TRANSPORT CANADA MASTER MINIMUM EQUIPMENT LIST

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

CSP A-044

Date: August 22, 2022 Revision: 8

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

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

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

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

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

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

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

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

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

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

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

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

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18	31-2		This is a newly added relief item, applicable to the Global 6000 and GVFD 5000 model, which incorporate the Vision Avionics suite. (it does not include the Global 5500/6500, at this time.) The new relief provides dispatch considerations for one single DCU channel being inoperative.	Rev 8
19	Section 2 2-23	DocuSigned by: 2827900000 2822FBE348AE416 Andreas Hartono Chief - National	L ENGINE TCCV FAULT (Advisory): New CAS relief to reflect the design intention and to improve Global 5500/6500 dispatchability.	Rev 8
19	Section 2 2-35	Aircraft Certification Flight Test for Minister of Transport, August 20, 2021	R ENGINE TCCV FAULT (Advisory): New CAS relief to reflect the design intention and to improve Global 5500/6500 dispatchability.	Rev 8

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Bombardier

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FAX to:	(514-855-7634) Bombardier Aerospace Customer Support Engineering
OR	
Email to:	raymond.kolment@aero.bombardier.com (Canada) 514-855- 8760
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From:	Telephone No.:
Company:	Email address:
Date:	

The MMEL requires the following correction or clarification:

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OUR RESPONSE

Thank you for your comment;

F We will issue Temporary Revision No.____F We will include in Revision ____ scheduled for:

Comment:

Date:

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

Attention: Raymond Kolment MMEL Customer Coordinator Customer Support Engineering

DEPARTMENT OF TRANSPORT MINISTÈRE DES TRANSPORTS

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HIGHLIGHTS OF CHANGE

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

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

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25-22-01 (GB8 Update)	Amended the sub-title numbering and updated item 1) number required for dispatch per TCCA Guidance Book 8, Item 25-20-2.
25-61-02	Updated Cat "A" and added Cat "D" relief per TCCA Guidance Book 8, Item 25-60-1.
(GB8 Update)	
25-61-03	Changed Category from "B" to "A" and updated the provisos per TCCA Guidance Book 8, Item 25-60-2.
(GB8 Update)	
25-70-01 (GB8 Update)	Added Expire Date, amended sub-item 2) proviso and added FAA AD 74-08-09 in Notes per TCCA Guidance Book 8, Item 25-20-1.
25-70-03	Added associated proviso and NOTE per TCCA Guidance Book 8, Item 25-20-5.
(GB8 Update)	
25-70-04	Updated item 1) and 2) relief per TCCA Guidance Book 8, Item 25-40-1.
(GB8 Update)	
25-71-01	Added (O) and updated NOTE per TCCA Guidance Book 8, Item 25-50-1.
(GB8 Update)	
25-75-10	Deleted "Bunk" and the relief of "removing/stowing main entry door" per TCCA Guidance Book
(GB8 Update)	8, Item 25-50-2.
26-12-01	Added "Except for ER operation beyond 120 minutes" per TCCA Guidance Book 8, Item 26-10-3.
(GB8 Update)	
26-15-01	Amended the proviso and NOTE per TCCA Guidance Book 8, Item 26-10-5.
SMOKE	
BAGGAGE FAIL	
(GB8 Update)	Amonded the policies new TOCA Ovidence Deels 0, Here 00,40,0
26-16-01	Amended the reliefs per TCCA Guidance Book 8, Item 26-10-6.
SMOKE AFT LAV FAIL	
SMOKE FWD	
LAV FAIL	
(GB8 Update)	
26-23-01	Added "and used" to proviso c) per TCCA Guidance Book 8, Item 26-20-4.
(GB8 Update)	
26-26-01	Amended per TCCA Guidance Book 8, Item 26-20-3.
(GB8 Update)	
30-11-01	Added "Except ER operations beyond 120 minutes require its use" per TCCA Guidance Book 8,
(GB8 Update)	Item 30-00-2.
31-31-01 (GB8 Update)	Updated subtitle, added "-" in sub-item 2), added in "up to three parameters" and deleted (C-Check) per TCCA Guidance Book 8, Item 31-30-1.
33-11-01	Added missed Cat "C – 0" relief per TCCA Guidance Book 8, Item 33-10-1.
(GB8 Update)	Added missed Cat. C = 0 Teller per TOCA Guidance DOOK 0, item 35-10-1.
33-22-01	Delete first relief related to Airlines Operations (CAR 705) and updated Non-Airlines Operation per
(GB8 Update)	TCCA Guidance Book 8, Item 33-20-2.
33-45-01	Updated proviso C) per TCCA Guidance Book 8, Item 33-40-5.
(GB8 Update)	
33-50-01	Deleted "Bunk" and added the missing Cat "A" dispatch for non-passenger carrying operations per
(GB8 Update)	TCCA Guidance Book 8, Item 33-50-2.

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33-50-02	Updated Item 1) sub-title, amended item 2) relief and added "All Cargo Operations" Cat "A" relief per TCCA Guidance Book 8, Item 33-50-1.
(GB8 Update) 33-51-01	
	Added the missing Cat "A" relief per TCCA Guidance Book 8, Item 33-50-3.
(GB8 Update) 34-21-01	Deleted (M) and added C-1-0 relief per TCCA Guidance Book 8, Item 34-20-2.
(GB8 Update)	
34-41-01	Undeted dispetch estageny from "C" to "D" per TCCA Cuidence Deck 9, Item 24,40,4
	Updated dispatch category from "C" to "D" per TCCA Guidance Book 8, Item 34-40-1
(GB8 Update) 34-41-02	Added dispetch estager: "D" ner TCCA Cuideres Deals 9, Item 24,40,4
	Added dispatch category "D" per TCCA Guidance Book 8, Item 34-40-1
(GB8 Update) 34-42-01	Undeted and aligned the dispetch estagories per TCCA Cuidenes Reak 9, Item 24, 40, 2
	Updated and aligned the dispatch categories per TCCA Guidance Book 8, Item 34-40-2
(GB8 Update) 34-43-01	Updated the provisos per TCCA Guidance Book 8, Item 34-40-4.
	Opualed the provisos per TCCA Guidance Book o, item 54-40-4.
(GB8 Update) 34-51-01	Added missing (O) procedure and updated the proviso per TCCA Guidance Book 8, Item 34-50-1.
(GB8 Update)	
34-52-01	Removed the restriction of #1 and amended the relief per TCCA Guidance Book 8, Item 34-50-1.
(GB8 Update)	Removed the restriction of #1 and amended the relief per 100A Guidance Book 6, item 34-50-1.
34-53-01	Removed the restriction of #1 and amended the relief per TCCA Guidance Book 8, Item 34-50-1.
(GB8 Update)	Removed the restriction of #1 and amended the relief per 100A Guidance Book 6, item 34-50-1.
34-54-01	Amended Category "C" to "B", added the provisos and changed "D" to "D/2/1" per TCCA
(GB8 Update)	Guidance Book 8, Item 34-50-2.
34-61-01	Added Category "D" for FMS inoperative and amended FMS Database proviso per TCCA
(GB8 Update)	Guidance Book 8, Item 34-50-1.
35-12-01	Amended Item 3) from "B" to "C" per TCCA Guidance Book 8, Item 35-10-1.
(GB8 Update)	
35-21-01	Added numbering to sub-item and added "All Cargo Operations" relief per TCCA Guidance Book
(GB8 Update)	8, Item 35-20-1.
35-30-01	Replaced "regulation" with "regulations" per TCCA Guidance Book 8, Item 35-30-1.
(GB8 Update)	
38-10-01	Amended provisos and added notes per TCCA Guidance Book 8, Item 38-10-1.
(GB8 Update)	
38-30-01	Added notes per TCCA Guidance Book 8, Item 38-30-1.
(GB8 Update)	
46-10-01	Deleted EFB classes per TCCA Guidance Book 8, Item 46-20-1.
(GB8 Update)	
73-21-01	Amended the proviso per TCCA Guidance Book 8, Item 73-20-1.
(GB8 Update)	
SMOKE	Amended the proviso and NOTE per TCCA Guidance Book 8, Item 26-10-5.
BAGGAGE	
FAIL	
(GB8 Update)	

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

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

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

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31-61-03-3) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as "One may be inoperative provided"
31-61-03-4) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as "One may be inoperative provided"
31-61-03-5)	For consistency, Remarks and Exceptions is re-phased as "One may be inoperative provided"
(Clerical Change) 31-61-03-6)	For consistency, Remarks and Exceptions is re-phased as "One may be inoperative provided"
(Clerical Change) 31-61-06-2)	For consistency, Remarks and Exceptions is re-phased as "One may be inoperative provided"
(Clerical Change) 32-30-01	For consistency, Remarks and Exceptions is re-phased as "May be inoperative for one flight day
(Clerical Change) 32-43-02	provided" For clarity, Remarks and Exceptions is re-phased as "One or both may be inoperative"
(Clerical Change) 32-43-04-1)	No need to repeat "temperature sensor" in Remarks column since it is already mentioned in the
(Clerical Change) 32-43-05	System and Sequence No. column.For clarity and consistency, Remarks and Exceptions is added as "One may be inoperative."
(Clerical Change) 32-43-06	For clarity, Remarks and Exceptions is re-phased as "One or both may be inoperative"
(Clerical Change) 33-13-01	For consistency, Remarks and Exceptions is added as "One or both may be inoperative"
(Clerical Change) 33-21-02	For consistency, Remarks and Exceptions is added as "Any or all may be inoperative"
(Clerical Change) 33-21-03	For consistency, Remarks and Exceptions is added as "Any or all may be inoperative"
(Clerical Change)	
33-31-02 (Clerical Change)	For consistency, Remarks and Exceptions is added as "Any or all may be inoperative"
33-31-04 (Clerical Change)	For consistency, Remarks and Exceptions is added as "Any or all may be inoperative"
33-31-05 (Clerical Change)	For consistency, Remarks and Exceptions is added as "One or both may be inoperative"
33-31-06 (Clerical Change)	For consistency, Remarks and Exceptions is added as "One or both may be inoperative"
33-40-01 (Clerical Change)	For consistency, Remarks and Exceptions is added as "One or all may be inoperative" for both C- 0/D-0.
33-41-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as "Any or all may be inoperative provided" for consistency.
33-42-01-2) (Clerical Change)	For consistency, Remarks and Exceptions is added as "One may be inoperative"
33-43-02 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as "Any or all may be inoperative provided" for consistency.
33-45-01 (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as "One or both may be inoperative"
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33-46-01 (Clorical Change)	For consistency, Remarks and Exceptions is re-phased as "One or both may be inoperative"
(Clerical Change) 33-51-01	For consistency. Remarks and Executions is to photod as "Any or all may be inconstative
(Clerical Change)	For consistency, Remarks and Exceptions is re-phased as "Any or all may be inoperative provided"
34-23-01-1)	No need to repeat "flight director" in Remarks column since it is already mentioned in the System
· · · · ·	and Sequence No. column.
(Clerical Change)	For consistency, Remarks and Exceptions is re-phased as "Up to three may be inoperative"
34-23-01-2) a) (Clerical Change)	For consistency, Remarks and Exceptions is re-phased as op to three may be moperative
34-24-01-3	For elevity, Demarka and Eventtions is re-phoned as "One or both may be incorrective"
(Clerical Change)	For clarity, Remarks and Exceptions is re-phased as "One or both may be inoperative"
34-32-02-3) ii)	No need to repeat "EVS MFW video" in Remarks column since it is already mentioned in the
(Clerical Change)	System and Sequence No. column.
34-34-01	For consistency, Remarks and Exceptions is added as "Any or all may be inoperative."
	Tor consistency, itemarks and Exceptions is added as "Any or air may be inoperative.
(Clerical Change) 34-41-02	For consistency, Remarks and Exceptions is added as "One may be inoperative"
(Clerical Change)	To consistency, itematics and Exceptions is added as One may be inoperative
34-44-01-1)	For consistency, Remarks and Exceptions is re-phased as "One may be inoperative provided"
(Clerical Change)	To consistency, itemarks and Exceptions is re-phased as "One may be inoperative provided
34-50-01	For consistency, Remarks and Exceptions is re-phased as "One may be inoperative provided"
(Clerical Change)	To consistency, itemarks and Exceptions is re-phased as "One may be inoperative provided
34-51-01	For consistency, Remarks and Exceptions is re-phased as "One or both may be inoperative"
(Clerical Change)	
34-54-01-1)	For consistency, Remarks and Exceptions is re-phased as "One or both may be inoperative"
(Clerical Change)	
34-54-02	For consistency, Remarks and Exceptions is re-phased as "One or both may be inoperative"
(Clerical Change)	
36-11-01	For consistency, Remarks and Exceptions is added as "One or both may be inoperative"
(Clerical Change)	
49-14-01	Added missing # installed and # required as "A-1-0"
(Clerical Change)	
49-61-01-1)	For consistency, Remarks and Exceptions is re-phased as "Except for ER operations, one may be
(Clerical Change)	inoperative" and added missing comma in sub-item (4) proviso (a).
49-61-01-2)	For consistency, Remarks and Exceptions is re-phased as "Except for ER operations, one may be
(Clerical Change)	inoperative"
49-61-01-9)	No need to repeat "channel" in Remarks column since it is already mentioned in the System and
(Clerical Change)	Sequence No. column.
52-70-01	Changed period to comma in proviso (e).
(Clerical Change)	
52-70-04	Added missing comma in proviso (b).
(Clerical Change)	
73-21-02	For consistency, Remarks and Exceptions is re-phased as "One or both may be inoperative"
(Clerical Change)	
77-31-01	For consistency, Remarks and Exceptions is re-phased as "One or both may be inoperative"
(Clerical Change)	and changed period to comma in proviso (a).

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

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

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(TpRv-12)	The new CAS message, IMS FAIL Advisory, is the result of a recent software upgrade, and is offered as a dispatch alternative to Section One Item 46-30-01.
30-40-02	Section 1, Item 30-40-02, Enhanced Vision System – Ice Protection
(TpRv-13)	Provisos previously prohibiting aircraft dispatch into and operations in icing, replaced with restrictions surrounding EVS image use and selecting EVS OFF.
EVS HEAT	Section 2, CAS message: EVS HEAT FAIL (Caution)
FAIL	Provisos previously prohibiting aircraft dispatch into and operations in icing, replaced with
(Caution)	restrictions surrounding EVS image use and selecting EVS OFF.
(TpRv-13)	
EVS HEAT	Section 2, CAS message: EVS HEAT OVHT (Caution)
OVHT	Provisos previously prohibiting aircraft dispatch into and operations in icing, replaced with
(Caution)	restrictions surrounding EVS image use and selecting EVS OFF.
(TpRv-13) 30-70-01	Section 1, Item 30-70-01 Drain Mast Heaters
(TpRv-14)	New relief introduced for allowing dispatch with the Drain Mast Heaters inoperative, separate from
(19139-14)	the potable water systems, for better clarity when operating in freezing temperatures.
38-10-01	Section 1, Item 38-10-01 Potable Water Systems
(TpRv-14)	NOTE added to Section 1, Item 38-10-01, Potable Water Systems, directing crews to Item 30-70- 01 for dispatch relief of inoperative potable water drain mast heaters.
25-72-01	Section 1, Item 25-72-01, Avionics Rack – Fwd & Aft Decompression Panels – Louvers
(TpRv-15)	New relief introduced for allowing dispatch with missing ventilation louvers from the forward and aft decompression panels in the avionics rack on Global 5000 & GL5000 aircraft.
29-30-02	Section 1, New Item 29-30-02 Hydraulic Firewall Shut-off Valve- EICAS Synoptic Page
(TpRv-16)	Indications
	New MMEL relief for Hydraulic Shut-off Valve EICAS Synoptic Page indications has been added to include HYD SOV icon (magenta or amber coloured) as part of relief, provided it is confirmed prior to dispatch that the associated valve is verified to operate to fully open and fully closed positions, hydraulic pressure indication shows correct pressure with engine operating and ACMP selected OFF and associated valve remains in the open position for take-off.
34-44-01	Section 1, Item 34-44-01, Radio Altimeter
(TpRv-16)	A new proviso is added to Section 1, Item 34-44-01, Radio Altimeter, directing crews to disengage and confirm autothrottles are disconnected before selecting gear down for landing, when one Radio Altimeter is inoperative.
34-54-01	Section 1, Item 34-54-01 ATC Transponders and Automatic Altitude Reporting Systems
(TpRv-16)	During previous addition of TC accepted Temporary Revision 10 (December 2013), which incorporated a new independent relief item for the ADS-B Out System, the pre-existing ADS-B Out sub-item relief contained in the preceding item was inadvertently left standing, creating two different relief paths for the same function. Existing item 34-54-01
	, ATC Transponders and Automatic Altitude Reporting Systems, sub-item 1), is hereby being amended to remove the pre-existing reference to ADS-B Out, such that no conflict remains with the separate relief item 34-54-02, ADS-B Out.
RAD ALT 1 (2)	Section 2, RAD ALT FAIL CAS messages
FAIL	A new proviso is added to Section 2 RAD ALT FAIL CAS messages, directing crews to disengage
(Advisory)	and confirm autothrottles are disconnected before selecting gear down for landing, when one
RAD ALT 1-2	Radio Altimeter is inoperative.
FAIL	

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

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

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

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DEFINITIONS

- 1. Systems Definitions: Systems numbers are based on the Air Transport Association (ATA) Specifications Number 100 and items are numbered sequentially.
 - a) "**Item**" (Column 1) means the equipment, systems, component, or function listed in "Item" column.
 - b) **"Number Installed"** (Column 2) is the number (quantity) of the items normally installed in the aircraft. This number represents the aircraft configuration considered in development this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

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

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

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

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

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DEFINITIONS (cont'd)

- 2. "Administrative Control Items" means items listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL provided no relief is granted, or provided conditions and limitations are contained in an approved document such as the Structural Repair Manual. If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to Transport Canada. If the request results in review and approval, the item becomes an MMEL item rather than an administrative control item.
- 3. "Aircraft Crew" for the purpose of this document, means the operating crew members including flight crew members, flight attendants, aircraft maintenance personnel and supervisory crew members.
- 4. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by Transport Canada. The approved AFM/RFM for the specific aircraft is listed on the applicable Type Certification Data Sheet.
- 5. "All Cargo Operations" refers to aircraft that are used for the carriage of cargo only, regardless of the configuration. All crew members are seated on the flight deck or in the dedicated supernumerary area. For small aircraft, which do not allow the carriage of other crew members in the flight compartment, the observer's seat is considered equivalent. "Cargo Configuration", "All cargo configuration", "Cargo Aircraft", and "All Cargo Aircraft", for the purpose of this document, refers to aircraft that are configured to only carry cargo on the main deck. These aircraft are typically referred to as "freighters".
- 6. "Alphabetical symbol" in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
- 7. "Alternate Procedures" means that the operator needs to develop normal, abnormal and/or emergency procedures, as applicable, for the associated item.
- 8. "Any in Excess of Those Required by Regulations" means that the equipment required by the Canadian Aviation Regulations (CARs) must be operative and only excess equipment may be inoperative.
- 9. "As Required by Regulation" may include such things as Canadian Aviation Regulations (CARs), both operational and design related; Aviation Occupational Health and Safety (AOH&S) regulations, etc. It is noted that detailed relief provided in the CARs is only applicable where a MEL is not required.
- **10.** "**Combustible Materials**", for the purpose of this document, refers to materials which are capable of catching fire and burning (baggage, livestock, etc.)

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

- a) Cargo handling equipment (ballast or empty ULD). ULD must not contain any energy supplied device of any kind (e.g. ULD integrated trackers/monitoring devices, cooled containers), must be without oxygen supply, or any other flammable or combustible material,
- b) Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.),
- c) In-flight service material (Return catering only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).
- **11. "Deleted"** in the remark column after a sequence item indicates that the item was previously listed but is now required to be operative is installed in the aircraft.
- 12. "Deactivated and Secured" means that the specified component must be put into an acceptable condition for sale flight. An acceptable method of deactivating and securing will be established by the operator for inclusion in his/her MEL.
- **13.** "Day of discovery" is the calendar day an equipment/instrument malfunction was discovered. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment, and is applicable to all MMEL items in categories A, B, C, and D.
- 14. "Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems" that provide electronic messages refer to a system capable of providing different priority levels of system information messages (e.g., Warning, Caution, Advisory, Status, and Maintenance). An airplane discrepancy message may or may not affect dispatchability.

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

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

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

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

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

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

15. "Excess Items" means those items installed that are excess to the requirements.

Deleted (Rev 08)

- **16.** "**ER Operations**", as described in this MMEL, are those flights conducted over a route that contains a point further than one hour flying time, at the approved one-engine inoperative cruise speed, from an adequate airport."
- **17.** "Extended Over-water Operations", as described in this MMEL, are those flights conducted over water, at a horizontal distance of more than 50 nautical miles from the nearest shoreline.
- **18. "Federal Aviation Regulations (14 CFR)**" means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
- **19.** "Flight Day" means 24 hour period (e.g. from midnight to midnight) either Universal Co-ordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affect aircraft.
- **20.** "Heavy Maintenance Visit (HMV)" means check related items such as C or D Check tasks or other required inspection tasks where an aircraft is scheduled to be out of service for 4 or more days.
- **21.** "**Icing conditions**" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
- **22.** "**Inoperative**" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

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DEFINITIONS (cont'd)

- 23. "Inoperative components of an inoperative system" Inoperative items which are components of a system, which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
- 24. "M" symbol indicates a requirement for a specific maintenance procedure, which much be accomplished by prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel, however, other personnel may be qualified and authorized to perform certain functions.

Deleted (Rev 08)

- 25. "Maintenance Instruction" Indicates maintenance instructions that must be accomplished by prior to operation with the listed item inoperative, as per "(M)" procedure above.
- **26.** "**Notes**" Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
- **27. "O**" symbol indicates a requirement for a specific operations procedure, which must be accomplished in planning for and/or operating with the listed item inoperative.

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

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

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

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

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DEFINITIONS (cont'd)

- **29. "Passenger Convenience Items"** means those items related to passenger convenience, comfort or entertainment such as, but not limited to, gallery equipment, movie equipment, ash trays, stereo equipment, over head reading lamps, etc.
- **30.** "Visual Flight Rules" (VFR) is defined in the CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
- **31.** "**Placarding**" Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment.

Note: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

- **32.** "_" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
- **33.** "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the Visual Flight Rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
- **34.** "Visible Moisture" means an atmosphere environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
- **35.** "**Repair Intervals**" All users of an MEL must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

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

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

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

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DEFINITIONS (cont'd)

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

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

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

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ABBREVIATIONS and ACRONYMS

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

Α

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

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ASYM	Asymmetrical		AUTO BAL	Automatic Bala	ance
ATA	Air Transport Ass	ociation	AUTO XFER	Automatic Trar	
ATC	Air Traffic Contro		AUX	Auxiliary	15101
ATT	Attitude	1	AV	Avionics	
ATTD	Attitude		AVAIL	Available	
ATTND	Attendant		AZ	Azimuth	
AUTO	Automatic			Azimuti	
		В			
B/AIR	Bleed Air		BK	Brake	
B/C	Back Course		BLD	Bleed	
B/CRS	Back Course		BOOM	Headset micro	phone
B/LEAK	Bleed Leak		BRG	Bearing	
BARO	Barometric		BRKR(s)	Breaker(s)	
BAT	Battery		BRT	Bright	
BATT	Battery		BTL	Bottle	
BDI	Bearing Distance Indicator		BTMS	Brake Tempera Monitoring Sys	
BFO	Beat Frequency Oscillator		BTMU	Brake Tempera Monitoring Unit	ature
BITE	Built-In-Test Equi	pment	BYPS	Bypass	
		С			
С	Center, Caution,	Cabin	CDL	Configuration	
CAL	Calibrate			Deviation List	
CAP	Capture		CDP	Compressor Di Pressure	ischarge
CAPT	Captain		CDU	Control Display	(L Init
CAS	Calibrated Air Sp		CFM	Cubic Feet Per	
CARs	Canadian Aviation	n	CG	Center of Grav	
.	Regulations		CH	Chapter, Chan	•
CAT	Category		CHAN	Chapter, Chan Channel	
CAT II	Category II		CHAN		
CB, C/B	Circuit Breaker		CHGR	Charger Chronograph	
CBP	Circuit Breaker P		CHR	Chart	
CCP	Cursor Control Pa		CHRT	Check	
CCW	Counter Clockwis	e	CKPT	Cockpit	
CKT	Circuit		CONT	Control, Contin	
CLB	Climb		COOL	Contactor, Cor	inollel
			COOL	Cooling	

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CLK cm CMD CMPS CMPTR CO2 COM COMM COMP COMPT COND CONFIG CONN	Clock Centimeters Command Compass Computer Carbon Dioxide Communication Communication Compressor, Comparator Compartment Condition, Continue Configuration Connection	d	CORR CPAM CPLT CRS CRT CRZ CSD CTP CTR CVR CVR CVR CYL	Correction Cabin Pressure Acquisition Mod Copilot Course Cathode Ray Tu Cruise Constant Speed Control Tuning Center Cockpit Voice R Clockwise Cylinder	ube I Drive Panel
		D			
DA DBU DC DCP DCU DDG DECEL DECR DEFL DEG DEPR	Drift Angle Data Base Unit Direct Current Display Control Pan Data Concentrator Unit Dispatch Deviation Decelerate(d) Decrease Defuel Degree Depressurize		DFDR DG DH DIFF DIM DIR DIS DISC DISCH DISCH DISP	Digital Flight Da Recorder Directional Gyrc Decision Height Differential Dimming Direct Distance (to wa point), Disconne Disconnect Discharge Dispatch, Displa) y ect
DEPT DEST DET DEV DFDAU	Departure Destination Detector Deviation Digital Flight Data Acquisition Unit		DIST DME DN DOT DR	Distance Distance Measu Equipment Down Department of Transport (Cana Door	-

Elevation Electrical

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ECAM	Electronic		ELEV	Elevator, Eleva	ition
	Centralized Aircraft		ELT	Emergency Lo	
	Monitoring System			Transmitter	
ECP	EICAS Control Pane	el	EMER(G)	Emergency	
ECL	Electronic Checklist		ENG	Engine	
ECS	Environmental Cont	rol	EPC	External Power	·
	System			Contactor	
ECU	Electronic Control U	nit	EQUIP	Equipment	
ED	EICAS Display		ER	Extended Rang	ge
EDP	Engine Driven Pum	o/	ERP	Eye Reference	
	Engine Primary			Position Datum	1
	Hydraulic Pump	~	ESS	Essential	
EFB	Electronic Flight Bag	g	ET	Elapsed Time	
EFIS	Electronic Flight Instrument System		ETA	Estimated Time	e of
EGT	Exhaust Gas			Arrival	
LOT	Temperature		EVAC	Evacuation	
EICAS	Engine Indication ar	nd	EXH	Exhaust	
	Crew Alerting Syste		EXTIN	Extinguish(ed)	
EGPWS	Enhanced Ground				
	Prioximity Warning	System			
		F			
F/CTL	Flight Controls		FIRE BTL	Fire Bottle	
FAA	Federal Aviation		FIREX	Fire Extinguish	er
	Administration (USA	A)	FL CH	Flight Level Ch	ange
FAIL	Failure		FLD	Field	
FCC	Flight Control		FLT	Flight	
	Computer		FLT DIR	Flight Director	
FCU	Fuel Control Unit		FLUOR	Fluorescent	
FD, F/D	Flight Director		FM	Fan Marker	
FDAU	Flight Data		FMS	Flight Manager	nent
	Acquisition Unit			System	
	Elight Data Daaarda	۶r	FPM	Feet Per Minut	е
FDR	Flight Data Recorde			Frequency	
	(Digital)		FREQ	Frequency	
FDR FECU	(Digital) Flaps Electronic		ft	Feet, Foot	
FECU	(Digital) Flaps Electronic Control Unit				
	(Digital) Flaps Electronic		ft	Feet, Foot	

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G/S			GMT	Greenwich Mea	
G/S GA	Glide slope Go-around		GND	Ground	an Time
GAL	Gallon		GPM	Gallons Per Mi	outo
GALY	Galley		GPWS	Ground Proxim	
GCS	Ground Clutter			Warning Syster	•
000	Suppression		GR	Gear	
GCU	Generator Control		GRAV	Gravity	
	Unit		GS	Ground Speed	
GE	General Electric		GUIDE	Guidance	
GEN	Generator		GW	Gross Weight	
		н			
HDG	Heading		HPA	Hecto Pascals	
HDG HOLD	Heading Hold		HSI	Horizontal Situa	ation
HDG SEL	Heading Select		HSTA	Indicator Horizontal Stab	ilizor
HEAT	Heater HF		HSTA	Trim	liizer
	High Frequency		HSTCU	Horizontal Stab	ilizor
Hg	(3 - 30 m Hz) Mercury		10100	Trim Control U	
HI	High		HTR	Heater	
HLDR	Holder		HUD	Heads-up Disp	av
HOR, HORIZ			HYD	Hydraulic	2
HOT	High Oil Temperatu	re	Hz	Hertz	
HP	High Pressure				
		I			
IB, I/B, INBD	Inboard		ID	Identification	
I/C	Intercom, Inspectior	ı	IDENT	Identification	
1/0	Check	•	IDG	Integrated Drive	2
IAPS	Integrated Avionics		100	Generator	
	Processor System		IFIS	Integrated Fligh	t Information
IAS	Indicated Air Speed			System	
ICAO	International Civil		IFR	Instrument Flig	nt
	Aviation Organization	on		Rules	
ICS	Idle Corrected Spee	ed	IGN	Ignition	
IB,I/B,INBD	Inboard		IND	Indication, Indic	ator
I/C	Intercom, Inspectior	า	INFLT	In Flight	
	Check		INHIB	Inhibit	
IAPS	Integrated Avionics		INOP	Inoperative	
	Processor System				

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IAS	Indicated Air Speed	I	INPH	Interphone	
ICAO	International Civil		INSP	Inspection	
	Aviation Organization	on	INST(S)	Instrument(s)	
ICS	Idle Corrected Spee	ed	INST, INSTR	Instrument	
ILS	Instrument Landing System		INT	Internal, Integra	ıl,
IM	ILS Inner Marker		INTEG	Integral IRS	
IMC	Instrument Meteorological			Inertial Referen	се
IMP.	Conditions Imperial		IRU	Inertial Referen Unit	се
IMS	Information Manage System	ement	ISA	International Standard Atmos	sphere
in.	Inch, Inches		ISO	International	spiloro
in. Hg	Inches of Mercury		100	Standard Organ	nization
INCR	Increase		ISOL	Isolation, Isolate	
	mercado		ITT	Inter Turbine Te	
		J			
JAA	Joint Aviation Authorities				
		к			
K, KT, K			KIAS	Knots Indicated	
kg	Kilogram(s)			Airspeed	
kHz	Kilohertz		kW(s)	Kilowatt(s)	
		L			
L	Left, Landing		LCV	Load Control Va	alve
L/T	Landing/Taxi		LDG	Landing	
LAV	Lavatory		LDG GR	Landing Gear	
lb	Pound(s)		LDS	Lamp Dimmer S	Supply
LCN	Load Classification	Number		-	

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ABBREVIATIONS AND ACRONYMS (cont'd)

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

Μ

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

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	ABBREVIATI	ONS AND A	CRONYMS (cont'd)		
ММО	Maximum Operating	a	MSG	Message	
	Speed in Mach Nur	•	MSL	Mean Sea Leve	əl
MKP	Multii-Function Key	Panel	MTBF	Mean Time Bet	fore
MOCA	Minimum Obstruction	on		Failure	
	Clearance Altitude		MTG	Miles to Go	
MOD	Module		MTOW	Maximum Take	eoff
MON	Monitor			Weight	
MPH	Miles Per Hour		MTW	Maximum Taxi	Weight
MRA	Minimum Receptior	า	MZFW	Maximum Zero	Fuel
	Altitude			Weight	
		Misc			
%	Percent		°C	Degrees Centig	grade
&	and		°F	Degrees Fahre	nheit
		N			
N/A	Not applicable		NL	Nose Left	
N1	Low Pressure Roto	r	NLG	Nose Landing	Gear
N2	High Pressure Roto	or	NM	Nautical Mile(s	
NAV	Navigation		No.	Number	
ND	Nose Down, Naviga Display	ation	NOPT	No Procedure ⁻ Required	Turn
NDB (ADF)		con	NORM	Normal	
	(Automatic Direction		NOSE	Nosewheel	
	Finder)		NR	Nose Right	
NEF	Non-Essential Furn	ishings	NU	Nose Up	
NEG	Negative				
NEUT	Neutral				
		0			
OAT	Outside Air		OEW	Operating Emp	ity
	Temperature			Weight	

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

DEPARTMENT OF TRANSPORT MINISTÈRE DES TRANSPORTS

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OVHT, OH	Overheat		OVSPD	Overspeed	
OVLD	Overload		OVTEMP	Over Temperat	ture
OVSP	Overspeed		OXY, O ₂	Oxygen	
		Р			
P#6	Panel 6		PRI	Drimon	
P#0 P/S	Pitot/Static		PRIM	Primary Primary	
P/S PA	Pliot/Static Passenger Address		PRIM	Procedure	
PA	Passenger Address Passenger		PROC	Protection	
PASS	Passenger Portable Breathing		PROT	Proximity	
FDE	Equipment (Smoke		PSEU	Proximity Sens	or
	Hood)		I OLO	Electronics Uni	
PCU	Power Control Unit		PSI	Pounds Per Sc	
PF	Pilot Flying			Inch	laare
PFD	Primary Flight		PSIG	Pounds Per Sc	uare
	Display			Inch Gauge	1
PLA	Power Lever Angle		PSS	Proximity Sens	or
PLT(s)	Pilot(s)			System	
PNF	Pilot Not Flying		PSU	Passenger Ser	vice
PNLS(s)	Panel(s)			Unit	
PO	Outside Air Pressure		PT2	Engine Inlet Pr	essure
POS	Position		PTCT	Protect	
PPH	Pounds Per Hour		PTT	Push To Talk	
PRESS	Pressure,		PWR	Power	
	Pressurization				
		Q			
QAR	Quick Access Record	der	QNH	Altimeter Settir	na
QEC	Quick Engine Change		QTY	Quantity	чЭ
QFE	Local Station Pressure	0	QTT.	Quantity	
		R			
R	Right		RCCB	Remote Contro	olled
RA	Radio Altitude		NOOD	Circuit Breaker	
KΑ	Resolution Advisory		RCDR	Recorder	
RAT	Ram Air Turbine		RCVR	Receiver	

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R/D valve RDCP RDR REC RECOG REF(s) REFL REV REU RH RIPS RIU RMI	Refuel/Defuel Valve Refuel/Defuel Control Panel Radar Receiver, Recorder Recognition Reference(s) Refuel Reverse Remote Electronics Unit Right Hand Recorder Independent Power Supply Radio Interface Unit Radio Magnetic Indicator	ROT RPM RSP RT, R/T RTE DATA RTO RUD RUD RVR RVSM RVSR RW RWD RWD RWY	Rotation Revolutions Per Minute Reversion Switching Panel Receiver-Transmitter Route Data Rejected Takeoff Radio Tuning Unit Rudder Runway Visual Range Reduced Vertical Separation Mininum Reverser Right Wing Right Wing Down Runway
S	S Status	SPKR	Speaker
SAT	Static Air Temperature	SPLR(s) SQL	Spoiler(s) Squelch
SCAV	Scavenge	SSB	Single Side Band
SEC	Second, Secondary	STA	Station
SECS	Spoiler Electronic	STAB	Stabilizer
SECU	Control System Spoiler Electronic	STAT	Status
0200	Control Unit	STBY STEER	Standby
SEL	Select, Selector	SUPPL	Steering Supply
SEL CAL	Selective Call	SVS	Synthetic Vision System
SENS	Sensitivity, Sensor	SW(s)	Switches
SERV, SVCE	Service	SYN	Synchronize
SMKG	Smoking	SYNC	Synchronous
SOV SP, SPD	Shutoff Valve Speed	SYS, SYST	System

т

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

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	ABBREVIATIO	ONS AND A	CRONYMS (cont'd)	
TCAS	Traffic Alert and Col Avoidance System	lision	TOL TRB, TURB	Tolerance Turbulence	
TCCV	Turbine Case Coolir	ng Valve	TRK	Track	
TE	Trailing Edge EMP Temperature		TRM	Trim TRU Transformer Re	ectifier
TGT TO, T/O	Target Takeoff		TT2	Unit Engine Inlet	
		U		Temperature	
UNSCHD	Unscheduled	U	USG	United States (Gallons
USB	Upper Side Band		UTIL	Utility	
		v			
V	Volt	-	VMO/MMO	Maximum Oper	rating
VA	Design Maneuvering	3		Limit Speed	
	Speed VB		VMU	Minimum Unsti	ck Speed
	Design Speed for		VNE	Never-exceed	•
	Maximum Gust Intensity		VNO	Maximum Strue Cruising Speed	
VC	Design Cruising Spe		VR	Rotation Speed	
VD	Design Diving Spee		Vs	Stalling Speed	
VDF/MDF	Demonstrated flight diving speed.			Minimum Stead Speed at which	
VF	Design Flap Speed			Airplane is	
VDF/MFC	Maximum Speed for		\/ 0 0	Controllable	a n 4h a
	Stability Characteris		VS0	Stalling Speed Minimum Stead Speed in the La	dy Flight
VFE	Maximum Flap Exte Speed	nded		Configuration	anding
VH	Maximum Speed in Level Flight with Maximum Continuou Power	JS	VS1	Stalling Speed Minimum Stead Speed Obtaine Specific Config	dy Flight d in a
VLE	Maximum Landing C Extended Speed	Gear	VX	Speed for Best of Climb	Angle
VLO	Maximum Landing C Operating Speed	Gear	VY	Speed for Best of Climb	Rate
VLOF	Lift-off Speed			Safety Speed	
VMC	Minimum Control Sp with the Critical Engine Inoperative	beed			

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	<u>ABBREVIATI</u>	ONS AND A	CRONYMS (cont	'd)	
V1	Takeoff Decision Speed (formerly Denoted as Critical Engine Failure Spe		VIB VMC VNAV	Vibration Visual Meteoro Conditions Vertical Naviga	-
V2 V2 V/S	Takeoff Safety Spe Minimum Takeoff Safety Speed Vertical Speed	eed	VOL VOLT VOR	Volume Voltage VHF Omni dire	ectional
VFR VFR VG	Vertical Visual Flight Rules		VORTAC	Range Station VOR and TAC Co-located	AN
VG VHF	Vertical Gyro Very High Frequen (30 - 300 m Hz)	су	VSI	Vertical Speed Indicator	
		w			
W W/C W/S W/W WARN WF WGT WHLS	Warning Wind Component Wind Shear Wheel Well Warning Runway Length Lir Weight Weight Wheels	nited	WIND WOW WPT(s) WRN WS WSHLD WX WXR	Window Weight-On-Wh Waypoint(s) Warning Second Segme Limited Weight Windshield Weather Weather Rada	ent t
		x			
X XFER, XFR XFLOW XMIT	Cross Transfer Transfer Cross Flow Transmit	Y	XPNDR XTK XWC	Transponder Cross Track Cross Wind Co	omponent
YD, Y/D	Yaw Damper	_			
ZFW	Zero Fuel Weight	Z			

MINISTÈRE DES TRANSPORTS

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

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PREAMBLE

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.

