,
- f) AUX PRESS System is verified operative,
- g) Emergency Ram Air Valve (ERAV) is verified operative,
- h) Flight is conducted with L PACK operation,
- i) Operations are not conducted in known or forecast icing conditions,
- j) APU BLEED switch is in OFF position prior to takeoff,
- k) Flight is conducted at or below FL 410,
- l) MFS1, MFS2 and MFS3 are operative,
- m) Minimum enroute altitude does not exceed 9,000 feet MSL,
- n) Both Avionics Bay Fans are operative,
- o) Forward Rack Fan is operative,
- p) Repairs are made within 10 calendar days, and
- q) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: APS and FTIS are not available.

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2. Dispatch Consideration

36-0167 36 R BLEED SYS FAIL-DUAL LOOP ELEMENT INOP

A

(O) May be displayed provided:  
 a) Right Bleed Air System is selected OFF,  
 b) Crossbleed Valve (CBV) is operative,  
 c) Right Air Conditioning Pack (R PACK) is selected OFF,  
 d) Recirculation System is operative,  
 e) Wing Ice Protection System (WIPS) is operative,  
 f) AUX PRESS System is verified operative,  
 g) Emergency Ram Air Valve (ERAV) is verified operative,  
 h) Flight is conducted with L PACK operation,  
 i) Operations are not conducted in known or forecast icing conditions,  
 j) APU BLEED switch is in OFF position prior to takeoff,  
 k) Flight is conducted at or below FL 410,  
 l) MFS1, MFS2 and MFS3 are operative,  
 m) Minimum enroute altitude does not exceed 9,000 feet MSL,  
 n) Both Avionics Bay Fans are operative,  
 o) Forward Rack Fan is operative,  
 p) Repairs are made within 10 calendar days, and  
 q) Flight remains within 90 minutes of landing at a suitable airport.

NOTE: APS and FTIS are not available.

36-0170 36 R WING A/ICE FAULT - BLEED A/ICE TEMP SENSOR INOP

C

(O) May be displayed provided:  
 a) Wing Ice Protection System is considered inoperative, and WING ANTI-ICE is selected OFF,  
 b) Both Bleed Air Systems and Both Air Conditioning Packs are operative,  
 c) Operations are not conducted in known or forecast icing conditions, and  
 d) None of the following messages are displayed:  
 30 ICE DETECTOR FAULT - L ICE DETECTOR INOP  
 30 ICE DETECTOR FAULT - R ICE DETECTOR INOP  
 ICE DETECTOR FAIL  
 ICE DETECTOR FAULT.

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1. Repair Category

CAS Messages

2. Dispatch Consideration

46-0005	46 INFO SYSTEMS - IMS INOP	A	(O) May be displayed provided repairs are made in time to maintain database update requirements, or at next heavy maintenance visit, whichever comes first.  NOTE 1: Any portion of system which operates normally may be used.  NOTE 2: Printer may become unavailable.  NOTE 3: ODL as function of IMS may become unavailable.
47-0010	47 FUEL TANK INERT - SYS DEGRADED (Info)	A	May be displayed provided repairs are made within 10 calendar days.
47-0020	47 FUEL TANK INERT - SYS SHUTDOWN (Info)	A	May be displayed provided repairs are made within 10 calendar days.
49-0010	49 APU - APU FADEC REDUND LOSS (Info)	C	May be displayed provided APU FADEC FAIL Advisory message is not displayed.
49-0015	49 APU - APU FUEL SYS REDUND LOSS (Info)	A	(O) May be displayed provided repairs are made within 20 Auxiliary Power Unit (APU) hours.
49-0020	49 APU - APU OIL FILTER IMPENDING BYPASS (Info)	A	May be displayed provided repairs are made within 40 Auxiliary Power Unit (APU) hours.
49-0040	49 APU - APU START SYS REDUND LOSS (Info)	C	May be displayed.  NOTE: APU may not start during cold oil temperature
52-1020	EMERGENCY EXIT (Caution)	C	(O) May be displayed provided associated door is verified closed and latched before each flight.