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PREAMBLE (cont'd)

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

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

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

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

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

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

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

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

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PREAMBLE (cont'd)

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

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

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PREAMBLE (cont'd)

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.

DEPARTMENT OF TRANSPORT MINISTÈRE DES TRANSPORTS MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

SECTION 1

LRU / COMPONENT ORIENTED MMEL RELIEF

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		1.	2.	Nu	mber Ins	stalled				
Syste	m & Sequence No Iten	n		No	mbre d'a	article installés				
Nº de	e système/série article			3.	3. Number Required For Dispatch					
					Nomb	re d'articles a expédier				
21-	AIR CONDITIONING				4.	Remarks or Exceptions				
20-01	Flow Control Valve (FCV)	С	2	1	(O)(M)	Except for ER operations, one ma inoperative provided:	y be			
						a) Affected valve is secured CLC				
						 b) Affected air conditioning pack selected OFF and considered inoperative, 	ł			
						c) Opposite air conditioning pac operative, andd) AUX PRESS system is operation				
21-01	Recirculation Fans	С	2	1	(M)	One may be inoperative.				
		С	2	0	(M)	Except for ER operations, both main inoperative provided both air concepts operate normally.	•			
23-01	Cockpit Displays Cooling									
	 Display Unit Cooling Fans (except Global Vision) 	С	12	6	(M)	One per Display Unit may be inop provided Avionics Exhaust Fan is				
	2) AFD Display Fans (Global Vision only)									
	a) AFD 1, 2, 3	С	6	5		One may be inoperative provided:				
						a) AFD 4 must be operative,				
						b) Avionics Exhaust Fan is operac) Both displays supplemental comust be operative.				
						NOTE: At least one ECS pack is rec cool the flight deck prior to c	•			
	b) AFD 4	С	2	1		One may be inoperative.				
		С	2	0		Both may be inoperative provided considered inoperative. (Ref Item				

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Sucto	m 8 Soquence No Her	1. m	2.		nber Ins	talled rticle installés	
-	m & Sequence Nº Iter système/série article			3.		er Required For Dispatch	
Nº ue	systeme/serie article	;		0.		e d'articles a expédier	
21 -	AIR CONDITIONING				4.	Remarks or Exceptions	
23-02	AFD Display Fans - Filters (Global Vision only)	С	8	0		One or all fan filters may be damaged missing.	or
23-03	Supplemental Cooling Fans (AFD Displays) (Global Vision only)	С	2	0	(M)	One or both supplemental cooling far may be inoperative, provided all AFD display fans are operative for AFD # AFD #2 and AFD #3.	
30-01	Cabin Pressurization Control 1) AUTO Pressurization Channels	С	2	1	(M)	 Except for ER operations, one may be inoperative provided: a) MAN control channels are verified operative, b) Safety valves are operative, and c) Cabin RATE Indicator, Cabin A Indicator, and Cabin DIFF Press Indicator are verified operative. 	ed I LT
		С	2	0	(O)(M)	 Except for ER operations both may be inoperative provided: a) MAN control channels are verified operative, b) Safety valves are operative, c) Cabin RATE Indicator, Cabin AL Indicator, and Cabin DIFF Press Indicator are verified operative, d) Flight is conducted at or below FL250. 	ed _T sure

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

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	BD-700-1A10 / BD-700-	1A1	1	-	Date:	August 22, 2022 21	- 4
System	m 8 Saguanca NO Itam	1.	2.	-	Imber In	stalled article installés	
-	n & Sequence Nº Item système/série article			3.		er Required For Dispatch	
Nº de	systeme/serie article			5.		re d'articles a expédier	
21 -	AIR CONDITIONING				4.	Remarks or Exceptions	
31-02	Auxiliary Pressurization System	С	1	0		Except for ER operations, may be inoperative provided both air condition packs are operative.	ning
51-01	Pack Inlet Temperature Sensor (PITS)	С	2	0		One or both may be inoperative	
51-02	Ram Air Valve	С	1	0	(M)	Except for ER operations, may be inoperative secured CLOSED	
		С	1	0	(O)	 Except for ER operations, may be inoperative OPEN provided: a) RH air conditioning pack is select OFF and considered inoperative, b) LH air conditioning pack is operationand c) Pack NORM and MAN control more are operative. 	ive,
51-03	Pack Inlet Flow Sensor (PIFS)	С	2	1	(M)	Except for ER operations, one may be inoperative provided MANUAL mode of air conditioning packs is verified operation	of both
		С	2	0	(O)(M)	 Except for ER operations, both may b inoperative provided: a) One pack is selected OFF and considered inoperative, and b) MANUAL mode of air conditioning selected for the remaining pack a verified operative. 	g is
51-04	Pack Flow Control Selection 1) HIGH	С	1	0		May be inoperative failed in HIGH pos	ition.
	2) LO, NORM	С	1	0		LO or NORM positions may be inoperative in the provided both packs are operative in the HIGH position.	ative
51-05	Ozone Converters	С	2	0		One or both may be inoperative provid flights are conducted at FL 250 or belo	

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-	n & Sequence Nº Item système/série article	1.	2.			stalled article installés er Required For Dispate	ch	
					Nomb	re d'articles a expédier		
21 -	AIR CONDITIONING				4.	Remarks or Exception	S	
52-01	Air Conditioning Packs (GX)	С	2	1	(O)(M)	 Except for ER operation inoperative provided: a) The remaining pack AUTO mode, b) Affected air conditions selected OFF, c) Avionics fan is seled d) Recirculation system operative, e) AUX PRESS system operative, f) TRIM AIR is selected g) Operations are con FL 410. NOTE: If dispatching with ensure that RAM A in OPEN position. 	k is operat oning pack cted OFF, m is verifie m is verifie ed OFF, an ducted at right pack o	ed in a is ed ed or below operative,
	(Global 5000)	С	2	1	(O)(M)	 Except for ER operation inoperative provided: a) The remaining pack AUTO mode, b) Affected air conditions selected OFF, c) Avionics fan is sele d) Recirculation system operative, e) AUX PRESS system operative, f) TRIM AIR is selected g) Operations are completed of FL 410, and h) Av Rack Fan is veri NOTE: If dispatching with ensure that RAM A in OPEN position. 	k is operat oning pack cted OFF, m is verifie m is verifie ed OFF, ducted at fied opera right pack	ed in a is ed ed or below tive. operative,

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	1.	2.	Nu	mber In	stalled		
System & Sequence Nº Item			Νοι	mbre d'	article installés		
N ^o de système/série article			3.	Numb	er Required For Dispatch	h	
				Nomb	ore d'articles a expédier		
21 - <u>AIR CONDITIONING</u>				4.	Remarks or Exceptions		
1) Pack AUTO Mode (GX)	С	2	1	(O)(M)	Except for ER operations, of inoperative provided:		
					a) MANUAL mode on un verified operative,b) Unaffected pack is operative		
					mode, c) Affected air conditionin OFF,	ng pack i	s selected
					 d) Avionics Fan is selected e) Recirculation system i 		l
					operative, f) AUX PRESS system i operative,	s verified	
					 g) TRIM AIR is selected h) Operations are conduction FL410. 		
					NOTE: If dispatching with rig ensure that RAM Air OPEN.		
(Global 5000)	С	2	1	(O)(M)	Except for ER operations, of inoperative provided:	one may	be
					a) MANUAL mode on un verified operative,		
					 b) Unaffected pack is op mode, c) Affected air conditioning 		
					OFF,	0.	5 50100100
					 d) Avionics Fan is select e) Recirculation system i 	•	I
					operative,f) AUX PRESS system i		
					operative, g) TRIM AIR is selected	OFF,	
					 h) Operations are conduct FL410, and i) Av Rack fan is verified 		
					NOTE: If dispatching with rig ensure that RAM Air OPEN.	ght pack o	operative,

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Syste	em & Sequence Nº Iter	1. n	2.		nber In nbre d'a	stalled article installés	
Nº de	e système/série article			3.	Numb	er Required For Dispatch	
						re d'articles a expédier	
21 -	AIR CONDITIONING				4.	Remarks or Exceptions	
52-02	Pack Inlet Pressure Sensor (PIPS)	С	2	0	(O)	One or both may be inoperative pro MANUAL mode of both air condition packs is verified operative.	
53-01	Avionics Exhaust Fan (GX)	С	1	0	(O)	May be inoperative provided one o conditioning packs are operated du ground operation.	
						 NOTE 1: Minimize utilization of equipr avionics bay without air cond and fans during engine start shutdown. NOTE 2: If only one air conditioning pa operating, passenger door of should be minimized. 	ditioning and ack is
	(Global 5000)	С	1	0	(M)	 May be inoperative provided: a) Air conditioning is operated ground operations, and b) AV Rack Fan is confirmed of NOTE 1: Minimize utilization of equipmavionics bay without air condand fans during engine start shutdown. NOTE 2: If only one air conditioning properating, passenger door of should be minimized. 	operative. nent in the ditioning and ack is

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	BD-700-1A10 / BD-700-1	1A1	1		Date:	August 22, 2022	21 - 8
Syste	m & Sequence Nº Item	1.	2.		mber In mbre d'		
-	e système/série article			3.		per Required For Dispatch	
						pre d'articles a expédier	
21 -	AIR CONDITIONING				4.	Remarks or Exceptions	
53-02	Av Rack Fan (Global 5000)	С	1	0	(M)	 May be inoperative provided: a) Air conditioning is operate ground operations, and b) Avionics exhaust fan is co operative. 	
						 NOTE 1: Minimize utilization of avia equipment without air con and during engine start a shutdown. NOTE 2: If only one air conditioning operating, passenger door should be minimized. 	nditioning nd g pack is
53-03 ***	Gasper Assist Fan	D	1	0			
54-05	Inertial Reference Unit Cooling Fans - Filters	С	3	0	(M)	One or all may be missing, or m removed where airflow obstructi found to cause IRS unit overhea	on is
	(except Global Vision)						ung.
54-09	TCAS Cooling Fan	С	1	0		May be inoperative.	
	(except Global Vision)					NOTE: Operating the TCAS withou associated cooling fans wil detrimental to the long-tern expectancy of affected unit	l be n life

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		1.	2.	Nun	nber Ins	stalled	
Syste	em & Sequence Nº Iten	n		Non	nbre d'a	article installés	
Nº de	e système/série article			3.	Numb	er Required For Dispatch	
					Nomb	re d'articles a expédier	
21 -	AIR CONDITIONING				4.	Remarks or Exceptions	
54-10	DCU Cover and Environmental Module (CEM) – Cooling Fans (Global Vison Only)						
	1) (Global 5000/5500 only)	С	4	3		One may be inoperative on either cover (CEM) provided:	DCU
						a) Except own DCU channel faile Data Concentrator Unit Chanr operative, and	· · · · · · · · · · · · · · · · · · ·
						 b) AV Rack fan or Avionics exha operative. 	ust fan is
	2) (Global 6000/6500 only)	С	4	3		One may be inoperative on either cover (CEM) provided:	
						 a) Except own DCU channel failu Data Concentrator Unit Channel operative, and 	
						b) Avionics exhaust fan is operat	ive.
54-13 ***	SATCOM	С	3	0		Any or all may be inoperative.	
***	Components - Cooling Fans (incl. HPA, RFU, SDU)					NOTE: Operating the SATCOM com without the associated coolin be detrimental to the long-ter expectancy of affected unit.	g fans will
	(except Global Vision) (Applicable to GX only, s/n 9002-9139, post SB 700-23-001)						
54-93	DC Power Center (DCPC) - Ground Cooling Fan (CAIMS message)	С	1	0	(O)	May be inoperative. NOTE: Ground operations above 30 should be limited to 30 minut Environmental Control Syste running.	es if the

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Syste	em & Sequence Nº Iter	m		Nor	nbre	d'article installés	
Nº de	e système/série article	•		3.	Nur	nber Required For Dispatch	
					Nor	nbre d'articles a expédier	
21 -	AIR CONDITIONING				4.	Remarks or Exceptions	
60-04	Hot Air Shut Off Valves (HASOV)	С	2	1	(M)	 One may be inoperative CLOSED provided: a) Affected HASOV is secured CLOSED, and b) Both air conditioning packs are operative. 	
		С	2	1		 Except for ER operations, one may be inoperative OPEN provided: a) The Trim Air Valves are operative, and b) Both air conditioning packs are operative. 	
		С	2	0	(M)	 Except for ER operations, both may be inoperative CLOSED provided: a) Both HASOVs are secured CLOSED, b) Trim Air system is selected to OFF, c) Both air conditioning packs are operative, and d) AUX PRESS is selected OFF and is considered inoperative. 	
60-05	Trim Air Valves (TAV)	С	3	0	(M)	 Except for ER operations, all may be inoperative CLOSED provided: a) Trim Air Switch is selected OFF, b) Both air conditioning packs are operative, c) Both HASOVs are secured CLOSED, and d) AUX PRESS is selected OFF and considered inoperative. 	
60-06	Pack Discharge Temperature Indication	С	2	0	(M)	Except for ER operations, one or both may be inoperative provided: a) Both associated automatic temperature controls are operative, and	
	(cont'd)					 b) Pack Control selection switch is set to either LO, NORM, or HIGH. 	

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		1.	2.		mber Ins	.	21 11
Svet	em & Sequence Nº Iten		Ζ.			article installés	
-	-	11		3.		er Required For Dispatch	
Nº U	e système/série article			5.		re d'articles a expédier	
21 -	AIR CONDITIONING				4.	Remarks or Exceptions	
	(cont'd)					NOTE: Associated with loss of PDT indications, pack MANUAL m be inoperative.	ode will
61-01	Cabin Temperature Control						
	1) AUTO mode (NORM)	С	1	0	(O)(M)	 May be inoperative provided: a) One pack is selected OFF an considered inoperative, b) MANUAL Temp Control is ve operative, and c) Operations are conducted at below FL350. 	rified
	2) MANUAL mode (MAN)	С	1	0		May be inoperative provided: a) AUTO Mode is operative, an b) Both Packs are operative.	ıd
		С	1	0	(O)	 May be inoperative provided: a) AUTO mode is operative, and b) One pack is selected OFF and considered inoperative. 	
	3) Temperature Selectors – Cockpit, FWD Cabin, AFT Cabin	С	3	0		Any or all may be inoperative.	

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		1.	2.	Nu	mber In	stalled	I
Syste	em & Sequence Nº Iter	n		No	mbre d'	article installés	
Nº de	e système/série article			3.	Numb	er Required For Dispatch	
					Nomb	re d'articles a expédier	
21 -	AIR CONDITIONING				4.	Remarks or Exceptions	
61-02	Temperature Sensors						
	1) Ventilated Temperature Sensors (VENTS) -Sensors						
	elements	С	6	3		One element from each sensor ma inoperative.	y be
		С	6	4	(M)	Both elements of any one VENTS s may be inoperative provided all due temperature indications are operations	ct
	2) Duct Temperature Sensors (DTS) - Sensors elements	С	6	3	(M)	One element from each sensor ma	y be
						inoperative.	
		С	6	0	(M)	 Both elements of any or all DTS see may be inoperative provided: (a) Both HASOVs are secured C (b) TRIM Air system is selected C (c) Both Air Conditioning Packs a operative, and (d) AUX PRESS is selected OFF considered inoperative. 	LOSED, OFF, are
	 3) Mix Manifold Temperature Sensor (MMTS) - Sensors elements 	С	4	1		Up to three may be inoperative.	

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Nº de	e système/série article			3.	Number Required For Dispatch	
21 -	AIR CONDITIONING				Nombre d'articles a expédier4.Remarks or Exceptions	
62-01	RECIRC "OFF" Switch light (Light function only)	С	1	0		
62-02	L Pack "FAIL/OFF" Switch lights (Light function only)	С	2	0	One or both may be inoperative.	
62-03	R Pack "FAIL/OFF" Switch lights (Light function only)	С	2	0	One or both may be inoperative.	
62-04	TRIM AIR "OFF" Switch light (light function only)	С	1	0		
62-05	AUX PRESS "ON" Switch light (light function only)	С	1	0		
62-06	RAM AIR "ON" Switch light (light function only)	С	1	0		
62-07	DITCHING "ON" Switch light (light function only)	С	1	0		

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Bomb	ardier Global Express								_
	BD-700-1A10 / BD-700)-1A	\11		Date:	ŀ	August 22, 2022	2	21 -14
		1.	2.		mber In		مالاد		
-	em & Sequence Nº Ite					article inst	alles d For Dispatcl	h	
Nº de	e système/série article	•	_	3.		•	es a expédier	1	
21 -	AIR CONDITIONING				4.		or Exceptions	5	
62-08	OUTFLOW VLV 1 "CLOSED" Switch light (light function only)	С	1	0					
62-09	OUTFLOW VLV 2 "CLOSED" Switch light (light function only)	С	1	0					
	Emer Depress "ON" Switch light (light function only)	С	1	0					
62-11	Pressurization AUTO/MAN "MAN" Switch light	С	1	0					
	(light function only)	_							
71-01	Humidifier System (relief limited to installation defined by Bombardier Service Bulletins S/B 700-21-001, 700-21-020, 700-21-031, 700-21-039, 700-21-050, 700-21-051, or S/B 700- 1A11-21-09, 700-1A11-21- 24)	С	1	0	(O)	 a) Syste b) Neither Cautiannu c) TRIM OFF, d) HASC Syno e) Exter operative freez to prose 	operative provi em is deactivate er L PACK FAII ion messages a inciated, AIR switch is s OVs are indicate ptic Page, and nded periods of ation or ground ting temperature event system d ible freezing of system.	d, _ or R PA(are also selected an ed closed f aircraft in handling es must be amage du	nd remains on during e avoided e to
						P NOTE 2: (c	Potential freezing provided ECS is Overnight parking considered where emperatures are	operating. g in hangar e freezing	

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	BD-700-1A10 / BD-700-1/				Date: August 22, 2022 22 -1
_		1.	2.		mber Installed
-	m & Sequence Nº Item		ſ		mbre d'article installés
Nº de	e système/série article			3.	Number Required For Dispatch
					Nombre d'articles a expédier
22 -	<u>AUTOFLIGHT</u>				4. Remarks or Exceptions
10-01	Autopilot System	С	2	1	Except for ER operations, one may be inoperative provided approach procedures are not dependent on its use.
	(except Global Vision)	С	2	0	 Both may be inoperative provided: a) Procedures are not dependent on its use, and b) Intended flights do not exceed <i>three</i> hours. NOTE: Automatic Emergency Descent Mode (EDM) is inoperative.
	(Global Vision only)	С	2	0	 Both may be inoperative provided: a) Procedures are not dependent on its use, b) Intended flights do not exceed three hours, and c) EDM button is placarded "INOP" on flight control panel. NOTE: Automatic Emergency Descent Mode (EDM) is inoperative.
10-02	Remote Electronics Unit (REU) Channels (Global Vision only)	С	4	2	One or both channels of one REU may be inoperative provided dispatch is in accordance with relief for affected autopilot (ref Item 22-10-01), and yaw damper (ref. 22-13-01).

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	BD-700-1A10 / BD-700-1	A11			Date:	August 22, 2022	22 -2
		1.	2.	Nu	mber	Installed	
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Nº de	e système/série article			3.	Nun	nber Required For Dispatch	
					Non	nbre d'articles a expédier	
22 -	<u>AUTOFLIGHT</u>				4.	Remarks or Exceptions	
11-01	A/P Quick DISC Buttons (Control Wheel) 1) Autopilot Disconnect Function	С	2	1	(O)	 One may be inoperative failed 0 provided: a) Associated stall protection pusher disconnect function operative; b) Autopilot is not used at leas 1500 feet AGL, and c) Pilot flying has the operative Quick Disc button. 	n system n is ss than
	2) Pitch Trim Disconnect Function	С	2	1	(O)	 One may be inoperative failed C provided: a) Associated Stall Protection pusher disconnect function operative, and b) Pilot flying has the operative Quick Disc button. 	n System n is
11-02	1) Touch Control Steering Buttons (TCS) (except Global Vision)	С	2	0		One or both may be inopearive.	
	2) Touch Control Switches (TCS) (Global Vision only)	С	2	0		One or both may be inopearive.	

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		1.	2.	Nun	nber Installed
Syste	m & Sequence Nº Item			Non	nbre d'article installés
Nº de	e système/série article			3.	Number Required For Dispatch
					Nombre d'articles a expédier
22 -	<u>AUTOFLIGHT</u>				4. Remarks or Exceptions
11-03	Take-Off/Go-Around (TOGA) Buttons (on Thrust Levers)	С	2	1	 One may be inoperative provided: a) Approach procedures do not require its use, and b) Pilot flying has the operative buttons.
		С	2	0	 Both may be inoperative provided: a) Both Thrust Levers are operated manually for take-off and go-around, and b) Autopilot and Flight Director are not used at less than 1500 feet AGL.
13-01	Yaw Damper System				
	(except Global Vision)	С	2	1	(O) Except for ER operations, one may be inoperative provided airplane is operated at or below FL 390.
	(Global Vision only)	С	2	1	Except for ER operations, one may be inoperative.
30-01	Autothrottle Systems				
	a)	С	2	1	One may be inoperative.
	(except Global Vision)				
		С	2	0	Both may be inoperative provided autothrottle is confirmed disengaged.
	(cont'd)				

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Domo	BD-700-1A10 / BD-700-	1A11		C	Date:	August 22, 2022	22 -4
		1.	2.	Nur	nber lı	nstalled	
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-	e système/série article			3.	Num	ber Required For Dispatch	
	-				Nom	bre d'articles a expédier	
22 -	<u>AUTOFLIGHT</u>				4.	Remarks or Exceptions	
	(cont'd)						
	b)	С	2	1		One may be inoperative provide	Ч
						remaining autothrottle is manual	
	(Global Vision only)					disengaged and remains discon	nected.
						NOTE: AFM Limitation prohibits co	
						use of the autothrottle syste only one autothrottle is avai	
						including automatic activation	
						and EDM modes.	
		С	2	0		Both may be inoperative provide	ed
						autothrottle is confirmed diseng	aged.
						NOTE: (for Global Vision) Dependi	ng upon
						relative placement of glides transmitter, following compl	
						ILS Glideslope approach, a	
						momentary "LOW SPEED" may annunciate briefly duri	
						deceleration, until aircraft is	• •
						transmitter.	
30-02	Autothrottle Engage /						
	Disengage Switches (on Thrust Lever Stem)	С	2	1		One may be inoperative.	
	(on musi Level Stem)						
		С	2	0	(M)	Both may be inoperative provide	
						autothrottle systems are conside inoperative.	aeu
30-03	Autothrottle Quick						
55 05	Disconnect Buttons	С	2	1		One may be inoperative.	
	(on Thrust Lever						
	Handles)	С	2	0	(M)	Both may be inoperative provide	d
		v	~			autothrottle systems are conside	
						inoperative.	

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		1.	2.	Nur	nber Ins	stalled	
Syste	em & Sequence Nº Iten	n		Nor	nbre d'a	article installés	
Nº de	e système/série article			3.	Numb	er Required For Dispatch	
					Nomb	re d'articles a expédier	
23 -	<u>COMMUNICATIONS</u>				4.	Remarks or Exceptions	
10-01	Integrated Comm Unit (ICU) Tray Mounted Cooling Fan	С	-	1	(M)	May be inoperative provided a mini one fan is verified to operate norma	
	(except Global Vision)						
11-01	Communication Systems 1) VHF, (UHF, if installed)	D	-	2		Any in excess of those required by regulation may be inoperative provi not powered by the AC Essential B Emergency Bus, Battery Bus, Batter Busses, or the DC Essential Bus ar required for emergency procedures	us, DC ery Direct nd not
	2) HF	D	-	-		Any in excess of those required by regulation may be inoperative	
	C -					 Except for ER Operations, one may inoperative while conducting operative while conducting operative work of the conducting operation operates and used operates normally, b) Alternate procedures are established and used, and c) SATCOM communication operation o	tions that cation stem blished rates
						(Deleted, Rev 8)	

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		1.	2.	Nur	nber Ins	stalled	
Syste	m & Sequence No Iten	n		Nor	nbre d'a	article installés	
Nº de	e système/série article			3.	Numb	er Required For Dispatch	
						re d'articles a expédier	
23 -	<u>COMMUNICATIONS</u>				4.	Remarks or Exceptions	
13-01 ***	Satellite Communication System (SATCOM)	С	-	0		May be inoperative provided proce not require its use	dures do
		D	-	-		Any in excess of requirements may inoperative.	/ be
21-01 ***	Datalink System (incl. Controller Pilot Data Link Comm / ADS-C)	С	-	0	(O)	May be inoperative provided altern procedures are established and us	
		D	-	0		May be inoperative provided routin procedures do not require its use.	е
22-01	Selective Call System	С	-	0	(O)	May be inoperative provided altern	
***	(SELCAL)					procedures are established and us	ed.
		D	-	0		May be inoperative provided proce not require its use.	edures do
	1) Channels	С	-	0	(O)	May be inoperative provided altern procedures are established and us	
		D	-	0		May be inoperative provided proce not require its use.	dures do

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		1.	2.	Nur	nber In	stalled	
Syste	em & Sequence Nº Iter	m		Nor	nbre d'	article installés	
Nº de	e système/série article	•		3.	Numb	per Required For Dispatch	
						ore d'articles a expédier	
23 -	<u>COMMUNICATIONS</u>				4.	Remarks or Exceptions	
32-01 ***	Pre-recorded Announcement and Boarding Music System	С	1	0	(O)	May be inoperative provided altern procedures are established and us	
40-01	Passenger Address System						
	1) Passenger Configuration	В	1	0	(O)	 May be inoperative provided: a) Alternate, normal and emerge procedures, and/or operating restrictions are established and b) Flight deck / cabin interphone (two way) with associated call chimes) is verified operative peach flight, and c) Required standard safety brief given to passengers using a methat will ensure the briefings at to each passenger. 	d used, system s (e.g. rior to fings are neans
	a) Lavatory Speaker	В	-	0	(O)	May be inoperative provided altern procedures are established and us	
	2) Non - Passenger Configuration	A	1	0	(O)	 May be inoperative for non-passen carrying operations for one flight daprovided: a) Crewmembers are the only of of the aircraft, and b) Alternate procedures are estate and used. 	ay ccupants
	 All Cargo Configuration 	D	1	0		May be inoperative provided all cr members are on flight deck.	ew

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					Date:	August 22, 2022	23 -4		
1.				Nui	mber Ins	stalled			
Syst	em & Sequence Nº Iter	n		Νοι	Nombre d'article installés				
Nº d	e système/série article			3.	3. Number Required For Dispatch				
	-				Nombre d'articles a expédier				
23 -	COMMUNICATIONS				4.	Remarks or Exceptions			
40.00	4) Crew Rest Facility	D	-	0	(O) (O)(M)	 May be inoperative provided: a) Flight deck and Cabin to Creperative Interphone systems with associated calls (e.g. Converified operative prior to ease b) Crew Rest Facility drop down system is operative, c) Alternate procedures are essand used, and d) The Pilot-In-Command is ade all crew have been briefed. May be inoperative provided: a) Associated Crew Rest Facilities not occupied, and b) Associated Crew Rest Facilities placarded INOPERATIVE NOT USE. 	(two-way himes) is ich flight, in oxygen tablished lvised tha ity – Bunk		
10 02	(chime / light)1) Flight Deck Call	В	1	0		May be inoperative provided the	fliaht		
	Light	2		Ŭ		deck chime is operative.	ingin		
	2) Flight Attendant / Cabin Call Light	В	-	0	(O)	 May be inoperative provided: a) PA system is operative, a b) Affected light is not used lavatory smoke detector a and c) Alternate procedures for a flight attendants are estal and used. 	for alerting, contacting		
	3) Flight Attendant / Cabin Chime	В	-	0	(O)	 May be inoperative provided: a) PA system is operative, a b) Affected Chime is not use lavatory smoke detector a and c) Alternate procedures for contacting flight attendant established and used. 	ed for alerting,		

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-		1.	2.		mber Ins		
-	em & Sequence Nº Ite					rticle installés	
Nº de	e système/série article	9		3.	Numbe	er Required For Dispatch	
					Nombr	e d'articles a expédier	
23 -	COMMUNICATIONS				4.	Remarks or Exceptions	
40-03	Crewmember Interphone System (Flight Compartment/ Cabin, Cabin/ Flight Compartment)	В	-	-	(O)	 May be inoperative provided: a) Flight deck to cabin and cal deck interphone functions of normally on at least fifty percabin handsets, b) An operative flight comparting cabin interphone system (two at an operative flight attend and and and and and and and and and a	operate rcent of the ment / wo way) is
		С	-	0	(O)	 and c) Alternate communications pare established and used. NOTE: Any station function(s) that normally may be used. May be inoperative provided: a) It is not required by regulati b) Alternate, normal and emerprocedures, and/or operatire restrictions are stabilised are NOTE: Any station function(s) that 	t operate ons and gency ng nd used.
		A	1	0	(O)	normally may be used. May be inoperative for non-passer carrying operations for one flight d provided: a) Crewmembers are the only of the aircraft, and b) Alternate procedures are estimated	nger ay occupant
	1) Crew Rest Facility	В	-	-	(O)	and used. May be inoperative provided: a) The passenger address systoperative, b) Alternate procedures are est and used, and c) The Pilot-In-Command is ad all crew have been briefed.	stablished
		D	-	-	(O)(M)	 May be inoperative inoperative pro a) Associated Crew Rest Facil occupied, and b) Associated Crew Rest Facil placarded INOPERATIVE – USE. 	lity is not lity is

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DOME	BD-700-1A10 / BD-700)-1A	.11		Date:	August 22, 2022	23 -6			
		1.	2.	Nur	nber Ins	stalled				
Syste	em & Sequence Nº Iter	m		Nor	Nombre d'article installés					
Nº de	e système/série article	•		3.	3. Number Required For Dispatch					
					Nombre d'articles a expédier					
23 -	<u>COMMUNICATIONS</u>			1	4.	Remarks or Exceptions				
41-01	Flight Compartment to Ground Service Interphone System (Nose and Avionics bay)	С	1	0	(O)	May be inoperative provided alto procedures are established and				
51-01	Flight Compartment Speakers	С	2	0		 One or both may be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each crew member on flight deck duty, c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and d) A spare headset must be readily available for crew use. 				
51-02	Boom Microphones	A	-	0		 May be inoperative provided: a) Flight Data Recorder (FDR normally, b) Repairs are made within th days, and c) Associated hand microphor installed and operates normalized and operates no	ree flight			
	a) Pilot and Co-pilot Boom Microphone Push-To-Talk (PTT / R/T) Switches (Global Vision only)	D	6	4		One boom microphone PTT swi be inoperative per side provided not failed in transmit state.				
		С	6	2		הסרומווסט ווד נומווסרוונ סנמנכ.				

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Nº de	e système/série article			3.	Number Required For Dispatch
					Nombre d'articles a expédier
23 -	<u>COMMUNICATIONS</u>				4. Remarks or Exceptions
51-03 ***	Hand Held Microphones	С	2	1	One may be inoperative provided associated boom microphone is operative and is used.
		С	2	0	 Both may be inoperative provided: a) Both Boom microphones are operative, and b) Spare boom microphone is available in flight compartment.
51-04	Headsets	D	-	-	Any in excess of those required for each person on flight compartment duty may be inoperative.
71-01	Cockpit Voice Recorder	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three flight days.
	1) Recorder Independent Power Supply (RIPS) (if installed)	С	1	0	
		С	1	0	(M) May be removed for repair provided CVR is installed into tray.
	 Datalink message capture (if installed) 	С	1	0	
	(

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Bombardier Global Express									
	BD-700-1A10 / BD-700-				Date:	January 13, 2012	23 -8		
			2.			stalled			
Syste	em & Sequence Nº Item	ו		-	Nombre d'article installés				
Nº de	e système/série article			3.	Number Required For Dispatch				
						ore d'articles a expédier			
23 -	<u>COMMUNICATIONS</u>				4.	Remarks or Exceptions			
81-01	Radio Management Units (except Global Vision)	в	2	1	(O)	One may be inoperative provided: a) Cross-side tuning is verified operative, and b) Two FMS are operative.			
	Radio Tuning System (Global Vision only) 1) DU - Radio Tuning function only	С	4	3					
		С	4	0	(O)	 May be inoperative provided: a) CTP 1 and CTP 2 radio tuning capability is confirmed operative b) Prior to each flight, reversional is confirmed operative from book NOTE: For inoperative DU functions of radio tuning, see MMEL item 37 	ve, and ry tuning th CTPs. her than		
	(cont'd)								

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System & Sequence No Item		Nom	nbre d'	article installés	
Nº de système/série article		3.	Numb	er Required For Dispatch	
		-		ore d'articles a expédier	
23 - <u>COMMUNICATIONS</u>			4.	Remarks or Exceptions	
Radio Tuning System (Global Vision only) (cont'd) 1) Control Tuning Panels (CTP) - Radio Tuning functions only a) CTP 1 C	1	0	(O)	 NOTE: For inoperative CTP functions or radio tuning, see MMEL item 3 May be inoperative provided: a) CTP 1 is selected to OFF, b) DCU channel 1A must be oper c) RIU channel 1A must be oper c) RIU channel 1A must be oper d) Prior to each flight, reversional is confirmed operative on CTF DU tuning, e) Planned destination and alterra airports must have an approad available other than VOR, f) Planned operations must not reselection between MAG and Tvice versa, g) CAT II ILS approach is not pladestination, and h) Operations and/or approach mode on trequire the following fur performed by affected crewmere Weather radar ON/OFF EVS ON/OFF MINIMUMS (MDA / DH) set MAG / TRUE heading selection CRS SEL adjustment 	1-61-03. rative, ative, ary tuning 2 and nate ch require TRUE, or anned at ninimums nctions ember: t
				NOTE: Turning CTP to OFF does not i dedicated CTP EFIS pushbutto BARO-set.	•
(cont'd)					

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System & Sequence Nº Item		Nor	nbre d'a	article installés	
Nº de système/série article	Γ	3.	Numb	er Required For Dispatch	
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23 - <u>COMMUNICATIONS</u>			4.	Remarks or Exceptions	
b) CTP 2 C	1	0	(O)	 May be inoperative provided: a) CTP 2 is selected to OFF, b) DCU channel 2A must be oper c) RIU channel 2A must be oper d) Prior to each flight, reversional is confirmed operative on CTF DU tuning, e) Planned destination and alterra airports must have an approad available other than VOR, f) Planned operations must not it selection between MAG and T vice versa, g) CAT II ILS approach is not pladestination, and h) Operations and/or approach in do not require the following furperformed by affected crewmer Weather radar ON/OFF EVS ON/OFF MINIMUMS (MDA / DH) set MAG / TRUE heading select BRG 1 & 2 selection CRS SEL adjustment NOTE: Turning CTP to OFF does not it dedicated CTP EFIS pushbuttor BARO-set. 	ative, ary tuning P 1 and hate ch require TRUE, or anned at ninimums nctions ember: t ction

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23 - <u>COMMUNICATIONS</u>			4.	Remarks or Exceptions	
81-03 Radio Interface Units Channels (RIU) (Global Vision only)				NOTE: RIU channels 1B and 2B must operative for dispatch.	be
1) RIU channel 1A B	1	0	(O)	 May be inoperative provided: a) Reversionary tuning of VHF #3 confirmed operative from CTP b) DCU 1A is operative. 	
				NOTE: One Datalink and one SELCAL are considered inoperative.	system
2) RIU channel 2A B	1	0	(O)	 May be inoperative provided: a) Primary tuning of VHF #3 is constrained operative from CTP 2, and b) DCU 2A is operative. 	onfirmed
				NOTE 1: One SELCAL system is cons inoperative. NOTE 2: If aircraft configured for VHF option, one Datalink channel considered inoperative.	# 2 Data

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Sucto	m 8 Saguanaa NO Itam	••	Ζ.			d'article installés				
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24 -	ELECTRICAL POWER				4.	nbre d'articles a expédier Remarks or Exceptions				
20-01	Transformer Rectifier Units (TRUs)	С	4	3	(M)	 Except where Extended Range of are conducted, one may be inop provided: a) Affected unit is not ESS TR ESS TRU 2, b) All indications for the rema TRUs operate normally, an c) Affected unit is de-activated 	erative RU 1 or ining id			
	1) TRU Fan (amber TRU box icon)	С	4	3	(M)	 One fan may be failed provided: a) All other associated param normal, and periodically me b) The reason for the amber in verified to be TRU fan failu c) All four TRUs are powering busses. 	onitored, ndication is re, and			
	2) TRU Volts (V) Indication	С	4	3		One TRU Volts indication may be inoperative provided affected TR (A) indication is operative and pe monitored.	U Load			
	3) TRU Load (A) Indication	С	4	3		One TRU Load indication may be inoperative provided affected TR indications is operative and perio monitored.	U volts (V)			
20-02	RAT Auto-Deployment	В	1	0	(M)	May be inoperative provided the manual deployment is verified op				
20-03	RAT Gen Heater	A	1	0		May be inoperative for one flight APU generator is operated contin throughout the flight.	provided			
	(conťd)					NOTE: Limitations surrounding APL must be observed.	J operations			

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Nº de	e système/série article	;		3.	Num	ber Required For Dispatch	
					Nom	bre d'articles a expédier	
24 -	ELECTRICAL POWE	<u>:R</u>			4.	Remarks or Exceptions	
	(cont'd)	A	1	0	(M)	 May be inoperative for three flight provided: a) APU generator is operated continuously throughout each and b) RAT is inspected for conder prior to each dispatch. NOTE: Limitations surrounding APU must be observed. 	ch flight, nsation
21-01	Engine Generator Systems	С	4	3	(M)	One may be inoperative provided a) Associated generator switc selected to OFF, and b) APU generator is operated takeoff and landing.	h is
		В	4	2	(M)	 Except for ER operations, one get per engine may be inoperative print a) Associated generator switch selected to OFF, and b) APU generator is operated continuously throughout the NOTE: Limitations surrounding APU must be observed. 	ovided: hes are e flight
21-02	GEN 1 FAIL/OFF Switch lights (light function only)	С	2	0		One or both may be inoperative.	
21-03	GEN 2 FAIL/OFF Switch lights (light function only)	С	2	0		One or both may be inoperative.	

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-	système/série article			3.		ber Required For Dispatch	
					Nom	bre d'articles a expédier	
24 -	ELECTRICAL POWER				4.	Remarks or Exceptions	
21-04	GEN 3 FAIL/OFF Switch lights (light function only)	С	2	0		One or both may be inoperative.	
21-05	GEN 4 FAIL/OFF Switch lights (light function only)	С	2	0		One or both may be inoperative.	
22-01	APU Generator System	С	1	0	(O)	Except for ER operations, may be inoperative.	9
						NOTE 1: APU can be used as a pne source.	umatic
						NOTE 2: Mission planning should er availability of external air c external electrical cart.	
22-02	APU GEN FAIL/OFF Switch lights (light function only)	С	2	0		One or both may be inoperative.	
22-03	RAT GEN FAIL/OFF Switch lights (light function only)	С	2	0		One or both may be inoperative.	
31-01	Battery Temperature Control System						
	1) EICAS Indications						
	a) AV BATT °C	В	1	0	(M)	May be inoperative provided the caution and AV BATT CHGR adv messages are verified operative.	
	b) APU BATT °C	В	1	0	(M)	May be inoperative provided the API caution and APU BATT CHGR advis messages are verified operative.	
	(cont'd)						

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24 -	ELECTRICAL POWER				4.	Remarks or Exceptions					
	(cont'd)										
	2) Battery Heaters										
***	a) Avionics Battery Heater			_				_			
	 Aircraft not incorporating enhanced TRU Bay cooling - 	D	1	0		May be inoperative provided t battery charger operates norm		onics			
	[(GX aircraft pre- s/n 9165 not incorporating S/B 700- 24-056, and not incorporating S/B 700-24- 053)										
	and (Global 5000 aircraft pre- s/n 9165 not incorporating SB 700-1A11-24-008 and not incorporating SB 700- 1A11-24-002)]										
	ii) Aircraft incorporating enhanced TRU Bay cooling - [(GX aircraft s/n 9165 & sub; and GX aircraft pre- 9165 which incorporate S/B 700-24-053) and	В	1	0	(O)	 May be inoperative provided: a) Avionics battery charger of and b) Avionics Battery temperate and flight levels are adjust AV BATT temperature abort 	ure is m ed to m	onitor aintai	ed,		
	(Global 5000 aircraft s/n 9165 & sub; and Global 5000 aircraft pre-s/n 9165; which incorporate SB 700-1A11-24-002)]					NOTE: AV Battery temperat below approximately loss of charging and BATT FAIL Caution t Battery charging will sensed temperature this detected level.	0ºC ma may ca to illumi resume	ay cau use A nate. e wher	V		
***	 APU Battery Heater (Applicable to aircraft prior to s/n 9189 not incorporating S/B 700- 24-056, or SB 700-1A11- 24-008) 	D	1	0		May be inoperative provided t charger operates normally.	he APU	J batte	ery		

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					r	bre d'articles a expédier			
24 -	ELECTRICAL POWER				4.	Remarks or Exceptions			
31-02	DC Power Center (DCPC) - Ground Cooling Fan (CAIMS message)					(Item moved. See Item 21-54-93)			
31-03	Electrical Management System - Control Display Units (EMS CDU)								
	1) DIM / BRT Control	С	2	1		One may be inoperative provided intensity is adequate.	d display		
	2) EMS Maint Mode	D	2	0	(M)	Both may be inoperative provided maintenance procedures are estant and used.			
41-01	AC External Power System	С	1	0					
41-02	EXT AC ON Switch Light (light function only)	С	1	0					

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24 -	ELECTRICAL POWER	<u> </u>			4.	Remarks or Exceptions				
41-03	Aft External Services Panel									
	1) All panel functions and indications (excepting APU Shut-off)	С	-	0	(M)	Any or all may be inoperative prov alternate procedures are establish used.				
		D	-	0		Any or all may be inoperative prov routine procedures do not require i				
	2) APU SHUT-OFF (Emergency) Switch	С	1	0	(M)	May be inoperative provided the A monitored from the cockpit during				
		D	1	0		May be inoperative provided the A used during ground maintenance	PU is not			
42-01	EXT DC ON Switch Light (light function only)	С	1	0						
42-02	DC External Power System	С	1	0						

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-	m & Sequence Nº Ite système/série articl <u>EQUIPMENT</u> /		2.		mbre d Numb	nstalled 'article installés per Required For Dispatch pre d'articles a expédier Remarks or Exceptions	
10-01	<u>FURNISHINGS</u> Pilot Seat Adjustments	С	2	0	(M)	Vertical and fore/aft adjustments inoperative provided the seat is s position, which meets individual p requirements and emergency ego compromised.	ecured in a pilot
10-02	Chart Holders	С	2	0		One or both may be inoperative	
10-03	Sun visors	С	2	0		Except where required for Head- Guidance System viewing, one o be inoperative	
11-01	Observer's Seat (Including associated equipment)						
		D	1	0	(M)	 May be inoperative provided: a) Procedures do not require is b) Seat is removed, stowed, or in the retracted position. NOTE: Associated equipment includ harness, lap belt, audio cont RT/IC switches and Observe System. 	r secured les shoulder rol unit,

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13-01	Flight Crew Floor - Heater	D	2	0	(M)	One or both may be inoperative	
20-01 ***	Mid-Cabin Door Indication System	С	1	0	(O)	May be inoperative provided that p each take-off and landing, the doo verified open.	
21-01	Passenger Seat(s) (Including Seat Backs)	D	-			 May be inoperative provided: a) It does not block or restrict a an emergency Exit, b) It does not restrict any passe access to the aisle, and c) Affected seat(s) is not used a blocked and placarded "DO I OCCUPY". NOTE 1: A seat with an inoperative s and/or shoulder harness is inoperative. NOTE 2: Affected seat(s) may includ seat(s) behind and/or the adoutboard seat(s). 	enger from and is NOT afety belt considered e the
	1) Positioning Controls (Mechanical and/or Electrical)	D	-	-	(M)	May be inoperative and seat occup provided seat is secured in the tax and landing position.	
		С	-	-		May be inoperative and seat occup provided seat is secured in the tax and landing position.	
	2) Underseat Baggage Restraining Bars	С	-	-	(O)	 May be inoperative or missing pro- a) Baggage is not stowed under b) Seat back is placarded "DO N BAGGAGE UNDER THIS SE c) Procedures are established to members of an inoperative or restraining bar. 	, IOT STOW AT", and alert crew

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22-01 ***	Flight Attendant Seat / Seat Assembly						
	1) Required Flight Attendant Seats	В	-	1	(O)(M)	 When more than one flight attend assigned to duty or more than on seat assembly is located in the particular cabin, one seat or assembly (sing position) may be inoperative provided a) Affected seat or seat assem occupied, b) Affected flight attendant(s) of the passenger seat most at assigned exit, c) Alternate procedures are est and used, d) Folding type seat is removed or secured in the retracted pand e) Passenger seat(s) assigned attendant is placarded "FOR ATTENDANT USE ONLY". 	e seat or assenger gle or dual rided: hbly is not occupies occessible to stablished ed, stowed position, d to flight
						 NOTE 1: If the automatic stow feature folding seat is inoperative to considered inoperative. NOTE 2: A missing or inoperative seat (including shoulder harness) headrest renders the seat in the sea	he seat is afety belt s) or
	2) Excess Flight Attendant Seats	D	_	_	(M)	Seats/ assemblies in excess of requirements and not assigned to attendant may be inoperative pro are not occupied, are placarded a a) Properly stowed, or b) Secured in the retracted po removed.	vided they and are,

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Cargo Restraint Systems	A	-	-	(M)	 May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
	С	-	-		May be inoperative, or missing provided cargo compartment remains empty.
1) Baggage Nets	A C	_	-	(M)	 One or more may be inoperative, damaged or missing provided: a) Contents can be secured by remaining nets, b) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed, and c) Repairs are made prior to the completion of the next heavy maintenance visit. May be damaged, or missing provided cargo compartment remains empty.
	système/série article <u>EQUIPMENT /</u> <u>FURNISHINGS</u> Cargo Restraint Systems	EQUIPMENT / FURNISHINGS Cargo Restraint Systems A 1) Baggage Nets	A Sequence No Item système/série article EQUIPMENT / FURNISHINGS Cargo Restraint Systems A . C . 1) Baggage Nets A .	Main Sequence No Item Image: Non-state state	Mathematical système/série article Nombre d'anticle EQUIPMENT / FURNISHINGS 3. Numbre d'anticle Cargo Restraint Systems A C - 1) Baggage Nets A - (M)

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61-01 ***	Life Preservers and Survival Equipment	D	-	-		As required by Regulations.	
61-02	Emergency Locator	Α	-	-	(M)	May be inoperative provided,	
	Transmitter (ELT) – <mark>Fixed Type</mark>					 Placard is displayed in the flight deck indicating the date ELT was removed, and 	
						 Repair or replacement is made within the time interval prescribed by regulations. 	
		D	-	-		Any in excess of those required by regulation may be inoperative or missing.	
61-03	First Aid Kits	D	-	-	(O)	 Any in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established to alert crew members of missing or incomplete kits. 	
	1) First Aid Kit Seal (Required First Aid Kits)	A	-	-	(O)	 The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: a) The first aid kit is fully equipped or the kit has a maximum of one missing item, b) The kit includes a list of its contents, c) An inventory is taken on the content of the kit prior to departure, and d) Procedures are established to alert crew members of: The missing or broken seal, and The need to perform an inventory under proviso c). 	
61-04 ***	Emergency Vision Assurance System (EVAS) (Installed via STC only)	D	-	0		Any or all may be inoperative.	

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64-01	Crewmember Flashlights / Flashlight Holder						
	1) Flashlights	С	-	0	(O)	May be inoperative or missing preach inoperative or missing crew flashlight is replaced with a flash equivalent characteristics (has a ruggedized, electrically insulated uses two "D" size batteries, and shatter-resistant lens and reflect available.	vmember light of l exterior, has a
	2) Holders	С	-	0	(O)(M)	May be inoperative or missing p alternate stowage provisions are	

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0-01	Passenger Convenience / NEF Items			
***	1) Passenger Convenience Items N/A (Expires on 24 February 2025)	-	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, ash trays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included.
				(M) and (O) procedures may be required and included in the air carrier's appropriate document (MEL).
				NOTE 1: Exterior lavatory door ashtrays are no considered convenience items. (Only applicable to transport category airplanes affected by FAA AD 74-08- 09).
				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, it
				NOTE 3. Movie equipment individual screens, in 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.

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

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70-03	Galley waste Receptacle Access Doors / Covers	С	-	-	(M)	 May be inoperative provided: a) Affected container is emptaccess is secured to prevent introduction into the compton b) Associated doors/covers a prominently placarded "DO NOTE: An inoperative door/coversed and the second second	ty and ent wa artme are O NO	aste ent, and T USE".		
70-04	Exterior Lavatory Entry Door or Entry Area Ashtrays					considers the door/cover				
	1) Airplanes with more than one lavatory door or entry area ashtray	A	-	-		Up to and including 50 perce missing or inoperative for 10 days.				
		A	-	-		More than 50 percent may be inoperative for 3 calendar da		sing or		
	2) Airplanes with only one lavatory door or entry area ashtray	A	1	0		May be missing or inoperativ calendar days.	e for	10		
71-01	Baggage Compartment Liners	С	-	-	(O)	Liner panels may be missing provided baggage is not carr associated compartment.		-		
						NOTE: Unit Load Devices (ULE carried in the associated provided no cargo is ca these devices.	d com	partment		

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-	1. m & Sequence Nº Item système/série article <u>EQUIPMENT</u> / <u>FURNISHINGS</u> Avionics Rack – C Fwd & Aft Decompression Panels – Louvers			Numb	article installés er Required For Dispatch re d'articles a expédier Remarks or Exceptions A maximum of two louvers from ea forward and aft panels may be dam missing, provided: a) Affected louvers are removed	naged or
75-10	(Global 5000 & GL5000) (Applicable to: BA STC SA05-60 or BA STC SA12-16) Crew Rest Facilities		0		 stowed, b) Spaces created by missing louclosed out preventing any gap c) Remaining louvers are confirm moving, and in the CLOSED p for dispatch. 	s, and ned free osition
***	1) Crew Rest				not require its use.	
	Entry Door C	1	0	(M)	 May be inoperative provided: a) Crew Rest area is not used, and b) Crew Rest Door entry door is liced and placarded "INOPE DO NOT ENTER". NOTE: These provisions are not interpresent to the provision of the pr	ocked RATIVE
	(Deleted, Rev 8)				prohibit Crew Rest Area inspe crewmembers.	
	2) Restraint C System	-	-	(O)	 One or more may be inoperative pr a) Affected Bunk is placarded "INOPERATIVE DO NOT USE" b) Procedures are established and alert crewmembers that the bur restraint system cannot be used 	, and d used to ηk

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26 -	FIRE PROTECTION				4. Remarks or Exceptions
12-01	APU Fire Detection Systems	С	2	1	Except for ER operation beyond 120 minutes, one may be inoperative provided the fire test is made before each flight.
		С	2	0	Both detection loops may be inoperative provided the APU is considered inoperative
12-02 14-01	Extinguishing System Flight Crew	С	1	0	May be inoperative provided the APU is considered inoperative and is not used.
***	Rest (FCR) Area Smoke Detection System	С	1	0	 May be inoperative provided: a) FCR area is empty, b) FCR area door is locked and placarded, "INOPERATIVE - DO NOTENTER", and c) FCR area is not used for any purpose NOTE: These provisions are not intended to prohibit FCR inspections by crewmembers.

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26 -	FIRE PROTECTION				4. Remarks or Exceptions	
15-01 ***	Baggage Compartment Smoke Detectors	С	_	0	May be inoperative provided the asso	nciated
		U		0	compartment is empty or does not co combustible materials.	
					NOTE: Unit Load Devices (ULDs) may be carried in the associated compare provided no cargo is carried on of these devices.	rtment
	 Smoke Detectors in excess of 					
	requirements	С	-	-	May be inoperative provided certifica requirements are met with the remain serviceable detectors.	

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						re d'articles a expédier	
26 -	FIRE PROTECTION				4.	Remarks or Exceptions	
16-01 ***	Lavatory Smoke Detection Systems	С	-	0	(O)(M)	 Any or all may be inoperative provides a) Lavatory is not used by passed any purpose, b) Lavatory waste receptacle is espective constraints of the constraints of the	ngers for empty, I and D NOT
						 d) In-flight service waste bags ar stored in the lavatory, and e) Lavatory is used only by crew members. NOTE: These provisos are not intende prohibit lavatory use or inspec crewmembers. 	ed to
	Non-passenger Carrying Operations	С	-	0	(O)	 Any or all may be inoperative provides a) Crew members are the only of of the aircraft, b) Crew members have been brides to which lavatory smoke detects system(s) is /are inoperative, a c) In -flight service waste bags and stored in the lavatory. 	ecupants efed as tions and
	All Cargo Operations	С	-	0	(O)	 NOTE: These provisos are not intended prohibit lavatory use or inspect crewmembers. Any or all may be inoperative provided a) Crew members have been briefed which lavatory smoke detection system(s) is/are inoperative, and b) In-flight service waste bags are stored in the lavatory. 	tions by ded: ed as to
16-02 ***	Cabin Closet Smoke Detection System	С	-	-	(O)	 NOTE: These provisos are not intended prohibit lavatory use or inspect crewmembers. May be inoperative provided: a) Closet is empty, and b) Cabin closet door is locked CLOSED and placarded, "DO NOT USE". 	ions by

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26 -	FIRE PROTECTION				4.	Remarks or Exceptions		
21-01	Engine Fire Detection System	A	4	2		One loop per engine may be inoperative for one flight day provided the Fire Test is made before each flight.		
		С	4	2		 One loop per engine may be inoperative provided: a) Fire Test is made before each flight, and b) Operations are conducted not more than 120 minutes from a suitable airport. 		
23-01	Portable Fire Extinguishers	D	-	_	(O)(M)	 Any in excess of those required by Regulations may be inoperative or missing provided: a) The inoperative fire extinguisher(s) is/are removed from the passenger cabin, flight deck, and/or class E cargo compartment that is accessible to crewmembers during flight, and its location placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the fire extinguisher and its location are placarded INOPERATIVE, b) Required distribution is maintained in the passenger cabin, flight deck, and each class E cargo compartment that is accessible to crewmembers during flight, as applicable, and c) Procedures are established and used to alert crewmembers of missing portable fire extinguishers. 		

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26 -	FIRE PROTECTION				4.	Remarks or Exceptions	
26-01 ***	Lavatory Fire Extinguishing System	С	-	0	(O)	May be inoperative provided Lavato Smoke Detector system is operative	•
		С	-	-	(O)(M)	 May be inoperative provided: a) Lavatory is not used for any problem b) Lavatory waste receptacle is effective of the constraint of the constraint	empty, ED and DO NOT le) om red
						NOTE: These provisos are not intend prohibit lavatory use or inspe- crewmembers.	
		D	-	0		Any in excess of that required by re may be inoperative.	gulations
	Non-Passenger carrying operations	С	-	0	(O)	May be inoperative provided crewn have been briefed as to which lava extinguishing system(s) is inoperat	tory fire
						NOTE: These provisos are not intend prohibit crew member lavatory inspections, which must be de the (O) procedures.	,
	All Cargo Operations	С	-	0	(O)	For each lavatory, the lavatory fire extinguishing system may be inope provided crew members have beer as to which lavatory fire extinguish system(s) is /are inoperative.	n briefed

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FLIGHT CONTROLS				4.	Remarks or Exceptions	
Aileron Control Surface Position Indications	С	2	0	(O)(M)	visual check of the associated con	trol
Aileron Trim Indicator	С	1	0	(M)	each flight: a) Aileron trim is visually check free and correct movement,	ed for full, and
Rudder Pedal Adjustments	С	2	0	(M)	a) The rudder pedal adjustment mechanism is not free to mob) The mechanism has failed so	ve, and uch that
Rudder Control surface Position Indication	С	1	0	(O)(M)	of the associated control surface	
Elevator Surface Position Indications	С	2	0	(O)(M)	 a) Visual inspection of affected surface for correct operation before each departure, and 	control is made
	Aileron Trim Indicator Rudder Pedal Adjustments Rudder Control surface Position Indications	ardier Global Express BD-700-1A10 / BD-700-1A1 a Sequence Nº Item système/série article <u>FLIGHT CONTROLS</u> Aileron Control Surface Position Indications C Aileron Trim Indicator C Rudder Pedal Adjustments C Rudder Pedal Adjustments C Elevator Surface	Deardier Global Express BD-700-1A10 / BD-700-1A11 Image: Sequence No Item Système/série article FLIGHT CONTROLS Aileron Control Surface Position Indications C 1 Rudder Pedal Adjustments C 2 Rudder Control surface Position Indication C 1 Particle Aileron Trim Indicator C 1 Rudder Control surface Position Indication C 1 Particle Particle <td>Aileron Trim Indicator C 2 0 Rudder Pedal Adjustments C 2 0 Rudder Control surface Position Indication C 1 0</td> <td>Dardier Global Express Date: BD-700-1A10 / BD-700-1A11 Date: Image: Sequence No Item Image: Sequence No Item e système/série article Image: Sequence No Item FLIGHT CONTROLS Image: Sequence No Item Aileron Control Surface Position Indications C 2 0 Aileron Trim Indicator C 1 0 (M) Rudder Pedal Adjustments C 2 0 (M) Rudder Control Surface Position 1 0 (M) Rudder Control Lindication C 1 0 (M) Elevator Surface Image: Sequence No Item Image: Sequence No Item</td> <td>Date: August 22, 2022 BD-700-1A10 / BD-700-1A11 Date: August 22, 2022 Image: Sequence No Item 1. 2. Number Installed Service Article 1. 2. Number Installed FLIGHT CONTROLS 3. Number Required For Dispatch Aileron Control Surface Position 4. Remarks or Exceptions Indications C 2 0 (O)(M) One or both may be inoperative privisual check of the associated con surface movements is made prior to flight: Aileron Trim Indicator C 1 0 (M) May be inoperative provided, prior each flight: Adjustments C 2 0 (M) One or both may be inoperative provided, prior each flight: Adjustments C 2 0 (M) One or both may be inoperative provided, prior each flight: Adjustments C 2 0 (M) One or both may be inoperative provided, prior each flight: Adjustments C 2 0 (M) One or both may be inoperative provided, prior each flight: Adjustments C 2 0 (M) One or both may be inoperative provided a</td>	Aileron Trim Indicator C 2 0 Rudder Pedal Adjustments C 2 0 Rudder Control surface Position Indication C 1 0	Dardier Global Express Date: BD-700-1A10 / BD-700-1A11 Date: Image: Sequence No Item Image: Sequence No Item e système/série article Image: Sequence No Item FLIGHT CONTROLS Image: Sequence No Item Aileron Control Surface Position Indications C 2 0 Aileron Trim Indicator C 1 0 (M) Rudder Pedal Adjustments C 2 0 (M) Rudder Control Surface Position 1 0 (M) Rudder Control Lindication C 1 0 (M) Elevator Surface Image: Sequence No Item Image: Sequence No Item	Date: August 22, 2022 BD-700-1A10 / BD-700-1A11 Date: August 22, 2022 Image: Sequence No Item 1. 2. Number Installed Service Article 1. 2. Number Installed FLIGHT CONTROLS 3. Number Required For Dispatch Aileron Control Surface Position 4. Remarks or Exceptions Indications C 2 0 (O)(M) One or both may be inoperative privisual check of the associated con surface movements is made prior to flight: Aileron Trim Indicator C 1 0 (M) May be inoperative provided, prior each flight: Adjustments C 2 0 (M) One or both may be inoperative provided, prior each flight: Adjustments C 2 0 (M) One or both may be inoperative provided, prior each flight: Adjustments C 2 0 (M) One or both may be inoperative provided, prior each flight: Adjustments C 2 0 (M) One or both may be inoperative provided, prior each flight: Adjustments C 2 0 (M) One or both may be inoperative provided a

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27 -	FLIGHT CONTROLS				Nombre d'articles a expédier4.Remarks or Exceptions				
41-01	STAB CH 1 "OFF" Switch Light (Light function only)	С	1	0					
41-02	STAB CH 2 "OFF" Switch Light (Light function only)	С	1	0					
42-01	Horizontal Stabilizer Trim Actuator (RVDT Channels)	С	4	3	One may be inoperative provided all flight control modules are operative. NOTE: All flight control modules are operative assumes MMEL relief has not already been undertaken for Item 27-61-02 – Flight Control Modules (FCM) Channels.				
		С	4	3	(M) One may be inoperative in combination with a flight control module provided it is associated with the same flight control unit.				
					(Moved NOTE after the first proviso)				

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 51-01 Slat/Flap Control Unit (SFCU) 1) Slat Channels (relief limited to p/n GT415-5900-13 & sub) 	В	2	1	(O)(M)	One may be inoperative provided: a) Both Flap channels are opera b) Aircraft is operated in accorda AFM Supplement for SLATS HALFSPEED OR FLAPS HAL NOTE: Slat system will operate at H and it will be shown as an a message:	INCE with FSPEED. Inalf speed Indvisory	
2) Flap Channels (relief limited to p/n GT415-5900-13 & sub)	В	2	1	(O)(M)	"SLATS HALFSPD" on EIC One may be inoperative provided: a) Both Slat channels are operat b) Aircraft is operated in accorda AFM Supplement for SLATS HALFSPEED OR FLAPS HAL NOTE: Flap system will operate at h and it will be shown as an a message: "FLAPS HALFSPD" on EIC/	ive, and ince with .FSPEED. nalf speed dvisory	

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27 -	FLIGHT CONTROLS				4.	Remarks or Exceptions				
61-01	MFS Surface Proximity Switch Sensors (PSS)	С	8	6	(M)	One or two on the same MFS pair may be inoperative provided visual check is made to verify that the surfaces operate normally prior to take-off.				
61-02	Flight Control Modules (FCM) Channels	С	4	3	(O)(M)	 One may be inoperative provided: a) Affected MFS pair and ground spoilers are verified retracted before each take off, b) Remaining MFS and ground spoilers are verified operative prior to each flight, c) Airplane is operated at or below FL410, and d) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE. 				
62-01	Multi-Function Spoilers (MFS)	С	8	6	(O)(M)	 One surface or one symmetrical pair may be inoperative: a) Affected MFS pair is verified retracted before each take off, b) Remaining MFS and ground spoilers are verified operative prior to each flight, c) Airplane is operated at or below FL410, and d) Aircraft is operated in accordance with AFM Supplement for DISPATCH WITH ONE PAIR OF MULTI-FUNCTION FLIGHT AND/OR GROUND SPOILERS INOPERATIVE. 				

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

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63-01	Ground Spoilers (Inboard or Outboard)	В	4	2	(O)(M)	 Remarks or Exceptions One symmetrical pair of ground spemay be inoperative provided: a) All remaining MFS and remain spoiler pair surfaces are operative GLD modes, b) Both surfaces of the inoperative are verified fully retracted prior flight, c) Autobrakes are considered in a cordation and d) Aircraft is operated in accordation AFM Supplement for DISPATE ONE PAIR OF MULTI-FUNCT FLIGHT AND/OR GROUND SPOILERS INOPERATIVE. 	hing GND ative in ve pair r to each operative, nce with CH WITH	
63-02	Ground Spoilers Position Indication on EICAS	С	4	2	(O)(M)	 May be inoperative for one or for or symmetrical pair provided: a) Affected ground spoiler actuate connections are inspected pride each flight, b) Affected ground spoiler pair is considered inoperative, and c) Aircraft is operated in accordate AFM Supplement for DISPATE ONE PAIR OF MULTI-FUNCTE FLIGHT AND/OR GROUNDE SPOILERS INOPERATIVE. 	or or to nce with CH WITH	

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28 -	<u>FUEL</u>							
21-01	Refuel/Defuel Adaptor Cap							
	1) (GX only)	С	1	0	(M)	 May be inoperative (miss a) Refuel/Defuel adapt checked for contam each refuelling, b) No leakage can be refuelling is complet c) Aft tank is defueled empty. 	tor is visua ination prio detected a te, and	illy or to fter
	2) (Global 5000)	С	1	0	(M)	 May be inoperative (miss a) Refuel/Defuel adap checked for contam each refuelling, and b) No leakage can be refuelling is completed 	otor is visua nination pri d detected a	ally ior to
21-02	Forward AC Pumps (Boost Pumps)	С	2	1		 One may be inoperative (a) Aft AC Pump on aff operative, b) DC AUX pump on a operative, and c) All fuel quantity ind operative. 	ected side	de is
		С	2	0		 Both may be inoperative a) Both Aft AC pumps b) Both DC AUX pump c) All fuel quantity ind operative, and d) Wing transfer system 	are opera ps are ope ications ar	erative, e

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28 - <u>FUEL</u>			Nombre d'articles a expédier				
C	2	0	Both may be inoperative provided: a) Both Aft AC pumps are operative b) Both DC AUX pumps are operative, and c) All fuel quantity indications are operative, and d) Crossfeed SOV is operative.	erative,			

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					Nombre d'articles a expédier			
28 -	<u>FUEL</u>							
21-04	APU Fuel SOV	С	1	0	(M)	Except for ER operations, may be inoperative provided: a) Valve is deactivated CLOSE b) APU is not used.	D, and	
21-05	DC AUX Pumps (GX)	С	2	1	(M)	 Except for ER operations, one may inoperative provided: a) Prior to each dispatch, oppose Center Transfer pump is verioperative, b) Opposite Aft Tank Transfer Foreative, c) Opposite Aft Tank Transfer Sove operative, d) Opposite Wing transfer Sove operative, e) Crossfeed SOV is operative, f) Both associated AC Pumps a operative, g) Affected pump is de-activate h) An extra 1,000 pounds of fue carried for the planned flight. 	site fied Pump is SOV is is are d, and	
	(Global 5000)	С	2	1	(M)	 Except for ER operations, one may inoperative provided: a) Prior to each dispatch, oppose Center Transfer pump is verify operative, b) Opposite Wing transfer SOV operative, c) Crossfeed SOV is operative, d) Both associated AC Pumps a operative, e) Affected pump is de-activated f) An extra 1,000 pounds of fue carried for the planned flight. 	iite fied is are d, and	

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

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28 -	FUEL									
22-03	Aft Tank Transfer Pumps (GX)	С	2	1	(O)(M)	One may be inoperative p a) Affected pump is dea b) Associated Aft Trans	activated,			
						 b) Associated Att Hatte deactivated CLOSEI c) Opposite Aft Transfe operative, d) Opposite DC AUX P e) Opposite Wing Trans operative, f) Both opposite Fwd a are operative, g) Aft Tank Fuel Quant operative, and h) Planned flight conside fuel as unusable fue 	D, er SOV is ump is ope sfer SOV i and Aft AC ity Indication lered the A	erative, s pumps on is		
		С	2	0	(M)	Both may be inoperative Fuel Tank is empty.	provided t	he Aft		
					(M)	 Both may be inoperative a) Remaining fuel in Af considered as unusa b) AFM table from "AFT Aft tank unusable fue determine fuel quant 	t tank is ble fuel, a XFER F/ el is used t	AIL" for to		

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28 -	FUEL									
22-04	Aft Tank Transfer SOVs C	2	1	(O)(M)	One may be inoperative p a) Affected SOV is secu		SED,			
	(GX)				 b) Associated Aft Trans deactivated, c) Opposite Aft Transfe operative, d) Opposite DC AUX Pree) Opposite Wing Transoperative, f) Both opposite AC pree (Pree) Aft Fuel Tank Quanti operative, and h) Planned flight conside fuel as unusable fuel 	r Pump is umps is or sfer SOV i mps are o ty Indication	perative, s perative, on is			
	C	2	0	(M)	Both may be inoperative Fuel Tank is empty.	provided t	he Aft			
	C	2	0	(M)	 Both may be inoperative a) Aft tank SOVs are very CLOSED position, b) Remaining fuel in Aft considered as unusa c) AFM table from "AFT Aft tank unusable fue determine fuel quant 	tank is ble fuel, a XFER FA	nd AIL" for			

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28 -	<u>FUEL</u>									
22-05	Aft Tank Transfer System (GX)	С	1	0	(M)	May be inoperative provided AFT f is empty.	uel tank			
		С	1	0	(M)	 May be inoperative provided: a) Aft tank SOVs are verified in the CLOSED position, and b) AFM table from "AFT XFER FA tank unusable fuel is used to defuel quantity for landing. 	IL" for Aft			
23-01	Manifold Refuel/Defuel Control Valves	С	3	0	(M)	Any or all may be inoperative CLO provided alternate refuelling procee established and used.				
23-02	Aft Refuel / Defuel SOV (GX)	С	1	0	(M)	May be inoperative provided the So deactivated CLOSED.	OV is			
23-03	Defuel SOVs	С	2	0	(M)	One or both may be inoperative de CLOSED.	activated			
23-04	Single Point Pressure Refuelling System									
	1) Automatic Mode	С	1	0		May be inoperative provided manu is operative.	al mode			
	2) Manual Mode	С	1	0		May be inoperative provided auton mode is operative.	natic			

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		1.	2.	Nu	mber In	stalled
Syste	em & Sequence Nº Item	ו		No	mbre d'	article installés
Nº de	e système/série article	е		3.	Numb	er Required For Dispatch
					Nomb	re d'articles a expédier
28 -	<u>FUEL</u>					
23-05	Forward Tank – Refuel SOV (GX)	С	1	0		May be inoperative provided the SOV is CLOSED.
23-06	External Refuel/Defuel Panel	С	1	0	(O)(M)	Any or all functions may be inoperative provided alternate means are available to perform required operations (ie: Flight Compartment Refuel/Defuel Panel or gravity refuelling)
						NOTE: For inoperative panel indications, refer to MMEL Item 28-41-05, Refuel/Defuel Panel Indications, herein).
23-07	Flight Compartment Refuel/Defuel Panel	D	1	0	(O)(M)	Any or all functions may be inoperative provided alternate means are available to perform required operations (ie: External Refuel/Defuel Panel or gravity refuelling)
						NOTE: For inoperative panel indications, refer to MMEL Item 28-41-05, Refuel/Defuel Panel Indications, herein).
24-01	Fuel Recirculation Systems (Including systems' PBA indications, EICAS messages)	С	2	0		 Except for ER operations, one or both may be inoperative OFF provided: a) Both Recirculation Systems are OFF, and b) Fuel tank temperature indication on EICAS is operative.