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52-1030 CARGO DOOR (Caution)

C (O) May be inoperative provided:  
 a) Cargo Access Door is verified operative before each flight,  
 b) Cargo Access Door is CLOSED, LATCHED and LOCKED before each flight,  
 c) Cargo Access Door internal handle is verified it is in the locked position, and  
 d) Cargo Access Door mechanical lock flag indicates LOCKED (green) before each flight.

C (O) May be displayed provided:  
 a) Cargo Access Door is verified operative before each flight,  
 b) Cargo Access Door is CLOSED, LATCHED and LOCKED before each flight,  
 c) Cargo Access Door external pressure vent panel is verified fully CLOSED before each flight, and  
 d) External handle is verified in fully stowed position.

NOTE: An Engine may be running when message is displayed. Ensure to follow appropriate safety precautions and shut down the engines when approaching the door.

52-1070 PASSENGER DOOR (Caution)

C (O) May be displayed provided:  
 a) Associated door is verified operative before each flight,  
 b) Associated door is CLOSED, LATCHED and LOCKED before each flight, and  
 c) Associated door mechanical lock flag indicates LOCKED (green) before each flight.



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73-0015 73 ENGINE - L ENG  
FADEC FAULT 2

A May be displayed provided:  
a) L REVERSER INHIB (Status) is not displayed,  
and  
b) Repairs are made in accordance with times  
established by engine manufacturer.

73-0020 73 ENGINE - L ENG  
FADEC FAULT 3

A May be displayed provided repairs are made in  
accordance with times established by engine  
manufacturer.

73-0040 73 ENGINE - R ENG  
FADEC FAULT 2

A May be displayed provided:  
a) R REVERSER INHIB (Status) is not displayed,  
and  
b) Repairs are made in accordance with times  
established by engine manufacturer.

73-0045 73 ENGINE - R ENG  
FADEC FAULT 3

A May be displayed provided repairs are made in  
accordance with times established by engine  
manufacturer.

73-0055 L FUEL FLOW DEGRADED  
(Advisory)

C (O) May be displayed provided:  
a) None of the following message is displayed:  
R FUEL FLOW DEGRADED (Advisory)  
FUEL QTY DEGRADED (Advisory),  
b) All fuel tank quantity indications are operative,  
c) Left engine EICAS Fuel Flow Readout is not  
used,  
d) Fuel Used displayed on Fuel Synoptic page is  
not used,  
e) FMS fuel predictions are not used, and  
f) Flight remains within 90 minutes of landing at a  
suitable airport.

73-0060 R FUEL FLOW  
DEGRADED (Advisory)

C (O) May be displayed provided:  
a) None of the following message is displayed:  
L FUEL FLOW DEGRADED (Advisory)  
FUEL QTY DEGRADED (Advisory),  
b) All fuel tank quantity indications are operative,  
c) Associated engine EICAS Fuel Flow Readout  
is not used,  
d) Fuel Used displayed on Fuel Synoptic page is  
not used,  
e) FMS fuel predictions are not used, and  
f) Flight remains within 90 minutes of landing at a  
suitable airport.

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<b>CAS Messages</b>	<b>2. Dispatch Consideration</b>
74-0005      74 ENGINE - L ENG IGNITION A INOP	C      May be displayed provided none of the following messages are displayed: 74 ENGINE - L ENG IGNITION B INOP 74 ENGINE - R ENG IGNITION A INOP 74 ENGINE - R ENG IGNITION B INOP.
74-0010      74 ENGINE - L ENG IGNITION B INOP	C      May be displayed provided none of the following messages are displayed: 74 ENGINE - L ENG IGNITION A INOP 74 ENGINE - R ENG IGNITION A INOP 74 ENGINE - R ENG IGNITION B INOP.
74-0015      74 ENGINE - R ENG IGNITION A INOP	C      May be displayed provided none of the following messages are displayed: 74 ENGINE - L ENG IGNITION A INOP 74 ENGINE - L ENG IGNITION B INOP 74 ENGINE - R ENG IGNITION B INOP.
74-0020      74 ENGINE - R ENG IGNITION B INOP	C      May be displayed provided none of the following messages are displayed: 74 ENGINE - L ENG IGNITION A INOP 74 ENGINE - L ENG IGNITION B INOP 74 ENGINE - R ENG IGNITION A INOP.
75-0010      75 ENGINE - L ENG HPTACC VLV FAIL CLSD	C      (O) May be displayed provided: a) None of the following message is displayed: 75 ENGINE - L ENG LPTACC VLV FAIL CLSD (Info), and b) Operations are conducted in accordance with AFM Supplement (Dispatch with Active Clearance Control Valve Inoperative In Closed Position).
75-0020      75 ENGINE - L ENG HPV FAIL CLSD	A      May be displayed provided: a) None of the following messages is displayed: R BLEED SYS FAIL (Caution) 36 BLEED - R PRESS SENSOR INOP 75 ENGINE - R ENG JPSOV FAIL CLSD 75 ENGINE - R ENG HPV FAIL CLSD, b) Associated Left Engine Bleed Air System is considered inoperative, and c) Repairs are made within 10 calendar days.

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CAS Messages

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75-0030 75 ENGINE - L ENG  
JPSOV FAIL CLSD

A May be displayed provided:  
 a) None of the following messages is displayed:  
 R BLEED SYS FAIL (Caution)  
 36 BLEED - R PRESS SENSOR INOP  
 75 ENGINE - R ENG JPSOV FAIL CLSD  
 75 ENGINE - R ENG HPV FAIL CLSD,  
 b) Associated Left Engine Bleed Air System is  
 considered inoperative, and  
 c) Repairs are made within 10 calendar days.

75-0040 75 ENGINE - L ENG  
LPTACC VLV FAIL CLSD

C (O) May be displayed provided:  
 a) None of the following message is displayed:  
 75 ENGINE - L ENG HPTACC VLV FAIL CLSD  
 (Info), and  
 b) Operations are conducted in accordance with  
 AFM Supplement (Dispatch with Active  
 Clearance Control Valve Inoperative In Closed  
 Position).

75-0055 75 ENGINE - R ENG  
HPTACC VLV FAIL CLSD

C (O) May be displayed provided:  
 a) None of the following message is displayed:  
 75 ENGINE - R ENG LPTACC VLV FAIL CLSD  
 (Info), and  
 b) Operations are conducted in accordance with  
 AFM Supplement (Dispatch with Active  
 Clearance Control Valve Inoperative In Closed  
 Position).

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2. Dispatch Consideration

75-0065

75 ENGINE - R ENG HPV  
FAIL CLSD

A

May be displayed provided:  
 a) None of the following messages is displayed:  
 L BLEED SYS FAIL (Caution)  
 36 BLEED - L PRESS SENSOR INOP  
 75 ENGINE - L ENG JPSOV FAIL CLSD  
 75 ENGINE - L ENG HPV FAIL CLSD,  
 b) Associated Right Engine Bleed Air System is  
 considered inoperative, and  
 c) Repairs are made within 10 calendar days.

75-0075

75 ENGINE - R ENG  
JPSOV FAIL CLSD

A

May be displayed provided:  
 a) None of the following messages is displayed:  
 L BLEED SYS FAIL (Caution)  
 36 BLEED - L PRESS SENSOR INOP  
 75 ENGINE - L ENG JPSOV FAIL CLSD  
 75 ENGINE - L ENG HPV FAIL CLSD,  
 b) Associated Right Engine Bleed Air System is  
 considered inoperative, and  
 c) Repairs are made within 10 calendar days.

75-0085

75 ENGINE -R ENG  
LPTACC VLV FAIL CLSD

C

(O) May be displayed provided:  
 a) None of the following message is displayed:  
 75 ENGINE - R ENG HPTACC VLV FAIL CLSD  
 (Info), and  
 b) Operations are conducted in accordance with  
 AFM Supplement (Dispatch with Active  
 Clearance Control Valve Inoperative In Closed  
 Position).

77-0005

77 ENGINE - L ENG  
BEARING 1 ACCEL INOP

C

May be displayed provided:  
 a) 77 ENGINE - L ENG TURBINE CTR FRAME  
 ACCEL INOP is not displayed, and  
 b) Only one of the following messages may be  
 displayed:  
 77 ENGINE - R ENG BEARING 1 ACCEL INOP  
 77 ENGINE - R ENG TURBINE CTR FRAME  
 ACCEL INOP.