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Nº de	e système/série article	_	3.	Number Required For Dispatch						
28 -	<u>FUEL</u>			Nombre d'articles a expédier						
40-01	L-R AUX PUMPS "OFF" Switchlights C (light function only)	2	0	One or both may be inoperat	ive.					
40-02	L-R PRI PUMPS "OFF" Switchlights C (light function only)	2	0	One or both may be inoperat	ive.					
40-03	XFEED SOV "OPEN" Switchlights C (light function only)	1	0							
40-04	XFEED SOV "FAIL" Switchlights C (light function only)	1	0							

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		1.	2.	Nu	mber I	nstalled	
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-	Nº de système/série article			3.	Num	per Required For Dispatch	
	-				Nom	pre d'articles a expédier	
28 -	<u>FUEL</u>						
41-01	Fuel Quantity Probes						
	1) Densitometer	С	1	0	(O)	May be inoperative provide alterna planning procedures are used.	te fuel
	2) Wing Tank Probes – Probe / Compensators	С	30	22	(M)	One probe per fuel compartment r inoperative.	nay be
	3) Center Tank Probes – Probe / Compensators	С	4	2	(M)	One or two may be inoperative.	
	4) Reference Compensator	С	1	0	(O)	May be inoperative provide alterna planning procedures are used.	ate fuel
	5) Aft Tank Probe / Compensators (GX)	С	2	1	(M)	One may be inoperative.	
***	6) Forward Tank Probe / Compensators (GX)	С	2	1		One may be inoperative.	
		С	2	0	(O)	Both may be inoperative provided Forward Tank is not used.	the
						NOTE: With both probes failed, the F DEGRADED Advisory will rem annunciated on EICAS as long fuel remains in the tank.	nain

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Nº de	e système/série artic	le		3.	Number Required For Dispatch				
28 -	<u>FUEL</u>				Nombre d'articles a expédier				
41-03	EICAS Aft Fuel Tank and Total Fuel Quantity Readouts (GX)	С	2	0	 (O)(M) One or both may be inoperative provided: a) Aft tank remains empty, and b) An in-flight log of fuel in all tanks is maintained. 				
41-04	Wing Bulk Fuel Temperature Indications on EICAS	С	2	1	One may be inoperative provided AFM Non Normal procedures are followed for the respective conditions of amber or dashed temperature indication, when the FUEL TEMP SENSOR message is present during flight.				
41-05	Fuel System Indications on External or Flight Compartment REFUEL/DEFUEL Control Panels				NOTE: WING FUEL LO TEMP and WING FUEL HI TEMP caution messages will not operate for affected system.				
	1) Fuel Quantity Fields	С	5	0	(M) Any or all may be inoperative provide alternate procedures are used to verify fuel quantity.				
	2) PRESEL Field	С	1	0	(M) May be inoperative provided that refuel AUTO mode is considered inoperative.				
41-06	Float Valve – Gravity Refuel - CTR TANK - (Global 5000)	С	1	0	 May be inoperative provided: a) Single point pressure refuelling is operative and used, in either AUTO or MANUAL modes, and b) Centre Refuel/Defuel control valve is operative. 				

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28 - <u>FUEL</u>				
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Nº de	e système/série article	;		3.	Number Required For Dispatch
					Nombre d'articles a expédier
29 -	HYDRAULIC POWER				4. Remarks or Exceptions
10-01	Heat Exchanger Bypass Valve	С	3	2	One may be inoperative.
11-01	HYDRAULIC Switches "AUTO" Function (ACMP)	С	3	0	Any or all may be inoperative provided switch(es) are manually selected ON before take-off and landing.
12-01	(reserved)				
13-01	AC Motor Pump (ACMP-System #3)	В	2	1	 (O) One may be inoperative provided: a) Affected pump switched OFF, b) Remaining system 3 AC motor pump is operated continuously during flight, and c) All other hydraulic pumps are operative.
13-02	RAT Accumulator Pressure Gauge	С	1	0	(M) May be inoperative provided the accumulator pre-charge is verified with a calibrated ground equipment gauge prior to the first flight of each day.
30-01	HYD SOV CLOSED Switch Lights (light function only)	С	2	0	One or both may be inoperative provided that the FWSOV indication on the HYDRAULC synoptic page is operative.

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Nº d	e système/série article			3.		ber Required For Dispatch	
29 -	HYDRAULIC POWER				4.	bre d'articles a expédier Remarks or Exceptions	
30-02	Hydraulic Firewall Shut-off Valve – EICAS Synoptic Page Indications	C	2	0	(M)	 One or both EICAS Synoptic HYD Sicons may be magenta or amber coprovided that prior to each dispatch a) Associated valve is verified to to fully OPEN and fully CLOSE positions, b) Associated hydraulic pressure confirmed correct while engine operating and ACMP selected c) Associated valve remains in the position for takeoff, and d) Associated hydraulic quantity, and temperature on the Synophis checked periodically during NOTE 1: Amber colored HYD SOV ica accompanied by respective IFAIL Caution message. If su abnormal occurrence requires shutdown, AFM Non-Normal Procedure remains applicab NOTE 2: Associated HYD SOV outlet will erroneously indicate "emstill allowing flow whenever is switch fails in read CLOSED 	lored, : operate D is OFF, e OPEN pressure tic Page, flight. on will be HYD SOV bsequent es le. flow-line pty" while nternal

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No de	e système/série article	•		3.		per Required For Dispatch pre d'articles a expédier	
29 -	HYDRAULIC POWER	<u>2</u>					
31-01	EICAS Hydraulic Pressure Readouts	С	3	0	(O)	Any or all may be inoperative pro- associated pressure switches are	
31-02	Hydraulic Pump Low Pressure Switches	С	6	3	(M)	 Up to three may be inoperative p a) Associated AC hydraulic pu selected "ON", b) At least one low pressure swoperative for each hydraulic and c) All other hydraulic system components are operative. 	mp is vitch is
31-03	EICAS Hydraulic Reservoir Quantity Readouts (Systems 1,2,and 3)	С	3	0	(M)	Any or all may be inoperative pro quantity in associated reservoir(s checked on reservoir quantity ga prior to each flight.	s) is
31-04	Hydraulic Reservoir Quantity Gauges (Systems 1,2,and 3)	С	3	0		Any or all may be inoperative proreservoir levels are verified on the Synoptic Page prior to each flight	ne EICAS

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Sucto	m 8 Saguanaa NO Itam	۰.	Ζ.			article installés	
-	m & Sequence Nº Item système/série article			3.		er Required For Dispatch	
Nº ue	systeme/serie article			0.		re d'articles a expédier	
30 -	ICE AND RAIN PROTECTION				4.	Remarks or Exceptions	
11-01	Wing Anti-Ice System	С	1	0		 Except ER operations beyond 120 require its use, may be inoperative provided: a) Operations are not conducted known or forecast icing condand b) Both Ice Detection systems a operative. 	e ed in litions,
	1) AUTO Mode	С	1	0	(O)(M)	 May be inoperative provided: a) MAN mode (ON) is verified operative b) Both Ice Detection systems are operative. 	
11-02	Wing Anti-Ice Shut Off Valves (WAIV)						
		С	2	0	(M)	 One or both may be inoperative C provided: a) Valves are secured closed, b) Wing Anti-Ice switch is select OFF, c) Both Ice Detection system an operative, and d) Operations are not conducte known or forecast icing cond 	ted to re d in

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	BD-700-1A10 / BD-700- ⁷	1A11			Date:	August 22, 2022	30 - 2
11-03	WING XBLEED Valve (CBW) System	С	1	0	(M)	 May be inoperative provided: a) Affected valve is secured CLOS b) Operations are not conducted in forecast icing conditions, and c) Both Ice Detection Systems are 	known or
11-04	Wing Anti-Ice Temperature Sensors (WAITS) (Applicable to s/n 9002 to 9175 not incorporating SB#700-27-048 or SB#700-1A11-27-011)	С	8	4	(M)	Except for the sensors used by the sensors used by the sensor protection system (outboard), sensor inoperative provided the L (R) WING FAIL Caution or WING A/ICE SENSO Advisory message is not annunciated	s may be ANTI-ICE)R
	(Applicable to s/n 9002 to 9175 with SB#700-27-048 or SB#700-1A11-27-011 incorporated, and s/n 9176 & sub)	С	8	-		Any combination of sensors may be i provided the L (R) WING ANTI-ICE F Caution or WING A/ICE SENSOR Ac message is not annunciated.	AIL
11-05	WING XBLEED switch 1) AUTO (mode unavailable)	С	1	0	(O)(M)	 May be inoperative provided: a) Wing Anti-Ice Selector switch is b) Wing Anti-Ice system is verified and c) Switch selections FROM L and are verified operative. 	operative,
	2) FROM L (manual)	С	1	0	(O)(M)	 May be inoperative provided: a) Flight is not conducted in known forecast icing conditions, b) Both ice detection systems are of and c) Wing Cross Bleed Valve is CLO 	operative,
	3) FROM R (manual)	С	1	0	(O)(M)	 May be inoperative provided: a) Flight is not conducted in known of icing conditions, b) Both ice detection systems are operand c) Wing Cross Bleed Valve is CLOS 	perative,
21-01	Cowl Anti-Ice System AUTO Mode (LH and RH)	С	2	0	(M)	 One or both may be inoperative prov a) Associated manual mode is op and b) Both Ice Detection Systems are operative. 	erative,

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System & Sequence No		۷.			l'article installés		
Nº de système/série art			3.		per Required For Dispatch)	
					pre d'articles a expédier		
30 - <u>ICE AND RAIN</u> <u>PROTECTION</u>				4.	Remarks or Exceptions		
21-02 Cowl Anti-Ice Valve	es						
1) (Relief applicable to (Al valve p/n 510-0020 and 510-0020-3 only)	0-2	2	1	(M)	Except for ER operations inoperative CLOSED pro a) Affected valve is see b) Aircraft is not dispat forecast icing, and c) Both ice detection s operative.	vided: cured CLC ched into I	OSED, known or
	В	2	1	(M)	 One may be inoperative (a) Affected value is see b) Both ice detection s operative, and c) Operations are cond accordance with the for DISPATCH WITH FAILED OPEN. 	cured OPE ystems are ducted in a AFM Sup	EN, e plement
2) (Relief applicable to (Al valve p/n 510-002) & sub.)		2	1	(M)	 One may be inoperative-(a) Affected value is see b) Both ice detection si operative, and c) Operations are cond accordance with the for DISPATCH WITH FAILED OPEN. 	cured OPE ystems are ducted in AFM Sup	plement

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•	m & Sequence Nº Item système/série article <u>ICE AND RAIN</u> <u>PROTECTION</u>	1.	2.		mbre d Numb	nstalled 'article installés per Required For Dispatch pre d'articles a expédier Remarks or Exceptions	
30-01	Probe Heaters 1) Pitot/Static Probes	В	4	3	(M)	 Except where en route operations its use, one may be inoperative planting is operative, a) ADC 1 and Standby system heating is operative, b) Associated ADC is deseled the reversion switching sy c) TAT probes of unaffected operative, d) Operations are not conduct visible moisture in any form e) Operations are not conduct known or forecast icing conditions are conducted vMC conditions only. NOTE: Transponder and Flight Direct 	rovided: m probes cted via stem, ADCs are cted in m, cted in nditions, s are in day
	2) TAT Probes	В	3	2	(M)	 Autopilot must use the same ADC da RVSM. Except where en route operations RVSM, require its use, one may be inoperative provided: a) Operations are not conducted moisture where TAT is 10 de lower, b) Operations are not conducted or forecast icing conditions, c) Both Ice Detection systems a operative, and d) Operations are conducted in conditions only. 	s, including be d in visible g C or d in known are

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-	e système/série article			3.		per Required For Dispatch	
nº ut						ore d'articles a expédier	
30 -	ICE AND RAIN PROTECTION				4.	Remarks or Exceptions	
31-01	Yaw Damper Heaters (except Global Vision)	С	2	1	(O)	 One may be inoperative provided: a) Yaw Damper with the inoperative heater is selected ON, and b) Both Yaw Dampers are verific operative before dispatch. 	
		С	2	0	(O)	 Both may be inoperative provided: a) Operations are conducted at FL410, and b) Both Yaw Dampers are verific operative before dispatch. 	
31-02	Probe Heater Monitor Channels (HBMU)	В	2	0	(O)	 Except for ER operations, one or be inoperative provided: a) Both Ice Detection systems operative, b) Operations are not conducted known or forecast icing con c) Operations are conducted u VMC only, d) Yaw Damper heater associative channel is c inoperative, e) Enroute operations, do not use, and f) Flights are conducted in acc with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITOF SYSTEM INOPERATIVE. 	are ed in ditions, inder day ated with onsidered require its cordance or
						NOTE 1: The associated BTMU (both and outboard) will be inopera NOTE 2: Proviso d) above, is not app	ative.

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30 -	ICE AND RAIN PROTECTION				4. Remarks or Exceptions
40-02 ***	Enhanced Vision System - Ice Protection				
	 EVS Fairing & IR Window Heat - DE-ICE / ANTI-ICE 	С	2	0	One or both may be inoperative provided: a) EVS system is not used if the image is affected, and
	Function				 b) If dispatching into, or encountering icing conditions, the EVS imaging control must be selected and remain OFF.
					NOTE: With IR Window heat inoperative, the EVS image may degrade in high humidity or icing conditions, to the point of disappearance, as IR Window misting / icing increases.
		D	2	0	(M) One or both may be inoperative provided the IR Window and EVS fairing are removed as an assembly and replaced with an approved blanking plate.
	2) IR Window - DE-MIST Function	С	1	0	May be inoperative provided the system is not used if the image is affected.
					NOTE: The EVS image may degrade in high humidity or icing conditions, to the point of disappearance, as IR Window misting / icing increases.
		С	1	0	May be inoperative provided EVS IR Window heat is considered inoperative.
	 EVS Fairing Temperature Sensors 	D	2	1	One may be inoperative.
		С	2	0	Both may be inoperative provided EVS fairing heat is considered inoperative.

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						re d'articles a expédier	
30 -	ICE AND RAIN PROTECTION				4.	Remarks or Exceptions	
	 IR Window Temperature Sensors 	D	2	1		One may be inoperative.	
		С	2	0		Both may be inoperative provided Window heat is considered inopera	
41-01	Windshield and Side Window Anti-Ice Controller Channels	С	4	3	(O)	 One may be inoperative provided: a) Pilot's side window heating is operative, and b) Operations are not conducted known or forecast icing cond 	d in
		С	4	2	(O)	 Two may be inoperative provided: a) Operations are not conducte known or forecast icing cond b) Pilot's side window heating is operative, and c) Both Ice Detection Systems a operative. 	itions, S
70-01	Drain Master Heaters	С	2	0		One or both may be inoperative profight operations and overnight part restricted on temperatures above 0	king are
		В	2	0	(O)(M)	 One or both may be inoperative provide a) Potable Water System is full and secured OFF, b) Galley ice drawer is empty, c) Ground service external fill p placarded "DO NOT FILL – I MAST HEATER INOPERAT d) Procedures are established at the onsure lavatory sinks and sink are not used, and e) Aircraft humidifier system (if installed), is considered inop (ref: item 21-71-01). 	y drained ort is DRAIN IVE", and used galley

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30 - <u>ICE AND RAIN</u> <u>PROTECTION</u>			4.	Remarks or Exceptions
	C 2	2 1	1 (O)(I	 M) One may be inoperative provided: a) Potable Water System is fully drained and secured OFF, b) Affected ice drawer is empty (Global 6000), c) Ground service external fill port is placarded "DO NOT FILL – DRAIN MAST HEATER INOPERATIVE", d) Procedures are established and used to ensure associated lavatory and /or galley sinks are not used, and e) If aft drain mast affected, aircraft humidifier system (if installed), is considered inoperative (ref: Item 21- 71-01).
81-01 Ice Detection Systems	C 2	2 1	1 (O)(M) One may be inoperative provided wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated.
	C 2	2 (D (M)	Both may be inoperative provided operations are not conducted in known or forecast icing conditions.

Bombardier Global Express BD-700-1A10 / BD-700-1A11 Date: July 12 / 06 30 - 9 1. 2. Number Installed System & Sequence No Item Nombre d'article installés No de système/série article 3. Number Required For Dispatch Nembre d'articles e expédier
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					Nombre d'articles a expédier	
31 -	INDICATING/ RECORDING SYSTEM	<u>/IS</u>			4. Remarks or Exceptions	
21-01	Clocks	С	2	1	As required by Regulations.	
		С	2	0	 Both clocks may be inoperative provide a) Correct time is displayed on the FMS, and b) A reliable and functioning time is readily available to all flight crew members. 	ne epiece
31-01	Flight Data Recorder (FDR)	A	1	0	 (O) May be inoperative provided: a) Cockpit Voice Recorder (CV verified operative, and b) Repairs are made within three days. 	
	 FDR Recording Parameters required by Regulations 	A	-	-	Up to three recording parameters inoperative provided: a) Cockpit Voice Recorder (CV operates normally, and b) Repairs are made within twe calendar days.	R)
	2) FDR Recording Parameters not required by Regulations	A	-	-	May be inoperative provided repai made before completion of the nex heavy maintenance visit.	
31-02 ***	Quick Access Recorder	D	1	0		

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						ore d'articles a expédier		
31 -	INDICATING/ RECORDIN SYSTEMS	<u>NG</u>			4.	Remarks or Exceptions		
31-03	Pilot Event Marker	A	1	0		May be inoperative provided repair made before completion of the nex maintenance visit.		ý
33-01	Cockpit Printer (Flight Deck)	С	1	0		May be inoperative provided altern procedures are established and us		
						NOTE: Datalink (CPDLC) printing may affected. Refer to MMEL relie Datalink System.		01,
		D	1	0		May be inoperative provided routin procedures do not require its use.	e	
40-02	Data Concentrator Units (DCU) Channels (Global Vision only) (except Global 5500/6500)							
	 DCU Channel 1A (includes associated Power Producing Module) 	A	1	0	(O)	 Except for ER Operations and Polar C may be inoperative provided: a) All IPCs and DSMs are operative. b) RIU channels 1A, 1B and 2B, and are operative, c) CAS Aural Alert transfer capability operative prior to each flight, d) None of the following messages a DCU 1B FAIL Advisory DCU 1B FAIL Advisory DCU 2A FAIL Advisory DCU 2B FAIL Advisory DCU 2B FAIL Advisory R PACK FAIL Caution R PACK FAIL Caution R WING ANTI-ICE FAIL Caution WING ANTI-ICE FAIL Caution WING ANTI-ICE FAIL Caution WING ANTI-ICE FAIL Caution Following systems are considered inoperative: Autopilot #1 Flight Director #1 	both C y is verif are poste	TPs ied

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BD-700-1A10 / BD-700-1A11		Date: August 22, 2022 31 - 3
1.	2. N	umber Installed
System & Sequence No Item	N	ombre d'article installés
Nº de système/série article	3.	Number Required For Dispatch
		Nombre d'articles a expédier
31 - <u>INDICATING/ RECORDING</u> <u>SYSTEMS</u>		4. Remarks or Exceptions
		 Yaw Damper #1 f) Autothrottle systems are considered inoperative and not used, g) Dynamic switching check of L FCV, and L and R Bleed Valves is performed prior to each flight, h) Operations are not conducted in known or forecast icing conditions, and i) Repairs are made within three flight days. NOTE 1: In association with posting of DCU 1A FAIL Advisory message, the L BLEED FAULT, R BLEED FAULT, L PACK FAULT, and FDR FAIL Advisory messages will also be posted.
		NOTE 2: Expected CAS messages AP1 FAIL, AT 1 FAIL, and YD 1 FAIL, are inhibited with DCU 1A FAIL Advisory.
		NOTE 3: Loss of DCU 1A will observe loss of access redundancy to ATN-CPDLC and DATALINK sub-system ECDUs from the Datalink ECDU menu, as indicated by FUNCTION NOT AVAILABLE message. However, ATN- CPDLC and DATALINK operation and indications remain available using the alternate ECDU.
		NOTE 4: Subsequent loss of DCU channel 1B will affect operation of the CAS STATUS message, SEAT BELTS SIGN ON, associated with selection of the cabin ordinance signs. Operation of the signs is not affected.
		NOTE 5: Subsequent loss of DCU channel 2A, will observe the loss of all FCP LCD displays and LED annunciators. Visual

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Bomb	ardier Global Express								
	BD-700-1A10 / BD-700-1A1	1		Date	August 22, 2022	31 - 4			
	1.	2.	Nu	ımber	Installed				
Syste	em & Sequence Nº Item		No	ombre d'article installés					
Nº de	e système/série article		3.	Num	ber Required For Dispatch				
				Nom	nbre d'articles a expédier				
31 -	INDICATING/ RECORDING SYSTEMS			4.	Remarks or Exceptions				
					confirmation of FCP mode se remain available on the PFD				
					NOTE 6: TCAS self-test feature will no Following subsequent loss o channel 2A will cause TCAS Caution to be posted.	f DCU			
					NOTE 7: Subsequent loss of DCU cha will observe the loss LAMP 1 Lamp Test 2 is not affected.				
	2) DCU Channel 1B A (includes associated Power Producing Module)	1	0	(O)	 Except for ER Operations and Polar Omay be inoperative provided: a) All IPCs and DSMs are operative, b) CAS Aural Alert transfer capability operative prior to each flight, c) None of the following messages a DCU 1A FAIL Advisory DCU 1A FAIL Advisory DCU 2A FAIL Advisory DCU 2B FAIL Advisory R PACK FAULT Advisory R PACK FAIL Caution R PACK AUTO FAIL Caution R WING ANTI-ICE FAIL Caution UNG ANTI-ICE FAIL Caution WING ANTI-ICE FAIL Caution WING ANTI-ICE FAIL Caution UNG ANTI-ICE FAULT Advisor 	n n n ory, and			
					 e) Autothrottle systems are considered inoperative and not used, f) Dynamic switching check of L FCV and R Bleed Valves is performed peach flight, 	/, and L			
					 g) Operations are not conducted in k forecast icing conditions, and 	nown or			

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BD-700-1A10 / BD-700-1A	1	-	Date:	August 22, 2022	31 - 5
1	. 2.	Nui	mber l	nstalled	
System & Sequence Nº Item		Νοι	mbre d	l'article installés	
Nº de système/série article		3.	Numb	per Required For Dispatch	
			Nomb	pre d'articles a expédier	
31 - <u>INDICATING/ RECORDING</u> <u>SYSTEMS</u>			4.	Remarks or Exceptions	
				h) Repairs are made within three flig	ht days.
				NOTE 1: In association with posting of FAIL Advisory message, L B FAULT, R BLEED FAULT, a FAULT Advisory messages, posted.	LEED nd L PACK
				NOTE 2: HUD FAIL Caution message posted (if selected for use).	e will be
				NOTE 3: LX FAIL amber flag will be d on HSI/MAP.	lisplayed
				NOTE 4: DE-MIST function for the EV not be available, and EVS D FAULT will be posted if EVS selected/remains ON. When A/I is selected ON, EVS HEA Caution will replace the Advi	EFOG ISU is ever cowl AT FAIL
				NOTE 5: Amber CTRL FAULT icon, a with the WX radar data block displayed on AFD 1 & 2, who radar is operating. Radar co inoperative from pilot control slave to opposite controller. 34-41-02, Weather Radar Co	k, will be en WX ntrols is ler, but will (Ref: item
				NOTE 6: Subsequent loss of DCU cha will affect operation of the CA STATUS message, SEAT B ON, associated with selection cabin ordinance signs. Oper signs is not affected.	AS ELTS SIGN n of the
				NOTE 7: Subsequent loss of DCU cha will observe the loss LAMP Lamp Test 2 is not affected.	

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Bomb	ardier Global Express							
	BD-700-1A10 / BD-700-1A12	1		Date:	August 22, 2022		31 - 6	
	1.	2.	Nu	nber Installed				
Syste	em & Sequence Nº Item		No	ombre d'article installés Number Required For Dispatch				
Nº de	e système/série article		3.					
				Nombre d'art	icles a expédier			
31 -	INDICATING/ RECORDING SYSTEMS			4. Remar	ks or Exceptions			
	3) DCU Channel 2A (includes associated Power Producing Module)	1	0	a) All I b) AD0 c) RIU are d) CAS ope e) Nor - E - E - E - E - E - E - F - F - F - F - F - F - F - F - F - F	inoperative provided: PCs / DSMs are operative C 1 and ADC 3 are operative C 1 and ADC 3 are operative C hannels 1B, 2A and 2B, operative, S Aural Alert transfer capal rative prior to each flight, the of the following message DCU 1A FAIL Advisory, DCU 2B FAIL Advisory, DCU 2B FAIL Advisory, DCU 2B FAIL Advisory, DCU 2B FAIL Advisory, PACK FAIL Caution, R PACK FAIL Caution, R PACK FAIL Caution, R PACK FAIL Caution, R PACK AUTO FAIL Caution, R WING ANTI-ICE FAIL Ca VING ANTI-ICE FAIL AND VING ANTI-ICE FAIL Advisory message, FAULT, ADC 2 DEGRAI FAULT, ADC 2 DEGRAI FAULT Advisory message, FAULT Advisory message, FAULT Advisory message, FAULT Advisory message, FAULT Advisory message, FAULT	ve and t oility i es ard y, ution ution lvisor ered FCV ned p in kn fligh the L T, R DED;	d d , and L rior to own or t days. DCU 2A BLEED PACK and CVR	

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Bombardier Global Express									
BD-700-1A10 / BD-700-1A11	I	-	Date:	August 22, 2022	31 - 7				
1.	2.	Nu	mber I	nstalled					
System & Sequence No Item		No	ombre d'article installés						
N ^o de système/série article		3.	Number Required For Dispatch						
			-	pre d'articles a expédier					
31 - <u>INDICATING/ RECORDING</u> <u>SYSTEMS</u>			4.	Remarks or Exceptions					
				 NOTE 2: Functionality supporting Em Locator Transmitter 406 MH normally serving to relay aird latitude/longitude along with ICAO registration, will be ab Primary ELT functionality, tra at 121 & 243 MHz, is not affe NOTE 3: Subsequent loss of DCU ch will affect operation of the C. STATUS message, NO SMM ON, associated with selection cabin ordinance signs. Oper signs is not affected. 	z signal, craft aircraft sent. ansmission ected. annel 2B AS (G SIGN in of the				
				NOTE 4: Subsequent loss of DCU ch will observe the loss of all Fo displays and LED annunciat confirmation of FCP mode s remain available on the PFD	CP LCD ors. Visual elections				
				NOTE 5: Subsequent loss of DCU ch will cause TCAS FAIL Cautio posted.					
4) DCU Channel 2B A (includes associated Power Producing Module)	1	0	(O)	 NOTE 6: Subsequent loss of DCU channel using the loss LAMP Test 1 is not affected. May be inoperative provided: a) All IPCs and DSMs are operative, b) ADC 1 and ADC 2 are operative, c) CAS Aural Alert transfer capability operative prior to each flight, d) None of the following messages at - DCU 1A FAIL Advisory, - DCU 1B FAIL Advisory, - DCU 2A FAIL Advisory, - DCU 2A FAIL Advisory, - DCU 2A FAIL Advisory, - L PACK FAULT Advisory, 	TEST 2.				

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BD-700-1A10 / BD-700-1A11		Date: August 22, 2022 31 - 8
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System & Sequence Nº Item	No	ombre d'article installés
Nº de système/série article	3.	Number Required For Dispatch
		Nombre d'articles a expédier
31 - <u>INDICATING/ RECORDING</u> <u>SYSTEMS</u>		4. Remarks or Exceptions
		 L PACK AUTO FAIL Caution, R WING ANTI-ICE FAIL Caution, L WING ANTI-ICE FAIL Caution, WING ANTI-ICE FAULT Advisory, and Following systems are considered inoperative: Autopilot #2 Flight Director #2 Yaw Damper #2 WX Radar Control Air Data Computer # 3, f) Autothrottle systems are considered inoperative and not used, g) Dynamic switching check of R FCV, and L and R Bleed Valves is performed prior to each flight, h) Operations are not conducted in known or forecast icing conditions, and i) Repairs are made within three flight days.
		NOTE 1: In association with posting of DCU 2B FAIL Advisory message, L BLEED FAULT, R BLEED FAULT, R PACK FAULT, and ADC 3 DEGRADED Advisory messages, will also be posted.
		NOTE 2: Amber CTRL FAULT icon, associated with the WX radar data block, will be displayed on AFD 3 & 4, when WX radar is operating. Radar control is inoperative from co-pilot's controller, but will slave to opposite controller." (Ref: item 34-41-02, Weather Radar Controllers).
		NOTE 3: Subsequent loss of DCU channel 2A will affect operation of the CAS STATUS message, NO SMKG SIGN ON, associated with selection of the

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	ardier Global Express		-			-				
	BD-700-1A10 / BD-700-1A1	1		Date:	August 22, 2022	31 - 9				
	1.	2.			nstalled					
Syster	System & Sequence No Item				'article installés					
Nº de	Nº de système/série article			3. Number Required For Dispatch						
				Nomb	re d'articles a expédier					
31 -	INDICATING/ RECORDING SYSTEMS			4.	Remarks or Exceptions					
					cabin ordinance signs. Oper these signs is not affected.	ation of				
					NOTE 4: Loss of DCU 2B will observe access redundancy to ATN- and DATALINK sub-system from the Datalink ECDU me indicated by FUNCTION NC AVAILBLE message. Howe CPDLC and DATALINK ope indications remain available alternate ECDU. Also, the F CPDLC will be unavailable.	CPDLC ECDUs nu, as T ver, ATN- ration and using the				
					NOTE 5: Subsequent loss of DCU ch will observe the loss LAMP Lamp Test 1 is not affected.					
41-01	Integrated Avionics Computer (IAC) #3 B (except Global Vision)	1	0	(O)	 May be inoperative provided: a) Reversion switching system is b) All EICAS displays are operat c) Both AP Quick DISC buttons, A/T Disengage switches are of NOTE: Loss of IAC #1 or #2 results in one Autothrottle system, one Damper system, one Autopilo one Flight Director, and one F 	ive, and and both perative. n loss of Yaw t system,				
41-02	IAC Battery (Low Battery condition) C (except for Global Vision)	3	0	(O)(M)	Any or all may be inoperative prov least one FMS is loaded with miss parameters. NOTE: Affected FMS will revert to def settings if respective battery fa can be re-programmed before	ion ault ails. Unit				

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	ardier Global Express			-	
	BD-700-1A10 / BD-700-'		1		Date: August 22, 2022 31 - 10
Curata	n 9 Comunes No litera	1.	2.		Imber Installed Imbre d'article installés
-	m & Sequence Nº Item				
Nº de	système/série article			3.	Number Required For Dispatch
31 -	INDICATING/ RECORDII SYSTEMS	<u>NG</u>			Nombre d'articles a expédier4.Remarks or Exceptions
42-09	Aircraft Personality Module (APM) (Global Vision only)	С	2	1	One may be inoperative.
43-01	Lamp Dimmer Power Supplies (LDPS)	С	3	2	One may be inoperative.
	(except Global Vision)				
43-02	Lamp Driver Unit (LDU) - Channels				
	(Global Vision only) 1) Channel A	С	1	0	May be inoperative provided Channel B is operative.
	2) Channel B	С	1	0	May be inoperative provided Channel A is operative.
					NOTE: Where BATT BUS is the only source of power, overhead Fire Handles will not illuminate in response to FIRE TEST during the AFM Flight Compartment Safety Check, First Flight of the Day and prior to APU start. Master Warning and EICAS Fire Test indications remain normal.
52-01	Master Warning Switch-lights (Glareshield - light function only)	С	2	1	One may be inoperative provided aural warnings are operative.
52-02	Master Caution Switch- lights (Glareshield - light function only)	С	2	1	One may be inoperative provided aural warnings are operative.

	ft – Aéronef ardier Global Express			Re	visio	n Nº - Nº de révision: Rev 8	Page	
	BD-700-1A10 / BD-700-1A ²	11		Da	31 - 11			
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Syste	m & Sequence Nº Item			Nor	mbre	d'article installés		
Nº de	système/série article			3.	3. Number Required For Dispatch Nombre d'articles a expédier			
31 -	INDICATING/ RECORDING SYSTEMS				4.	Remarks or Exceptions		
54-01	IPC – Cooling Fan (CEM Cover and Environmental Module) (Global Vision only)							
	1) (Global 5000/5500 only)	С	4	3		 Any one IPC fan may be inoperative a) IPC Fan 2 is operative, b) All IPCs and DSMs are operative. c) AV Rack fan, or the Avionics of is operative. 	tive, and	
	2) (Global 6000/6500 only)	С	4	3		 Any one IPC fan may be inoperative. a) IPC Fan 2 is operative, b) All IPCs and DSMs are operative. c) Avionics exhaust fan is operative. 	tive, and	
61-01	Display Units							
	1) (except Global Vision)	В	6	5	(M)	Except for ER operations, Display may be inoperative provided rever switching system is verified operat	sion	
	2)	С	4	3		LWR Display may be inoperative premains selected OFF.	provided it	
	(Global Vision only)					NOTE: One display Radio Tuning considered inoperative. (S item 23-81-02).		

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	BD-700-1A10 / BD-700-	1A11	1	_	Date:	August 22, 2022	31 - 12
-	m & Sequence Nº Item	1.	2.		mbre c	nstalled d'article installés ber Required For Dispatch	·
Nº de	système/série article		-	э.		bre d'articles a expédier	
31 -	INDICATING/ RECORDII SYSTEMS	<u>NG</u>			4.	Remarks or Exceptions	
61-02 ***	Electronic Checklist System (except Global Vision)	D	1	0			
	a) Electronic Checklist Databases	С	4	2		Two ECL functions may be inopera	itive.
	(Global Vision only)	С	4	0		All may be inoperative provided at IFIS systems are operative.	least two
61-03	Control Tuning Panels (CTPs) (Global Vision only)						
	 Display Control Push-buttons / Knobs (NAV – FMS; - / +; FULL-HALF / MAP; IN - HPA / STD) 	С	14	-		Any or all display control pushbutto be inoperative on one CTP, provide respective selections are operative respective DU menus. NOTE: For radio tuning system failur MMEL item 23-81-02.	ed on the
	2) BRT / OFF knob (Dimming function)	С	2	1	(O)	 One may be inoperative provided: a) Display brightness is acceptable affected crewmember, and b) Reversionary tuning is confirm operative from unaffected CTF 	ed

	ift – Aéronef ardier Global Express				Revis	ion Nº - Nº de révision: Rev 8	Page
Donio	BD-700-1A10 / BD-700-	1A11			Date:	August 22, 2022	31 - 13
Overte		1.	2.			nstalled J'article installés	
-	m & Sequence Nº Item			3.		ber Required For Dispatch	
Nº ue	système/série article			5.		bre d'articles a expédier	
31 -	INDICATING/ RECORDI SYSTEMS	<u>NG</u>			4.	Remarks or Exceptions	
	3) TUNE/MENU button	С	2	1	(O)	 One may be inoperative provided: a) Reversionary DU radio tuning is confirmed to be operative for both b) DU menus are used for lost CT functions, c) Planned destination and alternation airports must have an approach other than VOR, d) Planned operations must not respection between MAG and TF vice versa, e) CAT II ILS approach is not plant destination, and f) Operations and/or approach mindo not require the following function performed by affected crewmer - Weather radar ON/OFF EVS ON/OFF MINIMUMS (MDA / DH) set MAG / TRUE heading selection - CRS SEL adjustment 	oth sides, P MENU ate available equire RUE, or aned at nimums ctions mber:
	4) IDENT button	С	2	1	(O)	 One may be inoperative provided: a) IDENT button on unaffected CT confirmed operative, and b) Reversionary DU radio tuning is confirmed to be operative for both 	6
	5) 1 / 2 button	С	2	1	(O)	 One may be inoperative provided: a) 1 / 2 button on unaffected CTP confirmed operative, and b) Reversionary DU radio tuning in confirmed to be operative for be 	S

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		1.	2.	Nu		nstalled				
Syster	m & Sequence Nº Item			No	Nombre d'article installés					
-	système/série article			3.	3. Number Required For Dispatch					
	-				Nom	pre d'articles a expédier				
31 -	INDICATING/ RECORDI SYSTEMS	<u>NG</u>			4.	Remarks or Exceptions				
	6) TUNE / DATA knob	С	2	1	(O)	One may be inoperative provided: a) Affected unit is selected to OFF b) CTP radio tuning is considered inoperative, in accordance with 23-81-02.				
	 Line Select Keys (LSK) 	С	14	-		Selection of individual functions ma inoperative on CTPs provided:	iy be			
						 a) Access is available via DU m b) Planned destination and alter airports must have an approa available other than VOR, c) Planned operations must not selection between MAG and vice versa, and 	nate ich require			
						 d) CAT II ILS approach is not pla destination. 	anned at			
						NOTE: Where system / function select unavailable through CTP or DI affected function is considered inoperative.	U menus,			
61-04	Multifunction Keyboard Panel (MKP) (incl. alphanumeric keys and Quick Access Keys)	С	2	1	(O)	 One may be inoperative provided: a) Radio tuning capability is oper both CTPs. b) All functions are confirmed op both cursor control panels, an c) Operating procedures are not dependent on its use. 	erative on d			
	(Global Vision only)					NOTE 1: ENTER, CAS and MKP Arrow independent functions of the Their functions are unaffected MKP failure. NOTE 2: A subsequent failure of the s MKP will require that the Dou Stacked Knobs be used for e alpha-numeric characters.	MKP. d during econd uble			

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_		1.	2.			nstalled				
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Nº de	e système/série article		_	3.						
31 -	<u>INDICATING/ RECORDI SYSTEMS</u>	<u>NG</u>			4.	bre d'articles a expédier Remarks or Exceptions				
	1) Quick Access Keys (QAKs)									
	a) FMS QAKs -	С	14	-		Individual FMS keys may be inoperati provided:	ve			
	(D à , MSG, FMS, ROUTE, DEP/ARV, CNC, EXEC)					 a) Operating procedures do not requuse, and b) Affected functionality is confirmed on DUs thru both Cursor Control 	l available			
	b) CNS	С	2	1	(O)	One may be inoperative provided CNS functionality is confirmed available on both Cursor Control Panels.				
	c) CHART	С	2	1	(O)	One may be inoperative provided CHA functionality is confirmed available on both Cursor Control Panels.				
	d) ECL/SYS	С	2	1	(O)	One may be inoperative provided function confirmed available on DUs thru both Control Panels.				
	2) Arrow Keys (Cursor Control)	С	8	0		Any or all may be inoperative provided associated cursor control panel track- is/are confirmed operative.				
	3) ENTER keys	С	2	1	(O)	One may be inoperative provided ass Cursor Control Panel SELECT push-b confirmed operative.				
	4) CAS key	С	2	1		One may be inoperative.				
	5) LCD readout	С	2	1		One entire MKP LCD display may be provided keystrokes are legible on MF				
	a) LCD Display segments	D	-	-		Individual MKP display segments may inoperative provided keystrokes are le MFW				

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		1.	2.	Nu	mber	Installed		
System & Sequence No Item				Nombre d'article installés				
Nº de système/série article				3. Number Required For Dispatch				
					-	bre d'articles a expédier		
31 -	INDICATING/ RECORDIN SYSTEMS	<u>NG</u>			4.	Remarks or Exceptions		
61-05	Cursor Control Panel							
	(CCP) (Global Vision only)	В	2	1	(O)	 Any or all functions of one CCP may be inoperative provided: a) Radio tuning capability is operative control tuning panels, b) DU display radio tuning is confirm operative on both sides using Mk and ENTER buttons, c) All Display Units are operative, and d) Operating procedures are not depits use. 	ve on both ned XP arrows nd	
						 NOTE 1: PTT and DSPL SEL buttons independent functions in the their functionality may not be during internal CCP failure. NOTE 2: Any operative buttons may construct buttons may construct buttons may construct the second be used. Inoperative PTT but associated with MMEL Item 2 Boom mics. 	CCP and affected ontinue to ttons are	
	1) SELECT button	С	4	2		One SELECT button per CCP may be inoperative provided ENTER button is operative on both MKPs.	confirmed	
	2) Double-Stack Knobs (DSK)	С	2	1	1 Any or all functions of one DSK knob may be inoperative provided all functions of associated MKP are operative.			
	3) MENU button	С	2	0		One or both MENU buttons may be inc provided DU menu selection is confirm respective MKP arrows and ENTER bu	ied using	
	4) Escape (ESC) button	С	2	0		One or both may be inoperative.		
	5) Display Select buttons (DSPL SEL)	С	6	0		Any or all may be inoperative provided keys are operative on associated MKP		
	6) Trackball	В	2	1		May be inoperative provided: a) All arrow buttons on associated confirmed operative, and b) All Display Units are operative.	MKP are	

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						Nombre d'articles a expédier	
31 -		<u>CATING/ RECORDII TEMS</u>	<u>NG</u>			4. Remarks or Exceptions	
61-06 Reversion Switch Panel (RSP)							
	(Glob	al Vision only)					
	1)	DU Switches (Dimming function)	С	4	3	One may be inoperative provided display brightness is acceptable to affected crewmember for the intended mission.	
	2)	DU Switches (OFF function)	С	4	3	One may be inoperative. NOTE: If subsequent manual disabling of affected display unit is required, circuit breaker must be used.	
	3)	TUNE switch (VHF 2 121.5 function only)	С	1	0		

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Syst	em & Sequence Nº Item	า		No	mbre	e d'article installés	
N ^o d	e système/série article			3.	Nur	mber Required For Dispatch	
	-				Nor	nbre d'articles a expédier	
32 -	LANDING GEAR				4.	Remarks or Exceptions	
30-01	Landing Gear Retraction						
	System	A	1	0	(M)	 May be inoperative for one flight day pro a) All gear doors (not attached to geaclose normally, b) Approved ground lock-pins are instituting (flags removed) for flight, c) All weight-on-wheels sensors are operated as Both ice detector probes are operated as Both packs are operative, and f) Aircraft is operated in accordance Supplement for Dispatch With Lan Retraction System Inoperative. NOTE 1: Be prepared for NOSE STEER	ar leg) talled operative ative, with AFM ding Gea
31-01	Landing Gear Selector Handle	C	1	0	(1)	Caution upon touchdown. NOTE 2: With GEAR DISAGREE poste wheel steering cannot operate not post failure until wheel sp	d, nose- e, but will n-up.
	Anti-Retraction Mechanism	U	1	U	(M)	May be inoperative in the LOCKED pos (down) provided downlock release mec verified operative.	
32-01	Nose and Main Gear Door Uplock Sensors	С	3	0		Any or all may be inoperative provided EICAS gear door indications are operat	
43-01	Brake Accumulator on Hydraulic System #2	A	1	0	(O)	 May be inoperative provided: a) Both Thrust Reversers are operati b) Hydraulic electric pumps 3A, 3B & (ACMP) are operative, c) Autobrake is selected to OFF, and a) Repairs are made within three flighted and the selected selected for the selected selected for the selected selected for the selected for the selected selected selected for the selected selected for the selected selected for the selected selected selected for the selected selected selected selected for the selected sele	2B

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43-02	EICAS Brake Pressure Readouts (Cockpit)	С	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.
43-03	Autobrake System	С	1	0	May be inoperative provided Autobrake selector switch remains in the OFF position.
43-04	Brake Temperature Monitoring System (BTMS)	В	1	0	May be inoperative provided operations are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.
	1) Brake Temperature Sensors	С	4	-	One or more may be inoperative (dashed) provided operations are conducted in accordanc with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE.
		С	4	3	 (M) One may be out of tolerance provided: a) Affected sensor is electrically disconnected and b) Operations are conducted in accordance with the AFM Supplement for DISPATCH WITH BRAKE TEMPERATURE MONITORING SYSTEM INOPERATIVE. NOTE: An out-off tolerance sensor will continue to generate a valid EICAS BTMS indication, but vary widely when compared to the others when observed a ambient temperatures.

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32 -	LANDING GEAR				4.	Remarks or Exceptions	
43-05	Wheel Speed Transducer Coils	С	8	7	(M)	One may be inoperative.	
43-06	Brake Accumulator Pressure Gauges	С	2	0	(M)	One or both may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge before the first flight of each flight day.	I
50-01	Nosewheel Steering System	C	1	0	(M)	 May be inoperative provided: a) Solenoid selector valve is not failed open, b) Nosewheel steering system is selected off, c) Auto brake system is selected to OFF, d) Take-off and landing is not conducted from a contaminated runway, and e) Operations are conducted in accordance with the AFM Supplement for DISPATCH WITH NOSEWHEEL STEERING SYSTEM INOPERATIVE. 	

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DEPARTMENT OF TRANSPORT

MINISTÈRE DES TRANSPORTS

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33 -	<u>LIGHTS</u>				4. Remarks or Exceptions	
11-01	Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting Systems (excluding EFIS)	С	_	_	Individual lights may be inoperative provided remaining lights are:	
					a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provide	
					 b) Positioned so that direct rays are shielded from flight crew members eyes, and 	·
					 c) Lighting configuration and intensity acceptable to the flight crew. 	' is
		С	-	0	May be inoperative for day operations.	
13-01	Cockpit Dome Light	С	2	0	One or both may be inoperative	
21-01	Cabin Interior Lights	С	-	-	 May be inoperative provided: a) Sufficient lighting is operative for carew to perform required duties, are b) Lighting configuration at dispatch is acceptable to the flight crew. 	nd
21-02	Entrance Area Lighting	D	-	0	Any or all may be inoperative.	
21-03	Stair Lighting Systems	D	-	0	Any or all may be inoperative provided flashlight is used to illuminate stairs for operations.	

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33 -	<u>LIGHTS</u>				4.	Remarks or Exceptions	
22-01	Passenger Information Signs "Fasten Seat Belts / No Smoking						
	1) Non-Airline Operations	С	-	0	(O)	May be inoperative provided altern procedures are established and us notify cabin occupants.	
	2) All Cargo Operations	D	-	-		May be inoperative provided all cre members are on the flight deck.	9W
	 Aural Tone Function 	С	-	-	(O)	May be inoperative provided alterr procedures are established and us	
	4) Automatic Function	C	_	_	(O)	May be inoperative provided: a) Manual control function is operative b) Alternate procedures are estable and used.	

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33 -	<u>LIGHTS</u>				4. Remarks or Exceptions
31-01	Nosewheel Compartment Light	D	1	0	
31-02	Avionics Compartment Lights	D	6	0	Any or all may be inoperative.
31-03	APU Compartment Light	D	1	0	
31-04	Aft Equipment Compartment Light	D	-	0	Any or all may be inoperative.
31-05	Aft Service Area Lights / Engine Pylon Lights	D	2	0	One or both may be inoperative.
31-06 ***	Main Gear Wheelwell Service Lights	D	2	0	One or both may be inoperative.
40-01	Baggage Compartment Lights	С	-	0	(M) Any or all may be inoperative providing adequate alternate lighting is available.
		D	-	0	Any or all may be inoperative for daylight operations.

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33 -	<u>LIGHTS</u>				4. Remarks or Exceptions
41-01	Landing Lights	С	4	0	Any or all may be inoperative provided aircraft is not operated at night.
	1/ Nose Gear	С	2	1	One may be inoperative provided the same-side wing landing light and associated taxi light are operative.
		С	2	0	Both may be inoperative provided both wing landing lights and both taxi lights are operative.
	2/ Wing Landing Lights	С	2	1	One may be inoperative provided both nose gear mounted landing lights and the associated taxi light and are operative.
		С	2	0	Both may be inoperative provided: a) Both nose gear landing lights are operative, and b) Both taxi lights are operative.
41-02	Taxi / Recognition Lights	С	2	1	One may be inoperative provided the same-side wing and same-side nose gear mounted landing lights are operative.
		С	2	0	Both may be inoperative provided both wing and both nose gear mounted landing lights are operative.
		С	2	0	Both may be inoperative provided aircraft is not operated at night.
41-03 ***	Wing-Tip Taxi Lights	D	2	0	One or both may be inoperative.
41-04 ***	Pulselite® Landing Lights System	D	1	0	

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

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33 -	<u>LIGHTS</u>				4.	Remarks or Exceptions	
	2) White Beacons	С	2	0		One or both white beacons may be inoperative provided all wing & tail anti- collision strobe lights are operative and selected ON prior to flight.	
45-01	Wing Inspection Lights	С	2	0	(O)	 One or both may be inoperative provided: a) Both Ice Detection Systems are operative, b) Ground de-icing procedures do not require their use, and c) Aircraft is not operated in known or forecast icing conditions at night. 	
46-01 ***	Logo Lights	D	2	0		One or both may be inoperative.	
50-01	Interior Emergency Lights		1	1		Must be operative.	
	1) Individual Lights	С	-	-		May be inoperative provided compliance to certification requirements has been satisfied with only the remaining lights.	
	2) Crew Rest Facility	D	-	-	(M)	 May be inoperative provided: a) Crew Rest Facility is not occupied, and b) Crew Rest Facility is placarded INOPERATIVE – DO NOT USE. 	
	3) Non-passenger Carrying Operations	A	-	0		May be inoperative for non-passenger carrying operations for one flight day.	

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33 -	<u>LIGHTS</u>				4. Remarks or Exceptions
50-02	Floor Proximity Escape Path Lighting		1	1	Must be operative.
	1) Non- Photoluminescent Systems	С	-	-	Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
	2) Photoluminescent Systems	С	1	1	Specified sections of the photoluminescent system may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
	3) All Cargo Operations	D	1	0	May be inoperative.
51-01	Exterior Emergency Lights	С	3	0	Any or all may be inoperative provided aircraft is not operated at night.
		A	3	0	 May be inoperative for one flight day provided: a) Aircraft crew are the only occupants of the aircraft, and b) Alternate procedures for that aircraft type are established and used. NOTE: The operator's MEL must state the maximum number of aircraft crew permitted.

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34 -	<u>NAVIGATION</u>				4.	Remarks or Exceptions	
10-01	Air Data Computers (ADC)	В	3	2	(O)(M)	 One ADC may be inoperative provided: a) ADC #1 is operative, b) Reversion Switching System is operative; c) The four pitot-static probes are functional, including the probe heaters, and d) TAT probes of unaffected ADCs are operative. 	
11-01	Total Air Temperature Systems	В	3	2		TAT # 2 or TAT # 3 may be inoperative provided the associated ADC is considered inoperative. (ref. Item 34-10-01)	
14-01	Altitude Alerting System	A	-	0	(O)	 Except where enroute operations, including RVSM, require its use, may be inoperative provided: a) Autopilot altitude hold is operative, and b) Repairs are made within three flight days. 	
21-01	Standby Attitude Indicator	В	1	0		 May be inoperative provided: a) Operations are conducted in day VMC, and b) Each primary attitude indicator is fed from independent IRSs 	
		С	1	0		May be inoperative provided it is not required by regulations.	

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22-01	Non-stabilized Magnetic Compass (Standby Compass)	В	1	0		May be inoperative provided three stabilized compass systems are op				
		В	1	0	(O)	 May be inoperative provided: a) Any combination of two IRS s compass systems operate no and b) Aircraft is operated: with dual independent na capability, and under positive radar com ATC during the enroute phase, or one of the nav systems is a TSO'd GPS provides track information 	rmally, avigation trol by flight vigation S which			
		С	1	0	(O)	May be inoperative for flights that a entirely within areas of magnetic un provided at least two IRS are opera	hreliability			

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34 -	NAVIGATION				I. Remarks or Ex	ceptions				
23-01	Flight Director Systems									
	1) (except Global Vision)	С	2	1	· · · ·	erations, one may be ded approach proced n its use.				
	a) Flight Director Modes	С	-	-	minimums / proc	route operations or a edures require their u irector modes may be	se,			
					required NOTE 2: Any flig	lirector altitude hold m d for RVSM Operatior ht director mode, whi s normally, may be u	ns. ch			
	2)									
	(Global Vision only)									
	a) FD Channels	С	4	1		erations, <mark>up to three</mark> ded enroute and/or ap met.				
	b) Flight Director Modes	С	-	-	minimums / proc	route operations or a edures require their u irector modes may be	se,			
					required NOTE 2: Any flig	lirector altitude hold m d for RVSM Operation ht director mode, whi is normally, may be u	ns. ch			
	i) EDM (Emergency Descent Mode) Button	С	1	0		ve provided switch is " on the flight control	panel.			

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

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32-01 ***	Head-up Guidance System	D	1	0	May be inoperative provided approac procedures are not dependent on its			
	1) Optical Combiner	D	1	0	May be removed for repair provided operations do not require use of HGS	5.		
	2) Optical Coupler Unit	D	1	0	 (M) May be removed for repair provided: a) Operations do not require use of and b) System is appropriately de-activa and connectors blanked. 			
32-02 ***	Enhanced Vision System (incl. Infrared Sensor Unit)	D	1	0	 (M) May be inoperative provided EVS fair and IR Window heater functions are operative. NOTE: For loss of IR Window heat funct see MMEL Item 30-40-02. 	U		
	1) Infrared Window	D	1	0	 (M) May be scratched or crazed provided damage limits are not exceeded. NOTE: Where the EVS image is adverse affected, the system is to be considered inoperative. 			
		D	1	0	(M) May be removed with fairing assembl replaced with an approved blanking p NOTE: For loss of IR Window heat funct see MMEL Item 30-40-02.	late.		
	2) CLEAR Switch	D	1	0	(M) May be inoperative provided the EVS considered inoperative and is not use			

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34 -	NAVIGATION				4. Remarks or Exceptions
	3) EVS Infrared Image -				
	i) Image on FMS CDU- (except Global Vision)	D	1	0	May be inoperative provided the EVS is not used in lieu of natural vision below minimums and is only used for enhanced situational awareness.
	ii) EVS Image on Multi-Function Window (Global Vision only)	D	4	0	Any or all may be inoperative provided the EVS is not used in lieu of natural vision below minimums and is only used for enhanced situational awareness.
34-01 ***	Synthetic Vision System (SVS) (including Database)	D	-	0	Any or all may be inoperative.
	(Global Vision only)				 NOTE 1: Any operative SVS functions may continue to be used. NOTE 2: With SVS FAULT Advisory posted, image height discrepancies between actual and HUD SVS virtual image will develop as aircraft descends.
41-01	Weather Radar System	D	1	-	Any in excess of those required by regulations may be inoperative.
					NOTE for Global Vision: For loss of supplemental WX info / graphics overlays, see MMEL Item 46-20-01 – IFIS.
41-02	Weather Radar Control Panels	С	2	1	One may be inoperative.
		D	2	-	Any in excess of those required by regulations may be inoperative.

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34 -	NAVIGATION				4.	Remarks or Exceptions		
42-01	EGPWS / TAWS							
	1) EGPWS /TAWS	A	1	0	(O)	 May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three days. 		
	a) Terrain Avoidance (Modes 1 thru 4)	A	4	0	(O)	 May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three days. 		
	b) Test Mode	A	1	0		 May be inoperative provided: a) EGPWS /TAWS is considered inoperative, and b) Repairs are made within three days. 	flight	
	c) Glideslope							
	Deviation (Mode 5)	С	2	1		One may be inoperative.		
	,	В	2	0		Both may be inoperative.		
***	d) Advisory Callouts (Mode 6)	С	1	0	(O)	May be inoperative provided alterna procedures are established and use		
	e) Windshear Mode (Mode 7)	В	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 forecass windshear conditions. 		
						NOTE: Alternate procedures should in reviewing windshear avoidance recovery procedures.		

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34 -	NAVIGATION				4. Remarks or Exceptions	
	2) TERRAIN function— Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions					
	a) (except Global Vision)	В	1	0	May be inoperative provided system is selected OFF.	
	b) (Global Vision only)	В	1	0	 May be inoperative provided: a) TERRAIN is selected OFF at the TAWS panel, and b) TERRAIN is de-selected at MAP OVRLY menu. 	
	3) TERRAIN Display	В	1	0	May be inoperative provided TERRAIN is de-selected from MAP OVRLY menu.	
42-02 ***	Surface Management System (SMS) (Global Vision only)	С	-	-		
43-01	Traffic Alert and Collision and Avoidance System (TCAS)	В	-	0	 (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. 	
		С	-	0	 (M) May be inoperative provided: a) Not required by regulations, b) System is deactivated and secured, and Enroute or approach procedures do not require its use. 	
					Continued	

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34 - 43-01	<u>NAVIGATION</u> Traffic Alert and Collision and Avoidance System (TCAS) - Continued				4.	Remarks or Exceptions			
	1) Resolution Advisory (RA) Display System(s)	С	2	1		One may be inoperative on non-flying	ı pilot side.		
		С	-	0	(O)	 May be inoperative provided: a) All Traffic Alert (TA) display elen voice command audio functions operative, and b) TA ONLY mode is selected by th c) Enroute or approach procedures require its use. 	are ne crew.		
	2) Traffic Alert (TA) Display System(s)	С	-	0		 May be inoperative provided: a) RA visual display and audio function operative, and b) Enroute or approach procedures require its use. 			
44-01	Radio Altimeter	•							
	1) (except Global Vision)	С	2	1	(O)(M)	 One may be inoperative provided: a) Autothrottles are selected and condisengaged before selecting gear landing, and b) Approach minimums or operating procedures are not dependent of the selection of the selection of the selection of the selection. 	ır down for 9		
		A	2	0		 Both may be inoperative provided: a) EGPWS is considered inoperative b) TCAS is considered inoperative, c) Landings are conducted in accorr the Non-Normal Procedures for E Altimeter Failure, and d) Repairs are made within three flight 	and dance with Dual Radio		
	2) (Global Vision only)	С	2	1		One may be inoperative provided auta are selected and confirmed disengag selecting gear down for landing.			

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34 -	NAVIGATION				4.	Remarks or Exceptions	
		A	2	0	(O)	 Both may be inoperative provided: a) TAWS is considered inoperative b) TCAS is considered inoperative c) Landings are conducted in acc with the Non-Normal Procedur RAD ALT 1-2 FAIL (Caution), a d) Repairs are made within three f days. 	e, and ordance es for and
45-01	Inertial Reference Systems (IRS)	С	3	2	(O)(M)	 One may be inoperative provided: a) Independent attitude indication available at each pilot's station b) Independent directional comparindication is available at each station, and c) Standby Attitude Indicator is operative indicator is operative. 	i, ass pilot's
45-02	Lasertrak NDU (except Global Vision)	С	1	0		May be inoperative provided two F operative.	MS are
45-03	IRS Mode Select Switches (except Global Vision)	С	3	2	(O)(M)	 One may be inoperative provided: a) Affected switch is selected to b) Associated IRS is considered inoperative, c) Independent attitude indication available at each pilot's station d) Independent directional complication is available at each station, and e) Standby Attitude Indicator is one of the station of th	n is n, pass pilot's
47-01 ***	Lightning Detection / Sensor Systems (LDS) / (LSS)	С	1	0			
50-01	Integrated Nav Unit (INU) Tray Mounted Cooling Fan (except Global Vision)	С	2	1	(M)	One may be inoperative provided the remaining fan is verified to operate normally.	ne

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34 -	NAVIGATION				4.	Remarks or Exceptions			
51-01	Marker Beacon System	С	2	0	(O)	Except where enroute operations re use, one or both may be inoperative provided alternate procedures are established and used.			
52-01	Automatic Direction Finding (ADF)	D	2	-		Any in excess of those required by regulations may be inoperative.			
53-01	Distance Measuring Equipment	D	2	-		Any in excess of those required by regulations may be inoperative.			
54-01	ATC Transponders and Automatic Altitude Reporting Systems	В	2	0		 One or both may be inoperative pro a) Operations do not require its us b) Prior to flight, approval is obtain ATC facilities having jurisdiction planned route of flight. 	e, and ed from		
		D	2	1		Any in excess of those required by Regulations may be inoperative.			
***	1) Elementary /					NOTE: Transponder and Flight Director Autopilot must use same side a for RVSM operations.			
	Enhanced Surveillance / ADS-B Squitter Transmissions	A	2	0		 One or both may be inoperative pro a) Operations do not require its u b) Repairs are made prior to com next heavy maintenance visit. 	se, and		
54-02 ***	Automatic Dependent Surveillance – Broadcast (ADS-B Out) System	С	2	0	(O)	One or both may be inoperative wh routine procedures require its use p alternate procedures are establishe used.	provided		
		D	2	0		One or both may be inoperative pro operating regulations don't require			

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34 - 55-01	<u>NAVIGATION</u> Global Positioning Systems / Sensors 1) (except Global Vision)	С	-	0	4. (O)	 Remarks or Exceptions Except where operations require its may be inoperative provided: a) Alternate procedures are estable and used, and b) EGPWS Terrain function is continoperative. 	olished		
	2) (Global Vision only)	С	-	0	(O)	 Except where operations require its may be inoperative provided: a) Alternate procedures are estable and used, b) TAWS Terrain / Obstacle Away function is considered inoperative. 	olished reness ive, and		
61-01	Flight Management Systems (FMS)	С	-	1	(O)	Except where operations require its but one may be inoperative provide alternate procedures are established used. NOTE for Global Vision: Where dual system capability allow TOLD and W&B automatic cross- comparison, in a single FMS dispate these data are considered advisory only and must be manually confirm reference to the AFM before their u	ed and es for ech case level ed via		
		D	_	_		May be inoperative provided proceen not require its use.	dures do		

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•	em & Sequence Nº Item e système/série article <u>NAVIGATION</u>	1.	2.		Numb	stalled article installés er Required For Dispatch re d'articles a expédier Remarks or Exceptions	
	1) FMS Navigation Data Bases	С	-	-	(O)	 One or more may be inoperative for intended flight route where convent (non-RNAV/RNP) navigation is suff provided: a) Current aeronautical information charts) is available for the entire and for the aerodromes to be use b) Navigation database information disregarded, and, c) Radio navigation aids, which arrequired to be flown for departurarrival and approach procedure manually tuned and identified. 	ional ficient, n (e.g., e route sed, n is n is re,
31-02	Data Loader	С	1	0			

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					Nomb	ore d'articles a expédier	
35 -	<u>OXYGEN</u>				4.	Remarks or Exceptions	
12-01	Flight Crew Oxygen Pressure						
	1) Ground Service Panel Pressure Gauge	С	1	0	(M)	May be inoperative provided EICAS or all bottle pressure gauges are op and checked prior to each flight.	
	2) Bottle Pressure Gauges	С	4	0	(M)	Any or all may be inoperative provi a) EICAS readout is verified nor b) Bottle SOV levers are verified	mal, and
	3) EICAS Readout	С	1	0	(M)	 May be inoperative provided: a) Ground Service Panel pressuor all bottle pressure gauges operative and checked prior to flight, and b) Minimum enroute altitude doe exceed 10,000 ft above MSL. 	are o each es not
12-02	Oxygen Pressure Switch	С	4	3	(M)	 One may be inoperative provided: a) EICAS pressure indication is operative, and b) Pressure on all bottle gauges operative and checked prior t flight. 	
12-03	Overboard Discharge Indicator	С	1	0		 May be missing provided: a) EICAS Oxygen readouts are serviceable, b) Oxygen pressure switch is ope and c) Ground service panel pressure operative. 	

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35 -	<u>OXYGEN</u>				4.	Remarks or Exceptions
12-04 ***	Crew Oxygen – Cruise Masks (incl. Mask mics)	С	-	-	(O)(M)	Any in excess of those required by regulation may be inoperative or missing provided the inoperative unit is removed from the installed location, secured out of sight and the unit and its installed location are placarded INOPERATIVE.
20-01	Protective Breathing Equipment (PBE)	D			(O)(M)	 Any in excess of those required by regulation may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative protective breathing equipment unit is removed from the passenger cabin and its location placarded "INOPERATIVE", or it is removed from its installed location, secured out of sight and the protective breathing equipment unit and its installed location are placarded "INOPERATIVE", and c) Procedures are established to alert crew members of inoperative or missing equipment.

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35 - <u>OXYGEN</u>			4.	Remarks or Exceptions	
21-01 Passenger Oxygen *** System					
1. Entire System B		0	(O)	 Except for ER operations, may be inoperative provided: a) All components of cabin presses system are operative, b) Minimum enroute altitude does exceed 13,000 ft above MSL, c) Both Air Conditioning Packs ar operative, d) Operations are conducted at o FL250, e) Portable oxygen units capable delivering two liters per minute minutes are available for 10 % passengers, and f) Operations procedures are est to ensure that passengers are appropriately briefed to accom revised equipment. 	s not e r below of for 30 of the ablished
1) System TEST / C RESET Switch (relief limited to Bombardier Completion Center installations)	1	0	(M)	May be inoperative provided altern procedures are established and us verify system operation.	
В	1	0		May be inoperative provided Passe Oxygen is considered inoperative.	enger
2. Automatic B Presentation System	-	0		Except for ER operations, may be inop provided: a) Manual deployment system (OV is operative, and b) Flight remains at or below FL 300 (Continued)	ERRIDE)

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e système/série article			3.	Numb	er Required For Dispatch
				Nomb	re d'articles a expédier
<u>OXYGEN</u>				4.	Remarks or Exceptions
Passenger Oxygen System –					
3. All Cargo Operations	D	1	0		 May be inoperative provided: a) Portable oxygen bottles are available to all crew members required to be off the flight deck, and b) An automatic warning system is installed in the cargo area to alert of a decompression, if crew members are required to be in the
	D	1	0		cargo area during flight. May be inoperative provided all crew members are on the flight deck.
Passenger Service Units (PSUs)	D	-	-	(O)(M)	 Individual PSUs may be inoperative with no flight altitude restriction provided: a) Affected seats, banks of seats and lavatories are blocked and placarded to prevent occupancy, b) No more than two consecutive banks of seats and their adjacent banks of seats have an inoperative PSU, and c) Units at assigned flight attendant locations are operative.
Therapeutic Oxygen (First Aid) System	D	1	0		Any in excess of those required by regulations may be inoperative or missing.
	DXYGEN Passenger Oxygen System – 3. All Cargo Operations Passenger Service Units (PSUs)	e système/série article OXYGEN Passenger Oxygen System - 3. All Cargo Operations D Passenger Service Units (PSUs) D Therapeutic Oxygen S	em & Sequence No Item système/série article OXYGEN Passenger Oxygen System - 3. All Cargo Operations D 1 Passenger Service Units (PSUs) D Therapeutic Oxygen	Image: Sequence No Item Image: No système/série article 3. OXYGEN 1 Passenger Oxygen System - 3. All Cargo Operations D D 1 0 Passenger Service Units (PSUs) D 0 -	Image: Sequence No Item a système/série article OXYGEN Passenger Oxygen System - 3. All Cargo Operations D 1 0 Image: Description of the system of the

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35 - <u>OXYGEN</u>			Nombre d'articles a expédier 4. Remarks or Exceptions
30-01 Portable Oxygen Dispensing Units (Bottle and Mask)	D		 4. Remarks or Exceptions (O)(M) Any in excess of those required by Regulations may be inoperative or missing provided: Required distribution of operative units is maintained throughout the aircraft, Inoperative portable oxygen dispensing unit is removed from the passenger cabin and its location placarded "INOPERATIVE", or it is removed from the installed location, and secured out of sight and the unit and its installed location are placarded "INOPERATIVE", and Procedures are established to alert crew members of inoperative or missing equipment.

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36 -	PNEUMATICS				4.	Remarks or Exceptions			
11-01	Bleed Pressure Transducer (BPT)	С	2	0	(M)	One or both maybe inoperative.			
11-02	Fan Air Valve (FAV)	С	2	1	(O)(M)	 Except for ER operations, one may inoperative failed in OPEN position provided: a) Associated Air Conditioning Paselected OFF and considered inoperative, b) Opposite Air Conditioning Pase operative, c) Opposite bleed system is operative, d) Cross Bleed Valve is verified operative. 	ack is ck is		
11-03	HP Ground Connection	С	1	0	(M)	May be inoperative failed in CLOSI position.	ΞD		

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2) Trim Air Leak

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36 -	PNEUMATICS				4.	Remarks or Exceptions		
12-01	Bleed Leak Detection Loops	C	18	9		Either loop A or loop B ma inoperative provided redu the same zone is operativ	indant lo	oop in
	1) Wing Anti-Ice Leak	С	12	6	(M)	One loop in each section r inoperative provided: a) Power-up BIT test is system prior to each icing, and b) Cause of WING ANT Advisory message is	s perforr n dispato TI-ICE F	Ch into

Bo	th loops on each section may be
ind	operative provided:
а) Aircraft is not operated in known or

maintenance.

<i>-</i> ,	
	forecast icing conditions, and
b)	Both Ice Detection Systems are
-	operative.

Except for ER operations, one loop may be inoperative.

(M) Except for ER operations, both loops may be inoperative provided: a) Trim Air switch is selected OFF,

- b) Both HASOVs are secured CLOSED, and
- c) Both air conditioning packs are operative.