77-0010

77 ENGINE - L ENG FUEL  
FILTER SENSOR INOP

A

May be displayed provided:  
 a) 77 ENGINE - R ENG FUEL FILTER SENSOR  
 INOP is not displayed, and  
 b) Repairs are made within 19 flight hours.

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**2. Dispatch Consideration**

77-0015

77 ENGINE - L ENG FUEL PRESS SENSOR INOP

C

May be displayed provided:  
 a) None of the following messages are displayed:  
 77 ENGINE - R ENG FUEL PRESS SENSOR INOP  
 L PRI FUEL PUMP FAIL (Caution)  
 L AUX FUEL PUMP FAIL (Advisory), and  
 b) All fuel tank fuel quantity indications are operative.

77-0020

77 ENGINE - L ENG FUEL STRAINER SENSOR INOP

C

May be displayed provided none of the following messages are displayed:  
 77 ENGINE - R ENG FUEL STRAINER SENSOR INOP  
 77 ENGINE - L ENG FUEL FILTER SENSOR INOP  
 77 ENGINE - R ENG FUEL FILTER SENSOR INOP.

77-0030

77 ENGINE - L ENG TURBINE CTR FRAME ACCEL INOP

C

May be displayed provided:  
 a) 77 ENGINE - L ENG BEARING 1 ACCEL INOP is not displayed, and  
 b) Only one of the following messages may be displayed:  
 77 ENGINE - R ENG BEARING 1 ACCEL INOP  
 77 ENGINE - R ENG TURBINE CTR FRAME ACCEL INOP.

77-0035

77 ENGINE - R ENG BEARING 1 ACCEL INOP

C

May be displayed provided:  
 a) 77 ENGINE - R ENG TURBINE CTR FRAME ACCEL INOP is not displayed, and  
 b) Only one of the following messages may be displayed:  
 77 ENGINE - L ENG BEARING 1 ACCEL INOP  
 77 ENGINE - L ENG TURBINE CTR FRAME ACCEL INOP.

77-0040

77 ENGINE - R ENG FUEL FILTER SENSOR INOP

A

May be displayed provided:  
 a) 77 ENGINE - L ENG FUEL FILTER SENSOR INOP is not displayed, and  
 b) Repairs are made within 19 flight hours.

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77-0045

77 ENGINE - R ENG FUEL PRESS SENSOR INOP

C

May be displayed provided:  
 a) None of the following messages are displayed:  
 77 ENGINE - L ENG FUEL PRESS SENSOR INOP  
 R PRI FUEL PUMP FAIL (Caution)  
 R AUX FUEL PUMP FAIL (Advisory), and  
 b) All fuel tank fuel quantity indications are operative.

77-0050

77 ENGINE - R ENG FUEL STRAINER SENSOR INOP

C

May be displayed provided none of the following messages are displayed:  
 77 ENGINE - L ENG FUEL STRAINER SENSOR INOP  
 77 ENGINE - R ENG FUEL FILTER SENSOR INOP  
 77 ENGINE - L ENG FUEL FILTER SENSOR INOP.

77-0060

77 ENGINE - R ENG TURBINE CTR FRAME ACCEL INOP

C

May be displayed provided:  
 a) 77 ENGINE - R ENG BEARING 1 ACCEL INOP is not displayed, and  
 b) Only one of the following messages may be displayed:  
 77 ENGINE - L ENG BEARING 1 ACCEL INOP  
 77 ENGINE - L ENG TURBINE CTR FRAME ACCEL INOP.

79-0015

79 OIL - L ENG OIL FILTER SENSOR INOP

B

May be displayed provided none of the following messages are displayed:  
 79 OIL - R ENG OIL FILTER SENSOR INOP  
 79 OIL - L ENG OIL CHIP SENSOR INOP  
 79 OIL - L ENG OIL CHIP DETECTED.

79-0035

79 OIL - R ENG OIL FILTER SENSOR INOP

B

May be displayed provided none of the following messages are displayed:  
 79 OIL - L ENG OIL FILTER SENSOR INOP  
 79 OIL - R ENG OIL CHIP SENSOR INOP  
 79 OIL - R ENG OIL CHIP DETECTED.