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					-	re d'articles a expédier	
38 -	WATER / WASTE				4.	Remarks or Exceptions	
10-01	Potable Water Systems	С	-	0	(O)(M)	 May be inoperative provided: a) System is drained and inspect ensure no leakage, and b) Procedures are established to that system is not serviced. NOTE 1: For dispatch relief of inoperation 	ensure ive water
						drain heaters, refer to item 30 NOTE 2: The (O) procedure addresses means for water provision for members as well as the need of system status during crew NOTE 3: Aviation Occupational Health (AOH&S) requirements shoul addressed.	other crew to advise changes. & Safety
30-01	Lavatory Waste System						
	If more than one lavatory	C	-	1	(M)(O)	 May be inoperative provided: a) Waste is drained, and system inspected for leakage, b) Procedures are established to deactivate system components c) The Pilot-In-Command will det flight duration is acceptable will lavatory usable, d) Lavatory door is locked closed placarded "INOPERATIVE – DEENTER", and e) There is at least one serviceat lavatory on the aircraft. 	s, ermine if th and O NOT
						NOTE 1: These provisions are not inte prohibit inspections by crewr NOTE 2: Aviation Occupational Health (AOH&S) requirements shou addressed. (continued)	nembers. & Safety

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38 -	WATER / WASTE				4.	Remarks or Exceptions		
30-01	Lavatory Waste System (cont'd)							
	If one lavatory	С	1	0	(M)(O)	 May be inoperative provid a) Waste is drained and inspected for leakage b) Procedures are estade deactivate system condition c) The Pilot-In-Command flight duration is accellavatory unusable, and d) Lavatory door is lock placarded INOPERATER. NOTE 1: These provisions a prohibit inspection NOTE 2: Aviation Occupation (AOH&S) requirem addressed. 	d system is e, blished to omponents nd will det eptable with nd acd closed TVE - DO are not inter is by crewn	s, ermine if th , and NOT nded to nembers. & Safety

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					Nom	bre d'art	ticles a expédi	er	
45 -	<u>CENTRAL</u> <u>MAINTENANCE</u> <u>SYSTEMS</u>				4.	Remar	ks or Exceptic	ons	
45-01	Centralized Maintenance Systems								
	1) Central Aircraft Information/ Maintenance System (CAIMS) (except Global Vision)	С	1	0					
***	a) Cockpit Printer - CAIMS Function	D	1	0					
							Refer to ATA 23 Datalink (ACAR		
	2) Onboard Maintenance System (OMS) (Global Vision only)	С	1	0					
45-02	Portable Maintenance Access Terminal (PMAT)	D	1	0		May be require	inoperative prov its use.	ided procedure	s do not
	(except Global Vision)								

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45 - <u>CENTRAL</u> <u>MAINTENANCE</u> <u>SYSTEMS</u>		4.	Remarks or Exception	ns	
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46 -	INFORMATION SYSTEMS				4.	Remarks or Exceptions	
10-01	Electronic Flight Bags						
***	(except Global Vision)	С	-	-	(O)	May be inoperative provided alternate procedures are established and used.	
						NOTE: Any function, program or docum which operates normally, may b	
		D	-	0		May be inoperative provided procedure require its use.	s do not
***	Data Connectivity	С	-	-	(O)	May be inoperative provided alternate procedures are established and used.	
						NOTE: Any function, program or docum which operates normally, may b	
		D	-	0		May be inoperative provided procedure require its use.	s do not
***	Power Connection	С	-	-	(O)	May be inoperative provided alternate procedures are established and used.	
						NOTE: Any function, program or docum which operates normally, may b	
		D	-	0		May be inoperative provided procedure require its use.	s do not
***	Mounting Devices	С	-	-	(O)(M)	 May be inoperative provided: a) Associated EFB and hardware is by an alternate means or remove the aircraft, and b) Alternate procedures are establis used. 	d from
		D	-	0	(M)	 May be inoperative provided: a) Associated EFB and hardware is by an alternate means or remove the aircraft, and b) Procedures do not require its use 	d from

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Nº de	e système/série article			3.	Number Required For Dispatch	
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46 -	INFORMATION SYSTEMS				4. Remarks or Exceptions	
20-01	Integrated Flight Information System (IFIS) (Global Vision only)	С	-	0	Any or all functions may be inopera provided alternate source(s) of cur approved flight documentation and navigation charts are available.	rent
					NOTE 1: Any current and operative fu may continue to be used. NOTE 2: Absence of all IFIS will rende Target Runway Identification inoperative.	er SMS
	 Document reader function (Electronic AFM, QRH, etc.) 	D	-	0	Any or all functions may be inopera out of currency provided alternate source(s) of current approved fligh- documentation and navigation cha available.	t
* * *	2) Electronic Charts	С	-	0	 Any or all individual charts databases may be inoperative or out of current provided: a) They are not used to define rule flight, and b) Alternate source(s) of current approved flight documentation navigation charts are available 	ncy route c t on and
* * *	 3) Database Applications (Supplemental Wx Info / Graphic Overlays, (XM Weather, Universal Weather, etc.) 	С	_	0	 Any or all individual databases may inoperative or out of currency provia) Procedures do not require the and b) They are not used to define r flight. NOTE: Any current and operative function may continue to be used. 	ided: eir use route c

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46 -	INFORMATION				4. Remarks or Exceptions		
00.04	<u>SYSTEMS</u>						
30-01	Information Management System (IMS) (Global Vision only)	A		0	One or all functions may be in provided repairs are made in maintain database update re or at next heavy maintenance whichever comes first. NOTE 1: Datalink / cockpit prime may be inoperative (n 01.) NOTE 2: Updating of FMS data database items: flight checklists; etc, will not	time quire e visit er op ef Iten base plans	to ments, t, eration n 31-33- and IFIS ; user

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49 -	<u>APU</u>				4.	Remarks or Exceptions	
10-01	Auxiliary Power Unit (APU)	С	1	0	(M)	Except for ER operations, may be in provided the inlet door is secured C NOTE: Mission flight planning should e availability of alternate means f starting (ie: ground air cart).	LOSED.
14-01	APU Air Intake Door linear actuator	С	1	0	(M)	 Except for ER operations, may be inoperative fully OPEN provided: a) APU is operated continuously flight, and b) AFM performance corrections ON are applied. 	-
		A	1	0		Aircraft may be dispatched for one fligh with APU inlet door partially - OPEN APU wind-milling RPM is monitored Non-Normal Procedure for APU DO Caution.	l provided per AFM
		С	1	0	(M)	Except for ER operations, may be in CLOSED provided: a) APU intake door is secured Cl and b) APU is considered inoperative	LOSED,
52-01	APU LCV (Load Control Valve)	С	1	0	(M)	Except for ER operations, may be inoperative provided it is secured Cl	LOSED.
						NOTE: The APU is still available as a selectrical power if required.	source of
61-01	APU Subsystems					Any or all may be inoperative as ind "APU FAULT" advisory message or provided the APU is operative (start shutdown normally).	ground
	1) EGT Thermocouple (cont'd)	С	2	1		Except for ER operations, one may inoperative.	be

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	1.	2.	Nu	mber l	nstalled	
m & Sequence No Iter	n		No	mbre o	d'article installés	
e système/série article			3.	Num	ber Required For Dispatch	
				Nom	bre d'articles a expédier	
<u>APU</u>				4.	Remarks or Exceptions	
APU Subsystems (cont'd)						
2) Speed Sensor	С	2	1		Except for ER operations, one may be inoperative.	
3) Fuel Filter	С	1	0			
4) Oil Filter	С	1	0		 APU may be operated with Impending oil filter bypass indicated provided: a) APU is used only for in-flight emergency, and b) Engines are started by an external 	
5) APU Generator Oil Filter	С	1	0		power source.	
6) Hour Meter	С	1	0			
7) Start Counter	С	1	0			
8) Sump Oil Heater	С	1	0		Except for ER operations, may be inoperative provided that a minimum of three engine generators are operative.	
9) Dual Ignition Box Channels	С	2	1		Except for ER operations, one may be inoperative.	
					NOTE: With one channel inoperative, delayed APU light-off may be observed.	
APU Oil Quantity Indication System	С	1	0	(M)	May be inoperative provided oil quantity is visually verified before each departure.	
	 APU APU Subsystems (cont'd) 2) Speed Sensor 3) Fuel Filter 4) Oil Filter 5) APU Generator Oil Filter 6) Hour Meter 7) Start Counter 8) Sump Oil Heater 9) Dual Ignition Box Channels 	APU APU Subsystems (cont'd) 2) Speed Sensor C 3) Fuel Filter C 4) Oil Filter C 5) APU Generator Oil Filter C 6) Hour Meter C 7) Start Counter C 8) Sump Oil Heater C 9) Dual Ignition Box C APU Oil Quantity C	APU APU Subsystems (cont'd) 2) Speed Sensor C 2 3) Fuel Filter C 1 4) Oil Filter C 1 5) APU Generator Oil Filter C 1 6) Hour Meter C 1 7) Start Counter C 1 8) Sump Oil Heater C 1 9) Dual Ignition Box C 1 APU Oil Quantity C 1	APU Image: Sequence No Item APU Image: Appe: Sequence No Item APU Image: Appe: Sequence No Item APU Subsystems (cont'd) Image: Appe: Sequence No Item 2) Speed Sensor C 2) Speed Sensor C 3) Fuel Filter C 4) Oil Filter C 5) APU Image: Appe: Sequence No Item 6) Hour Meter C 7) Start Counter C 8) Sump Oil Heater C 9) Dual Ignition Box Channels C APU Oil Quantity C 1	APU Nombre description APU	Mark Sequence No Item Nombre d'article installés APU 3. Number Required For Dispatch APU 4. Remarks or Exceptions APU Subsystems (cont'd) 2 1 Except for ER operations, one may be inoperative. 3) Fuel Filter C 1 0 4) Oil Filter C 1 0 4) Oil Filter C 1 0 5) APU Generator Oil Filter C 1 0 6) Hour Meter C 1 0 7) Start Counter C 1 0 8) Sump Oil Heater C 1 0 9) Dual Ignition Box Channels C 2 1 Except for ER operations, one may be inoperative. NOTE: With one channel inoperative. NOTE: With one channel inoperative.

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Syste	em & Sequence No Item	1				article installés	
Nº de	e système/série article		-	3.		er Required For Dispatch	
					r	re d'articles a expédier	
52 -	DOORS				4.	Remarks or Exceptions	
11-01	Passenger Door Power Assist System	С	1	0	(M)	May be inoperative provided door i manually operative (open-able and able) without any interference.	
11-02	Passenger Door – Folding Step Actuator (A/C s/n 9139 & sub and Post SB 700-52-019 or SB 700-1A11-52-004)						
		С	1	0		May be inoperative provided folding travels to full deploy and stow posit assistance of door internal spring.	
		С	1	0	(O)(M)	May be inoperative in the stowed p provided alternate procedures are embarking and disembarking.	
70-01	Passenger Door Indication System	С	1	0	(O)(M)	 Except for ER operations, may be inoperative provided prior to each f a) Door is CLOSED and all 10 c are visually verified to be provaligned, b) Inner handle is verified STOV c) Flag indicator indicates SAFE d) External handle is verified ST e) External pressure vent flap is FLUSH, f) AUTO mode of cabin pressure considered inoperative, g) Cabin pressure MAN control are verified operative, h) Safety valves are operative, i) Cabin RATE Indicator, Cabin indicator, and Cabin DIFF Provincient of the provided operative, j) Flights are conducted at or be FL250. 	VED, VED, OWED, Verified ization is channels ALT essure e, and

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Nº de	e système/série article			3.		er Required For Dispatch	
52 -	DOORS				Nomb	re d'articles a expédier Remarks or Exceptions	
70-02	Aft Equipment Bay Door Indication	С	1	0	(O)	May be inoperative provided prior to flight, affected door is verified CLOS LATCHED and LOCKED.	
70-03	Overwing Emergency Exits Indication System	C	1	0	(O)(M)	 Except for ER operations, may be inoperative provided prior to each file a) Affected door is verified CLOSE LATCHED and LOCKED, b) External push plate is verified F c) AUTO mode of cabin pressurize considered inoperative, d) Cabin pressure MAN control chare verified operative, e) Safety valves are operative, f) Cabin RATE Indicator, Cabin A indicator, and Cabin DIFF Press Indicator are verified operative, g) Flights are conducted at or below FL250. 	ED, FLUSH, ation is nannels LT sure and
70-04	Baggage Compartment Door Indication System	C	1	0	(O)(M)	 Except for ER operations, may be inoperative provided prior to each fl (a) Affected door is verified CLOSE LATCHED and LOCKED, (b) External push plate is verified Fl (c) AUTO mode of cabin pressuriza considered inoperative, (d) Cabin pressure MAN control cha are verified operative, (e) Safety valves are operative, (f) Cabin RATE Indicator, Cabin Al indicator, and Cabin DIFF Press Indicator are verified operative, (g) Flights are conducted at or below 	D, LUSH, ation is annels -T sure and

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Donne	BD-700-1A10 / BD-700-	1A1	1		Date	: July 08 / 04	52 - 3
		1.	2.	Nu	mber l	Installed	
Syste	em & Sequence Nº Item			No	mbre	d'article installés	
Nº de	e système/série article			3.	Num	ber Required For Dispatch	
					Nom	bre d'articles a expédier	
52 -	DOORS				4.	Remarks or Exceptions	
70-05	Refuel/Defuel Door Indication System	С	1	0	(O)	May be inoperative provided prior to flight, affected door is verified CLOS LATCHED and LOCKED.	
70-06	Aft Hydraulic Door Indication System	С	1	0	(O)	May be inoperative provided prior to flight, affected door is verified CLOS LATCHED and LOCKED.	

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Nº de système/série article	3.	Number Required For Dispate		
		Nombre d'articles a expédier		
52 - <u>DOORS</u>		4. Remarks or Exception	ons	
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System & Sequence Nº Item		Nor	nbre d'article installés	
Nº de système/série article		3.	Number Required For Dispatch	
			Nombre d'articles a expédier	
56 - <u>WINDOWS</u>			4. Remarks or Exceptions	
10-01 Windshields (Face ply)			(Relief cancelled. Refer to AFM Supplement)	

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BD-700-1A10 / BD-700-1A11		Date: July 08 / 04		56 - 2
1. 2.	Nui	nber Installed		
System & Sequence No Item		nbre d'article installés		
Nº de système/série article	3.	Number Required For Dispatch		
		Nombre d'articles a expédier		
56 - <u>WINDOWS</u>		4. Remarks or Exceptions	5	
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	1.	2.	Nu	mber Installed
em & Sequence Nº Item	1		No	mbre d'article installés
e système/série article			3.	Number Required For Dispatch
ENGINE FUEL & CONTROL				Nombre d'articles a expédier4.Remarks or Exceptions
Engine FADEC Faults	A	2	0	May be dispatched provided repairs are made in accordance with times established by engine manufacturer. No repair or inspection interval extensions are permitted
Engine Electronic Controller – (EPR Control Modes)	С	2	0	 One or both may be inoperative provided: a) Both L ENGINE and R ENGINE N1/EPR switches are selected to N1, and b) Flights are conducted in accordance with the AFM Supplement for DISPATCH IN ALTERNATE CONTROL (N1) MODE.
EICAS Fuel Flow Readouts	В	2	1	 NOTE: Autothrottle system will be inoperative. May be inoperative provided: a) EICAS Aft Fuel Tank and Total Fuel Quantity Readouts are operative, b) FMS fuel remaining indication system is considered inaccurate and not used and c) Associated EICAS Fuel Used readout is considered inoperative and not use
	erdier Global Express BD-700-1A10 / BD-700- em & Sequence No Item e système/série article ENGINE FUEL & CONTROL Engine FADEC Faults Engine Electronic Controller – (EPR Control Modes)	bardier Global Express BD-700-1A10 / BD-700-1A1 1. em & Sequence No Item e système/série article ENGINE FUEL & CONTROL Engine FADEC Faults A Engine Electronic Controller – (EPR Control Modes) Controller – (EPR Control Modes)	Pardier Global Express BD-700-1A10 / BD-700-1A11 1. 2. Image: Sequence No Item système/série article ENGINE FUEL & CONTROL Engine FADEC Faults A 2 Engine Electronic Controller – (EPR Control Modes) C EICAS Fuel Flow	Dardier Global Express BD-700-1A10 / BD-700-1A11 Image: Sequence No Item Sequence No Item Système/série article Image: Système/série article Engine FUEL & CONTROL Engine FADEC Faults Faults A 20 Engine Electronic Controller – (EPR Control Modes) CONTROL ElCAS Fuel Flow

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		1.	2.	Nur	mber Installed
Syste	em & Sequence Nº Item	1		Nor	nbre d'article installés
Nº de	e système/série article			3.	Number Required For Dispatch
					Nombre d'articles a expédier
73 -	ENGINE FUEL & CONTROL				4. Remarks or Exceptions
31-02	EICAS Fuel Used Readout	С	2	0	One or both may be inoperative provided: a) EICAS Aft Fuel Tank and Total Fuel Quantity Readouts are operative, and b) Associated EICAS Fuel Flow Readout is operative.
32-01	Engine Fuel Temp Indications (on the FUEL Synoptic Page)	C	2	1	(M) One may be inoperative provided icing inhibitor is added to the fuel.

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Bomb	ardier Global Express							
	BD-700-1A10 / BD-700-7	1A1	1	Date: July 08 / 04				
		1.	2.	Nu	mber In	stalled		
Syste	em & Sequence Nº Item			No	mbre d'	article installés		
Nº de	e système/série article			3.		er Required For Dispatch		
						re d'articles a expédier		
74 -	<u>IGNITION</u>				4.	Remarks or Exceptions		
10-01	Ignition Systems	В	4	3	(O)	One may be inoperative provided cowl anti-ice operates normally or associated engine.		
30-01	Ignition "ON" Switch light (light function only)	С	1	0	(M)	May be inoperative provided no fa messages displayed for both FAD systems and the Stall Protection Computer.		

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BD-700-1A10 / BD-700-1A11		Date:	July 08 / 04		74 - 2
1. 2	2. Nu	mber Inst	alled		
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Nº de système/série article	3.	Numbe	Required For Dispatc	h	
		Nombre	d'articles a expédier		
74 - <u>IGNITION</u>		4.	Remarks or Exceptio	ns	
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Nº de système/série article				er Required For Dispatch	
		-		e d'articles a expédier	
75 - <u>ENGINE COOLING &</u> <u>SEALING</u>			4.	Remarks or Exceptions	
20-01 Turbine Case Cooling A Valve (TCCV) (Global 5500/6500 only)	2	1 (1	M)(O)	 One may be inoperative provided: a) Affected TCCV is deactivated, and in the closed position, b) Operations are conducted in acco- with AFM Non-normal Procedures ENGINE TCCV FAULT Advisory, c) Repairs are made in accordance of times established by engine manu- No Extensions are allowed. Note 1: Fuel consumption on affected will be increased. Mission pla- requires an additional 3% fue- for each mission. Note 2: For take-offs from hot and hig conditions, ITT indication will increased on affected engine 	rdance for and with Ifacturer. d engine anning el load, be

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Nº de	e système/série article			3.	Number Required For Dispatch Nombre d'articles a expédier
77 -	ENGINE INDICATING				4. Remarks or Exceptions
31-01	Engine Vibration Indication	В	2	0	 One or both may be inoperative provided: a) Both Ice Detection Systems are operative, b) Operations are not conducted in known or forecast icing conditions, c) Operations are not conducted more than 60 minutes from a suitable airport, and d) No deleterious engine vibration trend had been observed on affected channel(s) immediately prior to failure.

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Syste	em & Sequence Nº Iten	n		No	mbre c	l'article installés	
Nº de	e système/série article			3.	Num	per Required For Dispatch	
					Nom	pre d'articles a expédier	
78 -	<u>EXHAUST</u>				4.	Remarks or Exceptions	
31-01	Thrust Reverser Systems	С	2	1	(M)	 One may be inoperative provided: a) Inoperative Thrust Reverser is deactivated, stowed and locked forward thrust position, and b) Operations are conducted in accordance with AFM performa and AFM Supplement for OPEI ON CONTAMINATED RUNWA NOTE: Under condition of one thrust revinoperative, where AFM Non-No Procedures reference values Wi Without Thrust Reversers, the value Without Thrust Reversers are to a structure of the struc	ance data RATION YS. verser ormal th or alues
		С	2	0	(M)	 Both may be inoperative provided: a) Inoperative Thrust Reversers deactivated, stowed and locker forward thrust position, and b) Operations are conducted in accordance with AFM perform data and AFM Supplement for OPERATION ON CONTAMIN RUNWAYS. 	ed in the nance

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78 - <u>EXHAUST</u>			4. Remarks or Exceptions		
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	1.	2.				
-						
e système/série articl	е		3.			
Remote Oil Fill System	С	1	0	(M)	provided that affected engine(s) oi	l level
Engine Oil Quantity Indication System	В	2	0	(M)	 a) The engine oil quantity is verify the engine oil quantity gauge each engine start, and b) Operations are not conducted than 120 minutes from a suita airport. 	fied on prior to more ble
Impending Oil Filter Bypass Indication	A	2	1	(M)	 A daily check of the oil filter period indicator is made, and 	op-up
	BD-700-1A10 / BD-70 m & Sequence No Ite système/série articl OIL Remote Oil Fill System Engine Oil Quantity Indication System	BD-700-1A10 / BD-700-1A 1. m & Sequence NO Item système/série article OIL Remote Oil Fill C System Engine Oil Quantity B Indication System Impending Oil Filter A	BD-700-1A10 / BD-700-1A11 1. Image: A sequence No Item système/série article 2. OIL 1 Remote Oil Fill C 1 Engine Oil Quantity B 2 Indication System A 2	BD-700-1A10 / BD-700-1A11 Image: Sequence No Item système/série article OIL Remote Oil Fill System Engine Oil Quantity Indication System Impending Oil Filter A 2 1 2 1 2 2 2 3 2 2 3 2 2 3 </td <td>BD-700-1A10 / BD-700-1A11 Date: Image: Sequence No Item 2. Number In Nombre d' Système/série article 3. Number d' OIL 1 0 Mombre d' Remote Oil Fill C 1 0 M) Engine Oil Quantity B 2 0 (M) Indication System A A A A Impending Oil Filter A 2 1 (M)</td> <td>BD-700-1A10 / BD-700-1A11 Date: August 22, 2022 Image: Sequence No Item 1 2. Number Installed Système/série article Nombre d'article installés 3. Number Required For Dispatch OIL A. Remarks or Exceptions 4. Remote Oil Fill C 1 0 (M) Part or all of the system may be in provided that affected engine(s) oi is/are checked and filled manually each flight. Engine Oil Quantity B 2 0 (M) One or both may be inoperative provided that affected engine oil quantity is verified the engine oil quantity gauge each engine start, and Indication System B 2 0 (M) One may be inoperative provided: than 120 minutes from a suita airport. Impending Oil Filter A 2 1 (M) One may be inoperative provided: a) A daily check of the oil filter prindicator is made, and b) Repairs are made within three</td>	BD-700-1A10 / BD-700-1A11 Date: Image: Sequence No Item 2. Number In Nombre d' Système/série article 3. Number d' OIL 1 0 Mombre d' Remote Oil Fill C 1 0 M) Engine Oil Quantity B 2 0 (M) Indication System A A A A Impending Oil Filter A 2 1 (M)	BD-700-1A10 / BD-700-1A11 Date: August 22, 2022 Image: Sequence No Item 1 2. Number Installed Système/série article Nombre d'article installés 3. Number Required For Dispatch OIL A. Remarks or Exceptions 4. Remote Oil Fill C 1 0 (M) Part or all of the system may be in provided that affected engine(s) oi is/are checked and filled manually each flight. Engine Oil Quantity B 2 0 (M) One or both may be inoperative provided that affected engine oil quantity is verified the engine oil quantity gauge each engine start, and Indication System B 2 0 (M) One may be inoperative provided: than 120 minutes from a suita airport. Impending Oil Filter A 2 1 (M) One may be inoperative provided: a) A daily check of the oil filter prindicator is made, and b) Repairs are made within three

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	2. Nu No	2. Number Installe Nombre d'artic 3. Number Re Nombre d'a 4. Rem	2. Number Installed Nombre d'article installés 3. Number Required For Dispatch Nombre d'articles a expédier 4. Remarks or Exceptions	11 Date: July 08 / 04 2. Number Installed Nombre d'article installés 3. Number Required For Dispatch Nombre d'articles a expédier

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80 - STARTING				re d'articles a expédier Remarks or Exceptions		
80 - <u>STARTING</u> 11-01 Starter Air C Valve (SAV)	2	1	4. (O)(M)	Remarks or Exceptions One may be inoperative CL4 a) Alternate starting proc established and used, b) APU Is operative.	edures	

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80 - <u>STARTING</u>		NO 4.	nbre d'articles a expédier Remarks or Exceptions		
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SECTION 2

MESSAGE ORIENTED MMEL RELIEF

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MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

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INTRODUCTION

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

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

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

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

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

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

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CAS MESSAGE	CAS MESSAGE
A/T 1 FAIL	APU SQUIB 1 FAIL
A/T 2 FAIL	APU SQUIB 2 FAIL
AT 1 FAIL	ASCB CTLR 1 FAIL
AT 2 FAIL	ASCB CTLR 2 FAIL
AT 1-2 FAIL	ASCB CTLR 3 FAIL
ADC 2 DEGRADED	AUTOBRAKE FAIL
ADC 3 DEGRADED	AVIONIC FAN FAIL
ADC 2 FAIL	CHECK DU 4
ADC 3 FAIL	CHECKLIST MISMATCH
AFCS 1 FAIL	CHECKLIST MISMATCH
AFCS 2 FAIL	CPLT BRAKE FAULT
AFT R/D VALVE OPEN	CTR DSPL FAN FAULT
AFT XFER FAIL	CTR XFER FAIL
AFT XFER FAULT	CTR XFER FAULT
AP 1 FAIL	CVR FAULT
AP 2 FAIL	DATALINK CPDLC FAIL
AP PITCH TRIM FAIL	DATALINK FAIL
APM 1 FAIL	DCU 1A FAN FAIL
APM 2 FAIL	DCU 1B FAN FAIL
APU BLEED SYS FAIL	DCU 2A FAN FAIL
APU DOOR FAIL	DCU 2B FAN FAIL
APU FADEC FAIL	ELEC SYS FAULT
APU FAULT	EVS DEFOG FAULT
APU FIRE FAIL	EVS FAIL
APU FIRE FAULT	EVS HEAT FAIL
APU FUEL SOV	EVS HEAT OVHT
APU GEN FAIL	FD 1 FAIL
APU NOT AVAILABLE	FD 2 FAIL
APU OIL HI TEMP	FDR ACCEL FAIL
APU OIL LO PRESS	FDR FAIL
APU OIL LO QTY	FLAP HALFSPD
APU SHUTDOWN	FLT SPOILERS FAULT

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TA	BLE OF CONTENTS (cont'd)			
FMS 1 FAIL	IRS 2 OVHT			
FMS 2 FAIL	IRS 3 AUX FA	ML		
FMS 3 FAIL	IRS 3 AUX PV	VR		
FUEL TEMP SENSOR	IRS 3 FAIL			
GEAR SYS FAIL	IRS 3 MISCM	P		
GEAR SYS FAULT	IRS 3 OVHT			
GND PROX FAIL	ISI FAULT			
GPWS SYSTEMS FAIL	L AUX FUEL I	PUMP		
HUD FAIL	L BLEED FAU	ILT		
HUD FAN FAIL	L DSPL FAN I	FAULT		
HUD MISALIGN	L ENG FIRE F	AULT		
HUMIDIFIER FAIL	L ENGINE TC	CV FAULT		
HYD PUMP 3A FAIL	L FADEC FAU	JLT		
HYD PUMP 3B FAIL	L PACK AUTO) FAIL		
IAC 3 INVALID	L PACK FAIL			
IAC 3 OVHT	L PACK FAUL	.т		
ICE	L PRI FUEL P	UMP		
ICE DETECTOR FAIL	L PROBE MO	N FAIL		
ICE DETECTOR FAULT	L WING A/ICE	FAIL		
IFIS 1 (2) (3) FAIL	L WSHLD HE	AT FAIL		
IMS FAIL	LARGE SERV	DOORS		
INT CABIN DOOR	LTRK FAIL			
IPC 1 FAN FAIL	LWR DSPL F	AN FAIL		
IPC 3 FAN FAIL	LWR DSPL F	AN FAULT		
IPC 4 FAN FAIL	MAN PRESS	FAULT		
IRS 1 AUX FAIL	MLG BAY OV	HT FAIL		
IRS 1 AUX PWR	MLG BAY OV	HT FAULT		
IRS 1 FAIL	OUTFLOW VI	V 1 FAIL		
IRS 1 MISCMP	OUTFLOW VI	V 2 FAIL		
IRS 1 OVHT	OXYGEN LO	QTY		
IRS 2 AUX FAIL	PAX OXY AU	TO FAIL		
IRS 2 AUX PWR	PITOT 2 HT F	AIL		
IRS 2 FAIL	PITOT 3 HT F	AIL		
IRS 2 MISCMP	PLT BRAKE F	AULT		

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TA	BLE OF CONTENTS (cont'd)		·	
R AUX FUEL PUMP	SVS 1 (2) FA	IL		
R BLEED FAULT	SVS OBSTA			
R DSPL FAN FAULT		STACLE FAIL		
R ENG FIRE FAULT	SVS RUNWA			
R ENGINE TCCV FAULT		INWAYS FAIL		
R FADEC FAULT	SVS TAWS A			
R PACK AUTO FAIL		WS ALERT FAIL		
R PACK FAIL	SVS FAULT			
R PACK FAULT	TAT 2 FAIL			
R PRI FUEL PUMP	TAT 3 FAIL			
R PROBE MON FAIL	TAT HT 1 FA	IL		
R WINDOW HEAT FAIL	TAT HT 2 FA	IL		
R WING A/ICE FAIL	TAT HT 3 FA	IL		
R WSHLD HEAT FAIL	TAWS SYST	EM FAIL		
RAD ALT 1 FAIL	TAWS GPWS	S FAIL		
RAD ALT 2 FAIL	TAWS MAP F	FAIL		
RAD ALT 1-2 FAIL	TAWS TERR	AIN FAIL		
RECIRC FAN FAIL	TAWS WIND	SHEAR FAIL		
SAFETY VALVE OPEN	TCAS FAIL			
SG 3 FAIL	TERR FAIL			
SLAT HALFSPD	TRIM AIR FA	IL		
SLAT-FLAP BIT	TRIM AIR FA	ULT		
SMALL SERV DOORS	TRIM AIR LE	AK		
SMOKE AFT LAV FAIL	TRU 1 FAIL			
SMOKE AV RACK FAIL	TRU 2 FAIL			
SMOKE BAGGAGE FAIL	WINDSHEAF	RFAIL		
SMOKE CLO AFT FAIL	WING A/ICE	FAULT		
SMOKE CLOS FWD FAIL	WING A/ICE	LEAK		
SMOKE FWD LAV FAIL	WING A/ICE	LO HEAT		
SMS NOT AVAIL	WING A/ICE	SENSOR		
SPLRS/STAB BIT	WOW FAULT	r		
SUPP FAN 1 FAIL	YD 1 FAIL			
SUPP FAN 2 FAIL	YD 2 FAIL			
SVS FAIL	YD 1 FAIL			

DEPARTMENT OF TRANSPORT

MINISTÈRE DES TRANSPORTS

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

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YD 2 FAIL YD HEAT 1 FAIL YD HEAT 2 FAIL

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1.	2. Dispatch Consideration		
С	Aircraft may be dispatched provided affe is confirmed disengaged.	cted A	√T
С	Aircraft may be dispatched provided affe is confirmed disengaged.	cted A	νT
С	· · · ·		
	system when only one autothrottle is	availat	
С			
	system when only one autothrottle is	availa	able
С	Aircraft may be dispatched provided bot systems are confirmed disengaged.	n AT	
	relative placement of glideslope transmitter, following completion Glideslope approach, a momenta SPEED" aural alert may annunci	of an I Iry "LC ate bri	DW iefl
	C C C	Date: August 22, 2022 1. 2. Dispatch Consideration C Aircraft may be dispatched provided affe is confirmed disengaged. C Aircraft may be dispatched provided affe is confirmed disengaged. C Aircraft may be dispatched provided bott autothrottles are manually disengaged at remain disconnected. NOTE: AFM Limitation prohibits use of the a system when only one autothrottle is including automatic activations of VAT EDM modes. C Aircraft may be dispatched provided bott autothrottles are manually disengaged at remain disconnected. NOTE: AFM Limitation prohibits use of the a system when only one autothrottle is including automatic activations of VAT EDM modes. C Aircraft may be dispatched provided bott autothrottles are manually disengaged at remain disconnected. NOTE: AFM Limitation prohibits use of the a system when only one autothrottle is including automatic activations of VA EDM modes. C Aircraft may be dispatched provided bott systems are confirmed disengaged. NOTE: (for Global Vision) Depending up relative placement of glideslope transmitter, following completion Glideslope approach, a momenta SPEED" aural alet may annuncic during landing / deceleration, unt	Date: August 22, 2022 2-1 1. 2. Dispatch Consideration C Aircraft may be dispatched provided affected A is confirmed disengaged. C Aircraft may be dispatched provided affected A is confirmed disengaged. C Aircraft may be dispatched provided both autothrottles are manually disengaged and remain disconnected. NOTE: AFM Limitation prohibits use of the autothrot system when only one autothrottle is availat including automatic activations of VATE and EDM modes. C Aircraft may be dispatched provided both autothrottles are manually disengaged and remain disconnected. NOTE: AFM Limitation prohibits use of the autothrot system when only one autothrottle is availat including automatic activations of VATE and EDM modes. C Aircraft may be dispatched provided both autothrottle is availat including automatic activations of VATE an EDM modes. C Aircraft may be dispatched provided both autothrottle is availat including automatic activations of VATE an EDM modes. C Aircraft may be dispatched provided both AT systems are confirmed disengaged. NOTE: (for Global Vision) Depending upon relative placement of glideslope transmitter, following completion of an Glideslope approach, a momentary "LC SPEED" aural alert may annunciate bri during landing / deceleration, until aircr

: August 22, 2022 2- 2 Dispatch Consideration Aircraft may be dispatched provided: a) ADC 2 remains de-selected, b) None of the following CAS messages are als posted: i. ADC 1 FAIL Advisory; ii. ADC 3 FAIL Advisory; iii. ADC 1 DEGRADED Advisory; iv. ADC 3 DEGRADED Advisory; c) Reversion Switching System is operative, d) The four pitot-static probes are functional, including the probe heaters, and e) TAT probes of unaffected ADCs are operative. NOTE: Transponder and Flight Director / Autopilot
 Aircraft may be dispatched provided: a) ADC 2 remains de-selected, b) None of the following CAS messages are als posted: i. ADC 1 FAIL Advisory; ii. ADC 3 FAIL Advisory; iii. ADC 1 DEGRADED Advisory; iv. ADC 3 DEGRADED Advisory; c) Reversion Switching System is operative, d) The four pitot-static probes are functional, including the probe heaters, and e) TAT probes of unaffected ADCs are operative. NOTE: Transponder and Flight Director / Autopilot
 a) ADC 2 remains de-selected, b) None of the following CAS messages are als posted: ADC 1 FAIL Advisory; ADC 3 FAIL Advisory; ADC 1 DEGRADED Advisory; ADC 3 DEGRADED Advisory; c) Reversion Switching System is operative, d) The four pitot-static probes are functional, including the probe heaters, and e) TAT probes of unaffected ADCs are operative. NOTE: Transponder and Flight Director / Autopilot
must use same ADC data for RVSM.
 Aircraft may be dispatched provided: a) ADC 3 is deactivated, b) None of the following CAS messages are als posted: i. ADC 1 FAIL Advisory; ii. ADC 2 FAIL Advisory; iii. ADC 1 DEGRADED Advisory; iv. ADC 2 DEGRADED Advisory; c) Reversion Switching System is operative, d) The four pitot-static probes are functional, including the probe heaters, and e) TAT probes of unaffected ADCs are operative. NOTE: Transponder and Flight Director / Autopilot must use same ADC data for RVSM.

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Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	3
CAS Indication	1.	2.	Dispatch Consideration	'n	
ADC 2 FAIL (Advisory)	B	(O)	 Aircraft may be dispatched provided: a) ADC 2 remains de-selected, b) None of the following CAS messalso posted: ADC 1 FAIL Advisory; ADC 3 FAIL Advisory; ADC 1 DEGRADED Advisite ADC 3 DEGRADED Advisite ADC 3 DEGRADED Advisite c) Reversion Switching System is d) The four pitot-static probes are including the probe heaters, and e) TAT probes of unaffected ADCs operative. NOTE: Transponder and Flight Director must use same ADC data for Reversion Reversion Advisore. 	sages ar sory; visory; operative functiona d s are r / Autopil	∋, al,
<section-header></section-header>	В	(O)	 Aircraft may be dispatched provided: a) ADC 3 is de-activated, b) None of the following CAS messalso posted: i) ADC 1 FAIL Advisory; ii) ADC 2 FAIL Advisory; iii) ADC 1 DEGRADED Advision (iv) ADC 2 DEGRADED Advision (iv) ADC 2 DEGRADED Advision) c) Reversion Switching System is d) The four pitot-static probes are including the probe heaters, and e) TAT probes of unaffected ADCs operative. NOTE: Transponder and Flight Director must use same ADC data for R	sages ar sory; risory; operative functiona d s are r / Autopil	Ə, al,

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aft may be essage is not a not dependen	
vided: following each ft Tank.	٦
is considered R FAIL" Non- t tank unusable quantity for lan	e fuel iding,
vided aft fuel t	ank is
	It Tank. vided: s is considered ER FAIL" Non- t tank unusable quantity for lan in the CLOSE

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Bombardier BD-700-1A10 / -1A11	Date:	Aug 22, 2022	2-	5
1. CAS Indication	2.	Dispatch Consideration		

<section-header></section-header>	С	 (O) Aircraft may be dispatched provided, following each refuelling and with reference to the FUEL SYNOPTIC PAGE indications: a) Aft transfer SOV on the failed side is secured closed and then deactivated, b) Aft transfer pump on the failed side is deactivated, c) Opposite aft transfer SOV is verified operative prior to each refueling, d) Opposite DC AUX Pump is operative, e) Opposite wing transfer SOV is operative, f) Fuel XFEED SOV is verified operative, g) Both opposite fwd and aft AC pumps are operative, h) Aft fuel tank quantity indications are operative, i) Area in vicinity of the aft tank in the aft equipment bay is inspected for fuel leaks, and j) Flight planning considers any fuel loaded into the aft tank as unusable. Aircraft may be dispatched provided aft fuel tank remains empty.

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Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	6	
CAS Indication	1.	2.	Dispatch Consideration			
AP 1 FAIL (Advisory) (except Global Vision)	C		 Except for ER operations, aircraft may be dispatched provided: a) Approach procedures are not dependent on its use, and b) In combination with AP 2 FAIL, intended flights do not exceed three hours. NOTE: In combination with AP 2 FAIL, automatic Emergency Descent Mode is inoperative. 			
(Global Vision only)	С	(O)	 Except for ER operations, aircraft may be dispatched provided: a) Approach procedures are not dependent on its use, and b) In combination with AP 2 FAIL, intended flights do not exceed three hours. 		on	
AP 2 FAIL (Advisory) (except Global Vision)	С		 NOTE: In combination with AP 2 FAIL, Emergency Descent Mode is in Except for ER operations, aircraft m dispatched provided: a) Approach procedures are not context its use, and b) In combination with AP 1 FAIL, flights do not exceed three hour 	noperative. nay be lependent intended	on	
			NOTE: In combination with AP 1 FAIL, Emergency Descent Mode is ir			
(Global Vision only)	С	(O)	 Except for ER operations, aircraft n dispatched provided: a) Approach procedures are not c its use, and b) In combination with AP 1 FAIL do not exceed three hours. NOTE: In combination with AP 1 FAIL a Emergency Descent Mode is ir 	lependent intended f automatic		

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Bombardier BD-700-1A10 / -1A11		Date: August 22, 2022			7	
1. CAS Indication			Dispatch Consideration	on		
AP PITCH TRIM FAIL (Caution) (except Global Vision)	С		Aircraft may be dispatched provided a) Autopilots are not used, and b) Provisos associated with AP 1 F FAIL Advisory messages are fo	- AIL and	AP 2	
			NOTE: Use of the yaw damper is not af restriction.	ected by	this	
APM 1 FAIL (Advisory) (Global Vision only)	С		Aircraft may be dispatched provided APM 2 FA Advisory message is not also posted.			
APM 2 FAIL (Advisory) (Global Vision only)	С		Aircraft may be dispatched provided APM 1 FA Advisory message is not also posted.			
APU BLEED SYS FAIL (Caution)	С	(O)	 Except for ER operations, aircraft m dispatched provided: a) APU BLEED remains selected b) Load control valve is confirmed c) Following Caution messages illuminated: L BLEED SYS FAIL, and R BLEED SYS FAIL 	d OFF, d closed are not a	•	
			NOTE 1: All ground engine starts will re source. NOTE 2: APU is still available as a sour power if required.			
APU DOOR FAIL (Caution)			Except for ER operations, aircraft m dispatched with APU inlet door fully provided: a) APU is operated continuousl and b) AFM performance correction are applied.	- OPEN	•	
	A		Aircraft may be dispatched for one APU inlet door partially- OPEN pro wind-milling RPM is monitored per Normal Procedure for APU DOOR	vided AP	rU n-	

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4			_	0	
1.	2.	5			
C	(O)	dispatched with APU inlet door fully	CLOSE)	
С	(O)			ched	
С		 dispatched provided: a) APU allows normal start and s b) APU is only used for in-flight e c) A minimum of three engine elegenerators are operative, and 	hutdown mergenc ectrical	y,	
				art	
С					
С		• • •		J is	
С	(O)	• • •			
С				J is	
С	(O)	dispatched provided APU fuel valve	is		
	c c c c	C (O) C (O) C (O) C (O)	 dispatched with APU inlet door fully provided APU considered inoperativ C (O) Except for ER operations, aircraft madispatched provided the system rema OFF and the inlet door is CLOSED. C Except for ER operations, aircraft madispatched provided: a) APU allows normal start and s b) APU allows normal start and s b) APU allows normal start and s c) A minimum of three engine eleagenerators are operative, and d) Engines are started by an extension of the source. NOTE: Where APU fault does not allow in and shutdown, APU is to be con inoperative. C Aircraft may be dispatched provided considered inoperative and not used C Aircraft may be dispatched provided considered inoperative and is NOT used C Aircraft may be dispatched provided considered inoperative and is not used C Aircraft may be dispatched provided considered inoperative and is not used C Aircraft may be dispatched provided considered inoperative and is not used C Aircraft may be dispatched provided test is conducted prior to each use of the start is conducted prior to each use of the start of the start and be dispatched provided considered inoperative and is not used C Aircraft may be dispatched provided test is conducted prior to each use of the start is conducted prior to each use of the start is provided and the start and provided and the start	 dispatched with APU inlet door fully CLOSEE provided APU considered inoperative. C (O) Except for ER operations, aircraft may be dispatched provided the system remains swith OFF and the inlet door is CLOSED. C Except for ER operations, aircraft may be dispatched provided: a) APU allows normal start and shutdown b) APU is only used for in-flight emergence c) A minimum of three engine electrical generators are operative, and d) Engines are started by an external pow source. NOTE: Where APU fault does not allow normal star and shutdown, APU is to be considered inoperative. C Aircraft may be dispatched provided APU is considered inoperative and not used. C Aircraft may be dispatched provided the APL considered inoperative and is NOT used. C (O) Aircraft may be dispatched provided the APL test is conducted prior to each use of the APL considered inoperative and is not used. 	

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CAS Indication	1.	2.	Dispatch Consideration	on	
APU GEN FAIL (Advisory)	С		Except for ER operations, aircraft ma dispatched provided GEN #1, #2, #3 operative.		are
APU NOT AVAILABLE (Advisory)	С	(O)	Except for ER operations, aircraft ma dispatched provided the system rem OFF and the inlet door is CLOSED.		ched
APU OIL HI TEMP (Caution)	С	(O)	Except for ER operations, aircraft ma dispatched provided the system rem OFF and the inlet door is CLOSED.		ched
APU OIL LO PRESS (Caution)	С	(O)	Except for ER operations, aircraft ma dispatched provided the system rem OFF and the inlet door is CLOSED.		ched
APU OIL LO QTY (Advisory)	С	(O)	Except for ER operations, aircraft ma dispatched provided the system rem OFF and the inlet door is CLOSED.		ched
APU SHUTDOWN (Advisory)	С	(O)	Except for ER operations, aircraft ma dispatched provided the system rem OFF and the inlet door is CLOSED.		ched
APU SQUIB 1 FAIL (Advisory)	С		Aircraft may be dispatched provided considered inoperative and is not us		J is
APU SQUIB 2 FAIL (Advisory)	С		Aircraft may be dispatched provided considered inoperative and is not us		J is
ASCB CTLR 1 FAIL (Advisory) (except Global Vision)	С		 Aircraft may be dispatched provided a) None of the following CAS messalso displayed: ASCB CTLR 2 FAIL Advis ASCB CTLR 3 FAIL, Advis IAC3 WOW INOP Advisor b) IAC 3 is operative. 	sages ar ory; sory;	e

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		2.			
ASCB CTLR 2 FAIL (Advisory) (except Global Vision)	C		Aircraft may be dispatched provided a) None of the following CAS means also displayed: - ASCB CTLR 1 FAIL Advis - ASCB CTLR 3 FAIL Advis - IAC3 WOW INOP Adviso b) IAC 3 is operative.	ssages ar sory; sory,	e
ASCB CTLR 3 FAIL (Advisory) (except Global Vision)	С		Aircraft may be dispatched provided none of following CAS messages are also displayed: - ASCB CTLR 1 FAIL Advisory; - ASCB CTLR 2 FAIL Advisory; and - IAC3 WOW INOP Advisory.		
AUTOBRAKE FAIL (Caution)	С		 Aircraft may be dispatched provided a) Autobrake selector switch remains position, and b) BRAKE FAULT Advisory is not annunciated. 	ains in the	e OF
AVIONIC FAN FAIL (Advisory) (GX only)	С	(O)	Aircraft may be dispatched provided air conditioning packs are operated operation.		
			NOTE 1: Minimize utilization of equipme avionics bay without air cond during engine start and shutd	itioning and	d fans
			NOTE 2: If only one air conditioning pa passenger door opening shou minimized.		iting,
CHECK DU 4 (Caution) (except Global Vision)	В	(O)	 Except for ER operations, aircraft may be dispatched provided: a) Display unit #4 is considered inoperative, b) All remaining displays are operative, and c) Reversion switching system is verified operative. 		
CHECKLIST MISMATCH (Advisory) (except Global Vision)	D	(O)	 Aircraft may be dispatched provided a) Electronic checklist is considered and b) Alternate procedures are estab used. 	ed inopera	
CHECKLIST MISMATCH (Caution) (Global Vision only)	С		Aircraft may be dispatched provide checklists are available in the cock		

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Bombardier BD-700-1A10 / -1A11		Date: A	ugust 22, 2022	2-	11	
1. CAS Indication						
CPLT BRAKE FAULT (Caution)	A	provided: a) None of displaye -PLT E -L (R) -L (R) -NOSE -BRAK -L (R) -L (R) -L (R) -FLT S -GND b) Takeoff operation c) Multiply d) Takeoff limited t e) Maximu both T/C	be dispatched for one flig the following CAS messive BRAKE FAULT Caution; REV LOCK FAIL Caution REVERSER FAIL Caution STEER FAIL Caution; KE FAULT Advisory; REV LOCK FAULT Advisory; REV LOCK FAULT Advisory; REV LOCK FAULT Advisory; and landing limited to dry ons only, normal T/O field length b and landing tailwind com o no more than 3 knots, m cross-winds limited to D and landing, and landing field length by 2.	ages an n; n; sory; isory; and v runwa vy 2.1, ponent 10 kts fe	I Y	
CTR DSPL FAN FAULT(Advisory)(Global Vision only)	С	 a) LWR DSI b) None of t posted: i) AVIOI ii) L DSF iii) R DSI iv) SUPF v) SUPF Note: At least 	be dispatched provided: PL must be operative, an he following CAS messay NIC FAN FAIL (Advisory) PL FAN FAULT (Advisory) PL FAN FAULT (Advisory), P FAN 1 FAIL (Advisory), a P FAN 2 FAIL (Advisory). one ECS pack is required to or to dispatch.	ges are , ,), ind		

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Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	12	
1. CAS Indication						
CTR XFER FAIL (Caution)	С		Aircraft may be dispatched provided tank remains empty.	d the cente	er	
	С		Aircraft may be dispatched provide fuel in center tank is considered as			
CTR XFER FAULT (Advisory)	С	(O)	 Aircraft may be dispatched provide a) Opposite DC AUX pump is op b) Opposite wing transfer SOV is c) Cross-feed valve is verified op each dispatch, d) Any failure causing continuous transfer pump operation is de-EMS CDU power to affected the and e) Where mission requirements the center tank, fuel planning consequentity in the wing tanks is and reach a suitable or alternate d remaining center pump fails at the center pump fails	erative, operative erative pr s center activated ransfer pu utilize fuel siders that dequate to estination	ior to via mp, in the the if the	
	С		Aircraft may be dispatched provi wing tank remains empty.	ded the ce	enter	
CVR FAULT (Advisory) (Global Vision only)	С		Aircraft may be dispatched provided Flight Compartment Originating Chu undertaken in accordance with provinoperative (see Section One, item	eck, dispa /isos for C	tch is VR	
			NOTE: CVR FAULT does not necessa of normal voice recording.	urily indicate	e loss	
DATALINK CPDLC FAIL (Advisory) (Global Vision only)	С	(O)	May be inoperative provided alterna are established and used.	ate procec	lures	
()	D		May be inoperative provided regula enroute procedures do not require			
DATALINK FAIL (Advisory) (Global Vision only)	С	(O)	May be inoperative provided alternative are established and used.	ate procec	lures	
	D		May be inoperative provided regula enroute procedures do not require			

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CAS Indication	1.	2. Dispatch Con	sideration	
DCU 1A FAN FAIL (Advisory) (Global Vision only)				
1) (Global 5000/5500 only)	С	 Aircraft may be dispatched p a) None of the following CA posted: DCU 1B FAN FAIL Adv DCU 2A FAN FAIL Adv DCU 2B FAN FAIL Adv DCU 1B FAIL Advisory DCU 2A FAIL Advisory DCU 2B FAIL Advisory DCU 2B FAIL Advisory b) Av Rack fan or Avionics operative. 	AS messages are also visory, visory, visory, r, r, r, and	
2) (Global 6000/6500 only)	С	Aircraft may be dispatched p a) None of the following CA posted: - DCU 1B FAN FAIL Adv - DCU 2A FAN FAIL Adv - DCU 2B FAN FAIL Advisory - DCU 1B FAIL Advisory - DCU 2A FAIL Advisory - DCU 2B FAIL Advisory b) Avionics exhaust fan is c	AS message are also visory, visory, visory, ', ', ', and	
DCU 1B FAN FAIL (Advisory) (Global Vision only)				
1) (Global 5000/5500 only)	С	 Aircraft may be dispatched p a) None of the following CA posted: DCU 1A FAN FAIL Adv DCU 2A FAN FAIL Adv DCU 2B FAN FAIL Advisory DCU 1A FAIL Advisory DCU 2B FAIL Advisory DCU 2B FAIL Advisory DCU 2B FAIL Advisory 	AS messages are also visory, visory, visory, r, r, r, and	

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CAS Indication	1.					
2) (Global 6000/6500 only)	С	Aircraft may be dispatch a) None of the following posted:	CAS messages a	ire also		
		 DCU 1A FAN FAIL DCU 2A FAN FAIL DCU 2B FAN FAIL DCU 1A FAIL Advis DCU 2A FAIL Advis DCU 2B FAIL Advis 	Advisory, Advisory sory, sory, sory, and			
DCU 2A FAN FAIL (Advisory) (Global Vision only)		b) Avionics exhaust fan	is operative.			
1) (Global 5000/5500 only)	С	 Aircraft may be dispatched a) None of the following posted: DCU 1A FAN FAIL DCU 1B FAN FAIL DCU 2B FAN FAIL DCU 1A FAIL Advis DCU 1B FAIL Advis DCU 2B FAIL Advis DCU 2B FAIL Advis 	CAS messages a Advisory, Advisory, Advisory, sory, sory, sory, and	ire also		
2) (Global 6000/6500 only)	С	 operative. Aircraft may be dispatched a) None of the following posted: DCU 1A FAN FAIL DCU 1B FAN FAIL DCU 2B FAN FAIL DCU 1A FAIL Advis DCU 2B FAIL Advis DCU 2B FAIL Advis b) Avionics exhaust fan 	ed provided: J CAS messages a Advisory, Advisory, Advisory, sory, sory, sory, and	ire also		

Aircraft – Aéronef		Revisi	on Nº - Nº de révision: Rev 8	Sect	Page
Bombardier BD-700-1A10 / -1A11			August 22, 2022	2-	15
CAS Indication	2.	ion			
DCU 2B FAN FAIL (Advisory) (Global Vision only)					
1) (Global 5000/5500 only)	С		 Aircraft may be dispatched provide a) None of the following CAS mesposted: DCU 1A FAN FAIL Advisory, DCU 1B FAN FAIL Advisory, DCU 2A FAN FAIL Advisory, DCU 1A FAIL Advisory, DCU 1B FAIL Advisory, DCU 1B FAIL Advisory, DCU 2A FAIL Advisory, DCU 2A FAIL Advisory, Av Rack fan or Avionics exhaus operative. 	sages are	e also
2) (Global 6000/6500 only)	С		 Aircraft may be dispatched provide a) None of the following CAS mesposted: DCU 1A FAN FAIL Advisory, DCU 1B FAN FAIL Advisory, DCU 2A FAN FAIL Advisory, DCU 1A FAIL Advisory, DCU 1B FAIL Advisory, DCU 1B FAIL Advisory, and 	sages are	e also
ELEC SYS FAULT (Advisory)	С		 b) Avionics exhaust fan is operativ Aircraft may be dispatched provide SYS FAIL Caution message is not 	d the ELE	
EVS DEFOG FAULT (Advisory)	С		Aircraft may be dispatched providin image is acceptable to the pilot. NOTE: The EVS image may degrade in condition, to the point of disapp IR Window misting increases.	n high hum	idity
	С		Aircraft may be dispatched provided associated with EVS HEAT FAIL ar		
EVS FAIL (Caution)	D	(O)	 Aircraft may be dispatched provided a) EVS is considered inoperativ used, and b) EVS HEAT FAIL and EVS HE Caution messages are not ar 	e and is n EAT OVH ⁻	т

Aircraft – Aéronef		Revision Nº - Nº de révision: Rev 8	Sect F	Page		
Bombardier BD-700-1A10 / -1A11		Date: August 22, 2022	2- 1	6		
CAS Indication	1.					
EVS HEAT FAIL (Caution)		Aircraft may be dispatched prov a) EVS system is not used in affected, and b) If dispatching into, or enc conditions, the EVS imag selected and remain OFF	f the image is ountering icing ing control mus	t be		
		NOTE: With IR Window heat inope image may degrade in high conditions, to the point of c Window misting / icing incr	n humidity <mark>or icing</mark> lisappearance, as			
EVS HEAT OVHT (Caution)	С	 Aircraft may be dispatched proval a) EVS system is not used in affected, and b) If dispatching into, or encoditions, the EVS images selected and remain OFF 	f the image is ountering icing ing control mus	t be		
		NOTE: With IR Window heat inope image may degrade in high conditions, to the point of o Window misting / icing incr	n humidity <mark>or icing</mark> lisappearance, as			
FD 1 FAIL (Advisory) (Global Vision only)	С	Aircraft may be dispatched with AFCS 1 and/or in AFCS 2, prov and/or approach requirements a	ided en route			
	С	Except for ER operations, both 2 FAIL may be posted for one A a) Functional AP has at lea director available, and b) En route and/or approach met.	AFCS, provided: st one flight			
FD 2 FAIL (Advisory) (Global Vision only)	С					
	С	Except for ER operations, both 2 FAIL may be posted for one A a) Functional AP has at le director available, and b) En route and/or approa are met.	AFCS, provided: east one flight			

Aircraft – Aéronef		Revision Nº - Nº de révision: Rev 8			Page
Bombardier BD-700-1A10 / -1A11		Date: August 22, 2022			17
1. CAS Indication			Dispatch Considerat	ion	
FDR ACCEL FAIL (Advisory)	A		Aircraft may be dispatched provided a) Cockpit Voice Recorder (CVI normally, and b) Repairs are made within twe	R) operate	
FDR FAIL (Advisory)	A	(O)	Aircraft may be dispatched provided a) Cockpit Voice Recorder (CVI operative, and b) Repairs are made within thre	R) is verifie	
FLAP HALFSPD (Advisory) (relief limited to SFCU p/n GT415-5900-13 & sub)	В	(O)	 Aircraft may be dispatched provide a) SLAT HALFSPD Advisory or Caution messages are not al b) Aircraft is operated in accord Supplement for SLATS HALF FLAPS HALFSPEED. NOTE 1: If NO TAKEOFF Advisory me when aircraft is correctly con off and throttles are advance permitted. 	SLAT FAI so posted ance with SPEED C ssage is po figured for d, dispatch	, and AFM DR osted take-
FLT SPOILERS FAULT (Advisory)	С	(O)	 NOTE 2: Flap system will operate at hat Aircraft may be dispatched with one or symmetrical pair inoperative prova a) Affected MFS surface or pair in retracted before each take off, b) Remaining MFS and ground s verified operative prior to each c) Airplane is operated at or belod d) Aircraft is operated in accorda Supplement for DISPATCH W OF MULTI-FUNCTION FLIGH GROUND SPOILERS INOPEL 	e MFS sur vided: s verified poilers are flight, w FL410, nce with A ITH ONE T OR	e and .FM
FMS 1 FAIL (Advisory)	С	(O)	 Except where operations require its may be dispatched provided: a) In combination with any other least one FMS is operative for b) Alternate procedures are established. 	FMS failur dispatch,	e, at and

Aircraft – Aéronef		Revisi	on Nº - Nº de révision: Rev 8	Sect	Page
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	18
1. CAS Indication			Dispatch Consideration	ideration	
FMS 2 FAIL (Advisory)	C	(O)	 (O) Except where operations require its use, aircraft may be dispatched provided: a) In combination with any other FMS failure, a least one FMS is operative for dispatch, and b) Alternate procedures are established and used. 		
FMS 3 FAIL (Advisory)	С	 (O) Except where operations require its use, aircraft may be dispatched provided: a) In combination with any other FMS failure, least one FMS is operative for dispatch, and b) Alternate procedures are established and used. 			re, at and
FUEL TEMP SENSOR (Caution)		(O)	 Aircraft may be dispatched provided a) Only one bulk fuel temperature the FUEL Synoptic page is affe b) AFM Non-Normal procedures a the respective conditions of am temperature indication, when th TEMP SENSOR message is pro- flight. 	indicatio cted, and re follow ber or da e FUEL	ł ed foi ished
			NOTE: WING FUEL LO TEMP and WIN TEMP caution messages will no affected system.		

Aircraft – Aéronef		Revisi	on Nº - Nº de révision: Rev 8	Sect	Page		
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	19		
1. CAS Indication			2. Dispatch Consideration				
Caution)	A	(O)	 Aircraft may be dispatched for one for provided: a) All gear doors (not attached to close normally, b) Approved ground lock-pins are (flags removed) for flight, c) None of the following CAS me also displayed: WOW FAULT Advisory; ICE DETECTOR FAULT Advisory; ICE DETECTOR FAIL Caution; R PACK FAIL Caution; R PACK FAIL Caution; and d) Aircraft is operated in accordate Supplement for Dispatch With Retraction System Inoperative NOTE: Be prepared for NOSE STEER upon touchdown. With GEAR I posted, nose-wheel steering carbot will not post failure until whete the steering carbot	gear leg) e installed ssages at visory; on; nce with / Landing o FAIL Caut DISAGREI nnot opera) re AFM Gear ion E ate,		
GEAR SYS FAULT (Advisory)	A		Aircraft may be dispatched for one f provided flights are conducted with down and in accordance with all pro SYS FAIL Caution relief.	gear lock	ed		
GND PROX FAIL (Advisory) (except Global Vision)	A	(O)	 Aircraft may be dispatched provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days 				
GPWS SYSTEMS FAIL (Advisory) (except Global Vision)	A	(O)	 Aircraft may be dispatched provided a) Alternate procedures are established, b) Repairs are made within three f c) Takeoffs and landings are not on known or forecast windshear conductions 	lished ar light days	s, and Lin		

Aircraft – Aéronef		Revision Nº - Nº de révision: Rev	8 Sec	t Pag			
Bombardier BD-700-1A10 / -1A11		Date: August 22, 2022	2	2- 20			
CAS Indication	1.	2. Dispatch Consideration					
HUD FAIL (Caution)	D	Aircraft may be dispatched a) Approach procedure its use, and b) The HUD is selected is stowed.	s are not depend				
		Note: Stowing the combiner t HUD OFF.	urns the Global Vis	ion			
HUD FAN FAIL (Advisory)	D	Aircraft may be dispatched a) Approach procedure its use, and b) The HUD is selected is stowed.	s are not depend				
		NOTE: Stowing the combiner HUD OFF.	turns the Global V	ision			
HUD MISALIGN (Advisory) (except for Global Vision)	D	a) Approach procedure use of HUD,b) HUD is considered used, and	 Aircraft may be dispatched provided, a) Approach procedures are not dependent use of HUD, b) HUD is considered un-useable and not used, and c) The HUD is selected OFF and the comb 				
HUMIDIFER FAIL (Advisory)	С	 (O) Aircraft may be dispatched a) System is deactivated b) Neither L PACK FAIL Caution messages an c) TRIM AIR switch is se OFF, d) HASOVs are indicate Page, and e) Extended periods of a ground handling durin must be avoided to pu due to possible freezi the system. 	d, or R PACK FAIL e also annunciate elected and rema d closed on Sync aircraft in-operation ng freezing tempe revent system dat	ed, ins optic on or erature mage			
		NOTE 1: Potential freezing is ECS is operating. NOTE 2: Overnight parking ir considered where f forecast.	hangar should be				

Aircraft – Aéronef		Revisi	on Nº - Nº de révision: Rev 8	Sect	Pag
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	21
CAS Indication	1.	2.	Dispatch Consideration	'n	
HYD PUMP 3A FAIL (Advisory)	В	(O)	 Aircraft may be dispatched provided a) Affected pump is switched OFI b) Remaining system 3B AC mote operated continuously during f c) All other hydraulic pumps are operated continuously during f 	- , or pump light, and	ł
HYD PUMP 3B FAIL (Advisory)	В	(O)	 Aircraft may be dispatched provided a) Affected pump is switched OFI b) Remaining system 3A AC mote operated continuously during f c) All other hydraulic pumps are operated continuously during f 	- , or pump light, and	ł
IAC 3 INVALID B (Advisory) (except for Global Vision)	(O)	 Aircraft may be dispatched provided: a) IAC #3 is deactivated, b) SG 3 switch on reversion contractive remains selected to ALTN, c) Reversion switching system is operative, d) All EICAS displays are operative, e) Both AP Quick DISC buttons, a Disengage switches are operative. 	rol panel verified ve, and and both		
			NOTE: Subsequent loss of IAC #1 or #2 loss of three display units, one A system, one Yaw Damper system Autopilot system, one Flight Dire one FMS.	utothrottl n, one	е
IAC 3 OVHT (Caution) (except for Global Vision)	В	(O)	 Aircraft may be dispatched provided a) IAC #3 remains deactivated, b) Operations are conducted with in the ALTN position, c) Reversion switching system is operative, d) All EICAS displays are operati e) Both AP Quick DISC buttons, a Disengage switches are opera NOTE: Subsequent loss of IAC #1 or #2 loss of three display units, one A 	SG 3 sv verified ve, and and both tive.	A/T ז
			system, one Yaw Damper system Autopilot system, one Flight Dire FMS.	n, one	

Aircraft – Aéronef		Revisio	on Nº - Nº de révision: Rev 8	Sect	Pag		
ombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	22		
1. CAS Indication			2. Dispatch Consideration				
ICE (Caution)	C		 Aircraft may be dispatched provided: a) When WING ANTI-CE knob is ON, none of the following mess displayed; L WING A/I FAIL Caution R WING A/I FAIL Caution L COWL A/I FAIL Caution R COWL A/I FAULT Adviand b) Aircraft is not dispatched into Forecast icing conditions. 	selected sages ar ; n; n; sory; sory;	e		
ICE DETECTOR FAIL (Caution)	С	(O)	Aircraft may be dispatched provided are not conducted in known or foreca conditions.		ns		
ICE DETECTOR FAULT (Advisory)	С		Aircraft may be dispatched provided cowl anti-ice systems are turned ON conditions as defined in the AFM exi anticipated.	when ici			
IFIS 1 (2) (3) FAIL (Advisory) (Global Vision only)	С		Any or all may be inoperative provide source(s) of approved flight documen navigation charts are available. NOTE: Any current and operative function continue to be used.	ntation a			
IMS FAIL (Advisory) (Global Vision only)	С		 Aircraft may be dispatched provided: a) Status of Datalink printer operation confirmed, b) IMS power remains de-activate c) Databases used for each missic current, or appropriately dispate accordance with existing MMEI 34-61-01 FMS Navigation Datatitem 46-20-01 Integrated Flight System (IFIS)] NOTE 1: Datalink/cockpit printer may be (ref Item 31-33-01) is confirm NOTE 2: Updating of FMS database and 	tion is d, and on are ched in . [i.e.: ite bases; o Informat inoperati ed.	or tion ve		

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Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	23		
CAS Indication	1.	2.	Dispatch Considerat	ion			
INT CABIN DOOR (Caution)	С	(O)	Aircraft may be dispatched provided off and landing, the door is physica open.				
IPC 1 FAN FAIL (Advisory) (Global Vision only)							
1) (Global 5000/5500 only)	С		 Aircraft may be dispatched provided: a) None of the following CAS mess posted: IPC 2 FAN FAIL Advisory; IPC 3 FAN FAIL Advisory, IPC 4 FAN FAIL Advisory, IPC 1 FAIL Caution, IPC 2 FAIL Caution, IPC 3 FAIL Caution, IPC 4 FAIL Caution, IPC 4 FAIL Caution, IPC 4 FAIL Caution, IPC 2 DSM FAIL Advisory, IPC 3 DSM FAIL Advisory, IPC 4 DSM FAIL Advisory, a b) Av Rack fan or Avionics exhaustion 	nd			
2) (Global 6000/6500 only)	С		 Aircraft may be dispatched provided: a) None of the following CAS message posted: IPC 2 FAN FAIL Advisory, IPC 3 FAN FAIL Advisory, IPC 4 FAN FAIL Advisory, IPC 1 FAIL Caution, IPC 2 FAIL Caution, IPC 3 FAIL Caution, IPC 4 FAIL Caution, IPC 4 FAIL Caution, IPC 1 DSM FAIL Advisory, IPC 2 DSM FAIL Advisory, IPC 3 DSM FAIL Advisory, IPC 4 DSM FAIL Advisory, a 	-	0		
IPC 3 FAN FAIL (Advisory) (Global Vision only)			b) Avionics exhaust fan is operative.				

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Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	24
1. CAS Indication		2.	Dispatch Considerat	ion	
1) (Global 5000/5500 only)	C		 craft may be dispatched provided: a) None of the following CAS mess posted: IPC 2 FAN FAIL Advisory, IPC 1 FAN FAIL Advisory, IPC 4 FAN FAIL Advisory, IPC 1 FAIL Caution, IPC 2 FAIL Caution, IPC 3 FAIL Caution, IPC 4 FAIL Caution, IPC 4 FAIL Caution, IPC 1 DSM FAIL Advisory, IPC 2 DSM FAIL Advisory, IPC 3 DSM FAIL Advisory, IPC 4 DSM FAIL Advisory, a b) Av Rack fan or Avionics exhaus operative. 	Ind	IISO
2) (Global 6000/6500 only)	С		 rcraft may be dispatched provided: a) None of the following CAS messions posted: IPC 2 FAN FAIL Advisory, IPC 1 FAN FAIL Advisory, IPC 4 FAN FAIL Advisory, IPC 1 FAIL Caution, IPC 2 FAIL Caution, IPC 3 FAIL Caution, IPC 4 FAIL Caution, IPC 4 FAIL Caution, IPC 1 DSM FAIL Advisory, IPC 2 DSM FAIL Advisory, IPC 3 DSM FAIL Advisory, IPC 4 DSM FAIL Advisory, ab) 	Ind	also
IPC 4 FAN FAIL (Advisory) (Global Vision only) 1) (Global 5000/5500 only)		Air	 a) None of the following CAS messions a) None of the following CAS messions b) IPC 2 FAN FAIL Advisory, b) IPC 1 FAN FAIL Advisory, c) IPC 3 FAN FAIL Advisory, c) IPC 1 FAIL Caution, c) IPC 2 FAIL Caution, c) IPC 3 FAIL Caution, c) IPC 3 FAIL Caution, c) IPC 4 FAIL Caution, c) IPC 1 DSM FAIL Advisory, c) IPC 3 DSM FAIL Advisory, c) IPC 4 DSM FAIL Advisory, c) Av Rack fan or Avionics exhaus operative. 	sages are a	also

Aircraft – Aéronef		Revisi	on Nº - Nº de révision: Rev 8	Sect	Page
Bombardier BD-700-1A10 / -1A11		Date:	2- 25		
CAS Indication	1.	2.	Dispatch Consideration	on	
2) (Global 6000/6500 only)			Aircraft may be dispatched provided: a) None of the following CAS messa posted: - IPC 2 FAN FAIL Advisory, - IPC 1 FAN FAIL Advisory, - IPC 3 FAN FAIL Advisory, - IPC 1 FAIL Caution, - IPC 2 FAIL Caution, - IPC 3 FAIL Caution, - IPC 4 FAIL Caution, - IPC 1 DSM FAIL Advisory, - IPC 2 DSM FAIL Advisory, - IPC 3 DSM FAIL Advisory, - IPC 4 DSM FAIL Advisory, an b) Avionics exhaust fan is operative	d	also
IRS 1 AUX FAIL (Advisory)	С		Aircraft may be dispatched provided AUX PWR, IRS AUX FAIL or IRS Fa are posted.		
IRS 1 AUX PWR (Advisory)	С		Aircraft may be dispatched provided AUX PWR, IRS AUX FAIL or IRS Fa are posted.		
IRS 1 FAIL (Advisory)	С	(O)			
IRS 1 MISCMP (Caution)	С	(O)	 Aircraft may be dispatched provided: a) None of the following CAS mealso posted: IRS 2 MISCMP Caution; IRS 3 MISCMP Caution; IRS 2 FAIL Caution; IRS 3 FAIL Caution; b) Independent attitude indication at each pilot's station, c) Independent directional comparis available at each pilot's station d) Standby Attitude Indicator is on 	ssages a n is avail ass indic ion, and	able ation
			NOTE: Following an unsuccessful attem miscompare, the IRS should be	•	

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Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	26
CAS Indication	1.	2.	Dispatch Considerati	on	
IRS 1 OVHT (Caution) (except for Global Vision)	C	(O)	 Aircraft may be dispatched provided a) IRS 1 remains deactivated, b) Independent attitude indicationat each pilot's station, c) Independent directional complis available at each pilot's station d) Standby Attitude Indicator is of e) IRS 2 and IRS 3 are operative 	n is availa bass indica tion, operative,	ation
			NOTE: Refer to item 21-54-05, where of filter obstruction is causal to me		
IRS 2 AUX FAIL (Advisory)	С		Aircraft may be dispatched provide AUX PWR, IRS AUX FAIL or IRS F are posted.		
IRS 2 AUX PWR (Advisory)	С		Aircraft may be dispatched provided AUX PWR, IRS AUX FAIL or IRS Fa are posted.		
IRS 2 FAIL (Advisory)	С	(O)	 Aircraft may be dispatched provide a) Independent attitude indicationat each pilot's station, b) Independent directional compisavailable at each pilot's station; c) Standby Attitude Indicator is of d) IRS 1 FAIL and IRS 3 FAIL at annunciated. 	n is availa ass indica tion, operative,	atior
IRS 2 MISCMP (Caution)	С	(O)	 Aircraft may be dispatched provided a) None of the following CAS me also posted: IRS 1 MISCMP Caution; IRS 3 MISCMP Caution; IRS 1 FAIL Caution; IRS 3 FAIL Caution; b) Independent attitude indication at each pilot's station, c) Independent directional computer static at each pilot's station, d) Standby Attitude Indicator is one of the state of the stat	essages a n is availa bass indica tion, <mark>and</mark>	able ation
			NOTE: Following an unsuccessful atten miscompare, the IRS should be de-activated.		ta

Aircraft – Aéronef		Revisi	on Nº - Nº de révision: Rev 8	Sect	Pag
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	27
CAS Indication	1.	2.	Dispatch Consideration	on	
IRS 2 OVHT (Caution) (except for Global Vision)	С	(O)	 Aircraft may be dispatched provided a) IRS 2 remains deactivated, b) Independent attitude indication at each pilot's station, c) Independent directional comparis available at each pilot's state d) Standby Attitude Indicator is one e) IRS 1 and IRS 3 are operative 	n is availa ass indica ion, perative,	ation
			NOTE: Refer to item 21-54-05, where co obstruction is causal to message		filter
IRS 3 AUX FAIL (Advisory)	С		Aircraft may be dispatched provided AUX PWR, IRS AUX FAIL or IRS F are posted.		
IRS 3 AUX PWR (Advisory)	С		Aircraft may be dispatched provided AUX PWR, IRS AUX FAIL or IRS F are posted.		
IRS 3 FAIL (Advisory)	С	(O)	 Aircraft may be dispatched provided a) Independent attitude indication at each pilot's station, b) Independent directional compa- is available at each pilot's station c) Standby Attitude Indicator is on d) IRS 1 FAIL and IRS 2 FAIL ar annunciated. 	n is availa ass indica ion, perative,	ation
IRS 3 MISCMP (Caution)	С	(O)	 Aircraft may be dispatched provided a) None of the following CAS mealso posted: IRS 1 MISCMP Caution; IRS 2 MISCMP Caution; IRS 1 FAIL Caution; IRS 2 FAIL Caution; b) Independent attitude indication at each pilot's station, c) Independent directional comparis available at each pilot's stated d) Standby Attitude Indicator is on 	ssages a n is availa ass indica ion, <mark>and</mark>	able ation
			NOTE: Following an unsuccessful at a miscompare, the IRS shoul activated.	•	reset

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Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	28
CAS Indication	1.				
IRS 3 OVHT (Caution) (except for Global Vision)	C	(O)	 Aircraft may be dispatched provided a) IRS 3 remains deactivated, b) Independent attitude indicatio at each pilot's station, c) Independent directional comp is available at each pilot's station d) Standby Attitude Indicator is of e) IRS 1 and IRS 2 are operative 	n is availa ass indica ion, and operative,	ation
			NOTE: Refer to item 21-54-05, where c obstruction is causal to message	•	filter
ISI FAULT (Advisory) (Global Vision only)	С		May be inoperative provided all AD Systems are operative.	C and IRS	6
	С		In combination with ADC 2 (3) FAIL (2)(3) FAIL, aircraft may not be disp operations. NOTE: Failure of second IRS or ADC w all autopilot function.	atched int	o EF
L AUX FUEL PUMP (Advisory) (GX)	С	(O)	 Except for ER operations, aircraft r dispatched provided: a) Left AUX pump is de-activated b) Right centre transfer pump is c) Right aft tank transfer pump is d) Right aft tank transfer SOV is e) Right wing transfer SOV is op f) XFEED FAIL Caution is not pe g) L PRI FUEL PUMP Advisory i and h) An extra 1,000 pounds of fuel the planned flight. 	d, operative operative erative, osted, s not post	e, , ted,
L AUX FUEL PUMP (Advisory) (G5000 only)	С	(O)	 Except for ER operations, aircraft m dispatched provided: a) Left AUX pump is de-activated b) Right centre transfer pump is c) Right wing transfer SOV is op d) XFEED FAIL Caution is not period e) L PRI FUEL PUMP Advisory is and f) An extra 1,000 pounds of fuel the planned flight. 	d, operative erative, osted, s not posi	ted,

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Bombardier BD-700-1A10 / -1A11		Date: August 22, 2022	2-29
CAS Indication	1.	2. Dispatch Con	sideration
L BLEED FAULT (Advisory)	C	 (O) Aircraft may be dispatched p flight: a) None of the following m posted: R BLEED SYS FAIL R WING ANTI-ICE I XBLEED FAIL Caut R BLEED FAIL Caut R BLEED FAULT A WING ANTI-ICE FA b) Left PRV and HP SOV of correctly in response to selection, as indicated of correctly in response to selection, as indicated of closed at high thrust set Synoptic Page. d) WING XBLEED FROM remains open, and e) Operations are not conditions 	E Caution; FAIL Caution; FAIL Caution; ion; dvisory; ULT Advisory; open and close L BLEED OFF switch on Synoptic Page, t engine idle and ttings, as indicated on R is selected and ducted in known or
L DSPL FAN FAULT (Advisory) (Global Vision only)	С	 Aircraft may be dispatched p a) LWR DSPL must be ope b) None of the following CA posted: i) AVIONIC FAN FAIL (ii) CTR DSPL FAN FAULT iii) R DSPL FAN FAULT iv) SUPP FAN 1 FAIL (A v) SUPP FAN 2 FAIL (A Note: At least one ECS pack a flight deck prior to dispared 	rative, and S messages are Advisory), ILT (Advisory), (Advisory), dvisory), and dvisory). is required to cool the
L ENG FIRE FAULT (Advisory)	A	Aircraft may be dispatched for provided the Fire Test is con flight.	
	С	Aircraft may be dispatched pa) Fire test is conducted bb) Operations are conduct minutes from a suitable	efore each flight, and ed not more than 60

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Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	30	
1. CAS Indication		2.	Dispatch Considerati	on		
L ENGINE TCCV FAULT (Advisory) (Global 5500/6500 Only)	A	(O)	 Aircraft may be dispatch provided: a) R ENGINE TCCV FAULT Advissis not posted, b) Operations are conducted in ac AFM Non-normal Procedures for TCCV FAULT Advisory, and c) Repairs are made in accordance established by engine manuface Extensions are allowed. Note 1: Fuel consumption on affected of increased. Mission planning readditional 3% fuel load, for eaco Note 2: For take-offs from hot and high indication will be increased on 	cordance or Engine e with tim turer. No engine will quires an ch mission conditions	be be s, ITT	
<section-header></section-header>	A		May be dispatched with FADEC fau repairs are made in accordance with established by engine manufacture No extensions are allowed.	h times	led	

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Bombardier BD-700-1A10 / -1A11		Date: August 22, 2022			31
1. CAS Indication			Dispatch Consideration	n	
<section-header></section-header>	C	(O)	 Except for ER operations, aircraft madispatched provided: a) Left pack is selected OFF and t verified closed on Synoptic Page b) Right pack discharge temperaturindications on Synoptic Page at c) Right pack is operated in AUTC e) Avionics Bay fan is selected OF f) Recirculation system is verified g) AUX PRESS system is verified g) AUX PRESS system is verified h) TRIM AIR is selected OFF, i) RAM Air valve is verified operation j) None of the following CAS messalso posted: i) L BLEED SYS FAIL CA ii) L BLEED SYS FAIL CA iii) L BLEED LEAK Caution v) R BLEED LEAK Caution vi) X BLEED FAIL Caution vii) R PACK TEMP Caution viii) R PACK FAULT Advisand k) Operations are conducted at or FL410. 	he FCV le, ure re opera in MAN 0 mode, operativ operativ sages a aution; aution; on; on; n; on; n; on; n; on; on; on;	utive, ve, ve,

Aircraft – Aéronef		Revisio	on Nº - Nº de révision: Rev 8	Sect	Page	
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	32	
1. CAS Indication			Dispatch Consideration			
L PACK AUTO FAIL (Caution) (Global 5000)	C	(O)	 Except for ER operations, aircraft m dispatched provided: a) Left pack is selected OFF and t verified closed on Synoptic Page b) Right pack discharge temperatu on Synoptic Page are operatived c) Right pack is operated in AUTO e) Avionics Bay fan is selected OF f) Recirculation system is verified g) AUX PRESS system is verified g) AUX PRESS system is verified h) TRIM AIR is selected OFF, i) RAM Air valve is verified operation j) None of the following CAS mess also posted: i) L BLEED SYS FAIL Ca ii) R BLEED LEAK Caution iv) R BLEED LEAK Caution vi) R BLEED LEAK Caution vi) R BLEED FAIL Caution viii) R PACK TEMP Caution viii) R PACK FANLT Advise ix) AV RACK FAN FAIL Avise ix) AV RACK FAN FAIL Avise ix) AV RACK FAN FAIL Avise 	he FCV le, ure indica in MAN 0 mode, F, operativ operativ ive, sages an aution; aution; n; n; n; sory; ory; dvisory;	ations mode e, e, re	

Aircraft – Aéronef		Revisio	on Nº - Nº de révision: Rev 8	Sect	Page
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	33
1. CAS Indication		2.	Dispatch Consideratio	ration	
L PACK FAIL (Caution) (GX)	C	(O)	 Except for ER operations, aircraft madispatched provided: a) Left pack is selected OFF, b) Left FCV is visually verified cloequipment bay, c) Right pack discharge temperation indications on Synoptic Page ad d) Right pack is verified operative mode, e) Right pack FCV opens and cloresponse to PACK OFF switch f) Right pack is operated in AUTO (g) Avionics Bay fan is selected OI (h) Recirculation system is verified (j) TRIM AIR is selected OFF, k) RAM Air valve is verified operation (j) TRIM AIR is selected OFF, k) RAM Air valve is verified operation (j) R BLEED FAULT Advision (j) R PACK FAULT Advision (j) R PACK FAULT Advision (j) R BLEED SYS FAIL C (j) R BLEED LEAK Caution (j) R BLEED LEAK Caution (j) R PACK TEMP Caution (j) R PACK AUTO FAIL (j) (j) (j) (j) (j) (j) (j) (j) (j) (j)	sed in af ure re opera in MAN ses corre D mode, F, operativ operativ tive, sages a isory; oution; on; aution; on; on; caution; cor; cor; cor; aution; cor; cor; cor; cor; cor; cor; cor; cor	tive, ectly i /e, /e, re -L410

Aircraft – Aéronef		Revisio	on Nº - Nº de révision: Rev 8	Sect	Page		
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	34		
CAS Indication	1.						
L PACK FAIL (Caution) (Global 5000)	C	(O)	 Except for ER operations, aircraft madispatched provided: a) Left pack is selected OFF, b) Left FCV is visually verified cloequipment bay, c) Right pack discharge temperatindications on Synoptic Page ad d) Right pack is verified operative mode, e) Right pack FCV opens and cloin response to PACK OFF switt f) Right pack is operated in AUTO g) Avionics Bay fan is selected OI h) Recirculation system is verified j) TRIM AIR is selected OFF, k) RAM Air valve is verified operation i) L BLEED SYS FAIL C ii) L BLEED SYS FAIL C iii) L BLEED LEAK Caution v) R PACK TEMP Caution v) R PACK TEMP Caution viii) R BLEED FAULT Advis x) AV RACK FAN FAIL A and m) Operations are conducted at or NOTE: If pack closure cannot be confirm synoptic, then manual closure ar required prior to dispatch.	sed in a ure re opera in MAN ses corr ch, D mode, FF, l operati operati tive, sages a aution; aution; on; on; on; on; on; on; on; on; on;	ectly ve, ve, ire		

Aircraft – Aéronef		Revisio	on Nº - Nº de révision: Rev 8	Sect	Page		
Bombardier BD-700-1A10 / -1A11		Date:	2- 35				
CAS Indication	1.	Date: August 22, 2022 2. Dispatch Consideration					
L PACK FAULT (Advisory)	C		 Except for ER operations, aircraft madispatched provided, prior to each diated a) The following messages are not at i) R PACK FAULT Advisory, ii) L BLEED FAULT Advisory, iii) L BLEED FAULT Advisory, iii) L BLEED FAIL Caution, iv) R PACK AUTO FAIL Caution, iv) R PACK FAIL Caution, and b) With bleed air on, left flow contron correctly closes and re-opens in the pack OFF / ON selection, as contacted Synoptic Page. 	spatch: also pos on, valve response	∋ to		
<section-header></section-header>	C	(O)	 Aircraft may be dispatched provided: a) None of the following CAS mess posted: L AUX FUEL PUMP Advis R AUX FUEL PUMP Advis R PRI FUEL PUMP Advis b) Aft position L PRI pump is opera indicated on FUEL Synoptic Page c) All fuel quantity indications are of dispatch. 	sory; sory; ory; titve as ge, perative	e, and		

Aircraft – Aéronef		Revisio	on Nº - Nº de révision: Rev 8	Sect	Page		
Bombardier BD-700-1A10 / -1A11		Date: August 22, 2022			36		
1. CAS Indication							
L PROBE MON FAIL (Advisory) (except Global Vision)	B	(O)	 Except for ER operations, aircraft m dispatched provided: a) Neither ICE DETECTOR FAULT ICE DETECTOR FAIL Caution r displayed, b) Operations are not conducted in forecast icing conditions, c) Operations are conducted under only, d) Dispatch provisos and procedure with YD HEAT1 FAIL, herein, are e) Enroute operations, do not require f) Flights are conducted in accorda AFM Supplement for DISPATCH BRAKE TEMPERATURE MONIT SYSTEM INOPERATIVE. 	Advisory nessages known o day VM(es associ e carried re its use ince with I WITH	are r C ated out, , and		
L PROBE MON FAIL (Advisory) (Global Vision only)	В	(O)	 NOTE: Both inboard and outboard left b temperature indications on the I Page will be inoperative. Except for ER operations, aircraft m dispatched provided: a) Neither ICE DETECTOR FAULT ICE DETECTOR FAIL Caution r displayed, b) Operations are not conducted in forecast icing conditions, c) Operations are conducted under only, d) Enroute operations, do not requir and, e) Flights are conducted in accordat AFM Supplement for DISPATCH BRAKE TEMPERATURE MONIT SYSTEM INOPERATIVE. 	EICAS ST. ay be Advisory nessages known o day VM0 re its use nce with I WITH TORING	/ or are r C		
			NOTE: Both inboard and outboard left b temperature indications on the l Page will be inoperative.		ΑΤι		

Aircraft – Aéronef		Revisi	on Nº - Nº de révision: Rev 8	Sect	Page
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	37
1. CAS Indication			Dispatch Consideration	on	
L WING A/ICE FAIL (Caution)	C		 Aircraft may be dispatched provided a) Anti-Ice "WING" rotary switch the OFF position and the valve closed on the Synoptic Page, b) ICE DETECTOR FAULT Advi ICE DETECTOR FAIL Caution are not also posted, and c) Operations are not conducted forecast icing conditions. 	is selecte es confirr sory and/ າ messaູ	ned ′or jes
L WSHLD HEAT FAIL (Caution)	С	(O)	 Aircraft may be dispatched provided a) Remaining channels are verified by selecting both WINDSHIEL switches to ON, and confirming following messages are annual CAS: R WSHLD HEAT FAIL C R WINDOW HEAT FAIL L WINDOW HEAT FAIL and b) Operations are not conducted forecast icing. 	ed opera D HEAT g none o nciated b aution; Caution; Caution;	f the y the
	С	(O)	 In conjunction with other window heat failures, the aircraft may be dispatched. a) Only one of the following mess annunciated, R WSHLD HEAT FAIL Constraints R WINDOW HEAT FAIL b) Operations are not conducted in forecast icing, and c) Both ice detection systems are 	ed provid ages are aution; Caution; n known	ded: or
LARGE SERV DOOR (Caution)	С	(O)	Aircraft may be dispatched provided flight, Aft Equipment Bay Door, Refe Door, and Aft Hydraulic Door are ve CLOSED, LATCHED and LOCKED.	.iel/Defue	

Aircraft – Aéronef		Revisi	on Nº - Nº de révision: Rev 8	Sect	Page
Bombardier BD-700-1A10 / -1A11		Date:	2-	38	
CAS Indication	1.	2.	Dispatch Considerat	ion	
LTRK FAIL (Advisory) (except Global Vision)	С		Aircraft may be dispatched provided operative.	d two FMS	Ss are
LWR DSPL FAN FAIL (Advisory) (Global Vision only)	С		Aircraft may be dispatched provided considered inoperative. (Ref. Section 01).		
LWR DSPL FAN FAULT (Advisory) (Global Vision only)	С		Aircraft may be dispatched.		
MAN PRESS FAULT (Advisory)	A	(O)	Except for ER operations, aircraft m dispatched for one flight day, provid conducted in accordance with AFM unpressurized flight configuration, a 9,000 ft MSL.	ded flight i I for	
MLG BAY OVHT FAIL (Caution)	В		 Aircraft may be dispatched provided a) Landing gear is left extended minutes following take-off un engine failure, b) Brake Temperature Monitorir fully functional, c) BTMS indications are monito off and gear is not retracted u show 09 or below and decreased d) Operations are conducted in with AFM Supplement for Dis Landing Gear Inoperative wh remains extended. 	for ten less there ng System red after t until indica asing, and accordance spatch Wit	is ake- itions ce
MLG BAY OVHT FAULT (Advisory)	В		 Aircraft may be dispatched provide a) Landing gear is left extended minutes following take-off un engine failure, b) Brake Temperature Monitorir fully functional, c) BTMS indications are monito off and gear is not retracted u show 09 or below and decreas d) Operations are conducted in with AFM Supplement for Dis Landing Gear Inoperative wh remains extended. 	for ten less there ng System red after t until indica asing, and accordance spatch Wit	is ake- itions ce

Aircraft – Aéronef		Revisi	on Nº - Nº de révision: Rev 8	Sect	Page	
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2- 39		
CAS Indication	1.	2.	Dispatch Considerati	on		
OUTFLOW VLV 1 FAIL (Advisory)	C	(O)	 Except for ER Operations, aircraft m dispatched provided: a) Forward outflow valve is verif b) Flight is conducted in accordation for an unpressurized flight coor below 9,000 ft MSL, and c) In accordance with AFM Buot Limitations, aircraft above material weight are prohibited from tallandings on runways near boot and extended over-water operations. 	ied fully c ance with nfiguratio yancy aximum la ke-offs an dies of wa	AFM n at inding	
OUTFLOW VLV 2 FAIL (Advisory)	С	(O)	 Except for ER Operations, aircraft may be dispatched provided: a) Aft outflow valve is verified open, b) Flight is conducted in accordance with A for an unpressurized flight configuration or below 9,000 ft MSL, and c) In accordance with AFM Buoyancy Limitations, aircraft above maximum land weight are prohibited from take-offs and landings on runways near bodies of water 			
OXYGEN LO QTY (Caution)	В	(O)	 and extended over-water operations. (O) Aircraft may be dispatched provided: a) Minimum oxygen quantity prior to dispate is greater than 50 %, b) Minimum Enroute Altitude (MEA) shall ne exceed 10, 000 ft MSL, and c) Quantity for dispatch is in accordance will applicable operating rules and the Bombardier Completions Center Oxyger System Supplement in the FCOM Supplementary Procedures. 			
PAX OXY AUTO FAIL (Advisory) (Global Vision only)	В		Except for ER operations, aircraft m dispatched provided: a) Manual deployment system (Ov operative, and b) Flight remains at or below FL 30	/ERRIDE) is	

Aircraft – Aéronef		Revision Nº - Nº de révision: Rev 8 Sect						
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	40			
1. CAS Indication								
<section-header></section-header>	B		 Except where operations require its RVSM, aircraft may be dispatched a) ADC # 2 is de-activated, b) None of the following CAS mest displayed: PITOT 1 HT FAIL Cautio PITOT 3 HT FAIL Cautio TAT HT 1 FAIL Caution TAT HT 3 FAIL Caution ICE DETECTOR FAIL C ADC 1 FAIL Advisory; ADC 1 DEGRADED Adv ADC 3 DEGRADED Adv ICE DETECTOR FAULT c) Operations are not conducted i forecast icing conditions, d) Operations are not conducted in moisture in any form, e) Reversion Switching System is f) Operations are conducted in conditions only. 	provided: sages are on; on; caution; caution; visory; r Advisory n known o in visible s operativ	e also /; or			

Aircraft – Aéronef		Revision Nº - Nº de révision: Rev 8 Sect			
Bombardier BD-700-1A10 / -1A11		Date:	2- 41		
CAS Indication	1.	2.	n		
PITOT 3 HT FAIL (Caution)	B	(O)	 Except where operations require its us RVSM, aircraft may be dispatched profile a) ADC # 3 is de-activated, b) None of the following CAS messions displayed: PITOT 1 HT FAIL Caution; PITOT 2 HT FAIL Caution; STBY PITOT HT FAIL Caution; TAT HT 1 FAIL Caution; TAT HT 2 FAIL Caution; ICE DETECTOR FAIL Caution; ADC 1 DEGRADED Advise; ADC 2 DEGRADED Advise; ICE DETECTOR FAULT A b) Operations are not conducted in forecast icing conditions, c) Operations are not conducted in moisture in any form, d) Reversion Switching System is of e) Operations only. 	vided: ages are tion; tion; ory; ory; dvisory; known o visible operative	e also or

Aircraft – Aéronef		Revision Nº - Nº de révision: Rev 8				
Bombardier BD-700-1A10 / -1A11		Date: August 22, 2022			42	
CAS Indication	1.	2.	Dispatch Consideratio	n		
PLT BRAKE FAULT A (Caution) A			 Aircraft may be dispatched for one fl provided: a) None of the following CAS mest posted: CPLT BRAKE FAULT Caut L (R) REV LOCK FAIL Caut L (R) REVERSER FAIL; NOSE STEER FAIL Caution BRAKE FAULT Advisory; L (R) REV LOCK FAULT A BRAKE FAULT Advisory; L (R) REVERSER FAULT A C (R) REVERSER FAULT A FLT SPOILERS FAULT A GND LIFT DUMP Advisory b) Takeoff and landing limited to a operations only, c) Multiply normal T/O field length d) Takeoff and landing tailwind continuited to no more than 3 knots e) Maximum cross-winds limited to both T/O and landing, and f) Multiply landing field length by 	sages ar tion; ition; on; dvisory; advisory; ivisory; dry runw h by 2.1, omponer s, o 10 kts	e als ; ay nt	
<section-header></section-header>	С	(O)	 Except for ER operations, aircraft mathematical dispatched provided: a) Right AUX pump is de-activated b) Left centre transfer pump is oped c) Left aft tank transfer pump is oped d) Left aft tank transfer SOV is operation e) Left wing transfer SOV is operation f) XFEED FAIL Caution is not posed g) R PRI FUEL PUMP Advisory is and h) An extra 1,000 pounds of fuel is the planned flight. 	, rative, erative, erative, ive, ted, not post		

Aircraft – Aéronef		Revision Nº - Nº de révision: Rev 8 Set				
Bombardier BD-700-1A10 / -1A11		Date: August 22, 2022 2-				
CAS Indication	1.	2.	Dispatch Consideration	on		
R AUX FUEL PUMP (Advisory) (G5000 only)	C	(O)	 Except for ER operations, aircraft may dispatched provided: a) Right AUX pump is de-activated, b) Left centre transfer pump is operation of the sector of the	ative, ve, ed, ot posted		
R BLEED FAULT (Advisory)	С	(0)	 Aircraft may be dispatched provided, p flight: a) None of the following messages posted: L BLEED SYS FAIL Caution L WING ANTI-ICE FAIL Caut XBLEED FAIL Caution; L BLEED FAULT Advisory; WING ANTI-ICE FAULT Advisory; WING ANTI-ICE FAULT Advisory; WING ANTI-ICE FAULT Advisory; Correctly in response to R BLEED selection, as indicated on Synop c) Right HP valve is open at engine closed at high thrust settings, as Synoptic Page. d) WING XBLEED FROM L is selection and e) Operations are not conducted in forecast icing conditions. 	are also ; ition; id close D OFF sv tic Page, idle and indicated ted and	vitch d on	
R DSPL FAN FAULT (Advisory) (Global Vision only)	С		 Aircraft may be dispatched provided: a) LWR DSPL must be operative, and b) None of the following CAS message i) AVIONIC FAN FAIL (Advisory) ii) CTR DSPL FAN FAULT (Advisory) iii) L DSPL FAN FAULT (Advisory) iv) SUPP FAN 1 FAIL (Advisory), a v) SUPP FAN 2 FAIL (Advisory). Note: At least one ECS pack is required to deck prior to dispatch.	ges are p , ory), , ind		

Aircraft – Aéronef		Revision Nº - Nº de révision: Rev 8				
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2- 44		
CAS Indication	1.	2.	Dispatch Considerati	on		
R ENG FIRE FAULT (Advisory)	A		Aircraft may be dispatched for one flig the Fire Test is conducted before eac		ovide	
	С		Aircraft may be dispatched provided:a) Fire test is conducted before eab) Operations are conducted not minutes from a suitable airport.			
R ENGINE TCCV FAULT (Advisory) (Global 5500/6500 Only)	A	(0)	 Aircraft may be dispatch provided: a) L ENGINE TCCV FAULT Advisor not posted, b) Operations are conducted in accordance AFM Non-normal Procedures for FAULT Advisory, and c) Repairs are made in accordance established by engine manufacture Extensions are allowed. Note 1: Fuel consumption on affected engincreased. Mission planning requina 3% fuel load, for each mission. Note 2: For take-offs from hot and high conindication will be increased on affected on a figure af	ordance v Engine T with time rer. No gine will be res an ado onditions, I	vith CCV s ditiona	
(Advisory)	A		May be dispatched with FADEC fau repairs are made in accordance with established by engine manufacturer No extensions are allowed.	n times	ed	

Aircraft – Aéronef		Revision Nº - Nº de révision: Rev 8	Sect Pa	
Bombardier BD-700-1A10 / -1A11		Date: August 22, 2022	2 2- 45	
CAS Indication	1.	2. Dispatch Cor	nsideration	
<section-header></section-header>	C	Except for ER operations, a dispatched provided: a) Right pack is selected verified closed on Syn b) Left pack discharge te on Synoptic Page are c) Left pack is operated i e) Avionics Bay fan is se f) Recirculation system is g) AUX PRESS system is h) TRIM AIR is selected 0 i) RAM Air valve is verifii j) None of the following 0 also posted: ii) L BLEED SYS F ii) R BLEED SYS F iii) L BLEED SYS F iii) L BLEED LEAK iv) R BLEED LEAK v) L PACK TEMP vi) X BLEED FAIL vii) L BLEED FAUL viii) L PACK FAULT and k) Operations are conduct	OFF and the FCV is optic Page, mperature indications operative, erative in MAN mode, ected OFF, s verified operative, S verified operative, OFF, ed operative, CAS messages are FAIL Caution; FAIL Caution; Caution; Caution; Caution; Caution; Caution; Caution; Advisory;	

Aircraft – Aéronef		Revisio	on Nº - Nº de révision: Rev 8	Sect P	age
Bombardier BD-700-1A10 / -1A11 1. CAS Indication		Date:	August 22, 2022	2-4	6
		2.	Dispatch Consideration	ideration	
<section-header></section-header>	C	(O)	 Except for ER operations, aircraft r dispatched provided: a) Right pack is selected OFF a verified closed on Synoptic P b) Left pack discharge temperat indications on Synoptic Page c) Left pack is verified operative mode, d) Left pack is operated in AUTO e) Avionics Bay fan is selected O f) Recirculation system is verified g) AUX PRESS system is verified h) TRIM AIR is selected OFF, i) RAM Air valve is verified ope j) None of the following CAS m also posted: i) L BLEED SYS FAIL C ii) R BLEED SYS FAIL C iii) L BLEED LEAK Cautio iv) R BLEED LEAK Cautio vi L PACK TEMP Cautio vii) L BLEED FAULT Advi ix) AV RACK FAN FAIL A and k) Operations are conducted at of FL410. 	nd the FCV age, ure are operative in MAN D mode, DFF, ed operative ad operative rative, essages are aution; aution; on; on; on; n; isory; sory; advisory;	ive, e, e,

Aircraft – Aéronef		Revisio	Sect	Pag	
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	47
CAS Indication	1.	2.	Dispatch Consideratio	n	
R PACK FAIL (Caution) (GX)	C	(O)	 Except for ER operations, aircraft m dispatched provided: a) Right pack is selected OFF, b) Right FCV is visually verified of Equipment Bay, c) Left pack discharge temperate indications on Synoptic Page d) Left pack is verified operative mode, e) Left pack FCV opens and close response to PACK OFF switce f) Left pack is operated in AUTO (9) Avionics Bay fan is selected OF) Recirculation system is verifie i) AUX PRESS system is verifie j) TRIM AIR is selected OFF, k) RAM Air valve is verified oper l) None of the following message posted: i) L BLEED SYS FAIL Ca ii) R BLEED LEAK Caution v) L PACK TEMP Caution v) L PACK TEMP Caution v) L PACK FAULT Advised and m) Operations are conducted at of FL 410. NOTE: If pack closure cannot be confirm synoptic, then manual closure arequired prior to dispatch. 	closed in ure are open in MAN ses corre h, D mode, DFF, d operat d operat ative, es are a aution; aution; on; on; on; Caution; n; isory; or; or below med on	ative ectly i ive, ive, Iso

Aircraft – Aéronef		Revisio	on Nº - Nº de révision: Rev 8	Sect	Page	
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	48	
CAS Indication	1.					
R PACK FAIL (Caution) (Global 5000)	C	(O)	 Except for ER operations, aircraft r dispatched provided: a) Right pack is selected OFF, b) Right FCV is visually verified equipment bay, c) Left pack discharge temperal indications on Synoptic Page operative, d) Left pack is verified operative mode, e) Left pack FCV opens and claresponse to PACK OFF switt f) Left pack is operated in AUT g) Avionics Bay fan is selected h) Recirculation system is verified i) AUX PRESS system is verified operative, i) AUX PRESS system is verified operative ii) AUX PRESS system is verified operative ii) L BLEED SYS FAIL C iii) L BLEED SYS FAIL C iii) L BLEED LEAK Caution v) L PACK TEMP Caution vi) L PACK AUTO FAIL C viii) X BLEED FAIL Caution viii) L BLEED FAIL Caution AV RACK FAN FAIL A and m) Operations are conducted at FL 410. 	I closed in ture e are e in MAN oses corre ch, O mode, OFF, ed opera ed opera erative, nessages aution; on; on; aution; on; on; on; n; aution; on; on; on; on; on; on; on; on; on;	ectly i tive, tive, are	

Aircraft – Aéronef		Revision Nº - Nº de révision:	Rev 8 Sect Pag
Bombardier BD-700-1A10 / -1A11		Date: August 22, 2	2022 2- 49
CAS Indication	1.	2. Dispatc	h Consideration
R PACK FAULT (Advisory)	C	 a) The following mes i) L PACK FA ii) R BLEED F iii) R BLEED F iv) L PACK AL v) L PACK FA and b) With bleed air on, correctly closes a 	prior to each dispatch: ssages are not also posted ULT Advisory, AULT Advisory, AULT Advisory, AIL Caution, JTO FAIL Caution, IL Caution, right flow control valve nd re-opens in response to election, as confirmed on
R PRI FUEL PUMP (Advisory)	С	posted: - R AUX FUEL - L AUX FUEL - L PRI FUEL b) Aft position R PF indicated on FUE c) All fuel quantity and	tched provided: ving CAS messages are als - PUMP Advisory; PUMP Advisory; PUMP Advisory; RI pump is operative as EL Synoptic Page, v indications are operative s verified operative prior t
R PROBE MON FAIL (Advisory) (except Global Vision)	В	 or ICE DETECT messages are of the second s	TECTOR FAULT Advisory TOR FAIL Caution displayed, not conducted in known or onditions, conducted under day VMC sos and procedures YD HEAT 2 FAIL, herein, ions, do not require its use, ducted in accordance with ement for DISPATCH WITH ERATURE MONITORING PERATIVE.
			d outboard right brake ications on the EICAS will be inoperative

Aircraft – Aéronef		Revision Nº - Nº de révision: Rev 8			Pag
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	50
CAS Indication	1.	2.	Dispatch Considerati	on	
R PROBE MON FAIL (Advisory) (Global Vision only)	B	(O)	 Except for ER operations, aircraft dispatched provided: a) Neither ICE DETECTOR FALCE or ICE DETECTOR FAIL Camessages are displayed, b) Operations are not conducted forecast icing conditions, c) Operations are conducted u only, d) Enroute operations, do not r and e) Flights are conducted in accepted the AFM Supplement for DIS BRAKE TEMPERATURE M SYSTEM INOPERATIVE. NOTE: Both inboard and outboard rightemperature indications on the STATUS Page will be inoperational for the area will be inoperational for the area will be inoperational for the status of the area will be inoperational for the status of the area will be inoperational for the status of the area will be inoperational for the status of the area will be inoperational for the status of the area will be inoperational for the status of the area will be inoperational for the status of the area will be inoperational for the status of the area will be inoperational for the status of the area will be inoperational for the status of the area will be inoperational for the status of the area will be inoperational for the status of the area will be inoperational for the status of the area will be inoperative and status of the area will be inoperative area will be inoperative. 	ULT Advisor aution ed in know nder day equire its cordance SPATCH ONITORI ht brake EICAS	vn or VMC use, with WITH
<section-header></section-header>	С	(O)	Aircraft may be dispatched provide a) Remaining channels are ver by selecting both WINDSHII switches to ON, and confirm following messages are ann the CAS: - L WSHLD HEAT FAIL C - L WINDOW HEAT FAIL - R WSHLD HEAT FAIL C	ified oper ELD HEA ing none unciated aution; Caution;	T of the
	С	(O)	and b) Operations are not conducted forecast icing. In conjunction with other windshield aircraft may be dispatched provide a) Only one of the following me annunciated, - L WSHLD HEAT FAIL C - R WSHLD HEAT FAIL C b) Operations are not conducted forecast icing, and c) Both ice detection systems a	d failures d: essages a caution; Caution; ed in knov	, the are vn or

Aircraft – Aéronef		Revision Nº - Nº de révision: Re	v 8 Sect	Pag
Bombardier BD-700-1A10 / -1A11		Date: August 22, 202	2 2	- 51
1. CAS Indication		2. Dispatch C	consideration	
R WING A/ICE FAIL (Caution)	C	 Aircraft may be dispatch a) Anti-Ice "WING" rot the OFF position ar closed on the Syno b) ICE DETECTOR F ICE DETECTOR F/ are not also posted c) Operations are not forecast icing condi 	ary switch is select nd the valves confir ptic Page, AULT Advisory and AIL Caution messa , and conducted in know	med d/or ges
R WSHLD HEAT FAIL (Caution)	С		s are verified opera /INDSHIELD HEAT d confirming none of are annunciated b AT FAIL Caution; EAT FAIL Caution; EAT FAIL Caution;	- of the by the
	С	annunciated, - L WSHLD H	ed provided: Ilowing messages a IEAT FAIL Caution I HEAT FAIL Caution t conducted in know	are ; on; wn or

Aircraft – Aéronef		Revisio	on Nº - Nº de révision: Rev 8	Sect	Pag
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2- 52	
CAS Indication	1.	2.	Dispatch Considerati	ion	
RAD ALT 1 FAIL (Advisory) (Global Vision only)	C		 Aircraft may be dispatched provided: a) RAD ALT 2 FAIL Advisory message is not also posted, and b) Autothrottles are selected and confirmed disengaged before selecting gear down for landing. 		
RAD ALT 2 FAIL (Advisory) (Global Vision only)	С		 Aircraft may be dispatched provide a) RAD ALT 1 FAIL Advisory me also posted, and b) Autothrottles are selected and disengaged before selecting g landing. 	ssage is r confirme	d
RAD ALT 1-2 FAIL (Caution) (Global Vision only)	A	(O)	 Aircraft may be dispatched provide a) TAWS is considered inoperati b) TCAS is considered inoperative c) Landings are conducted in accepted to the Non-Normal Procedures for 2 FAIL (Caution), and d) Repairs are made within three 	ve, /e, cordance or <mark>RAD Al</mark>	_T 1-
RECIRC FAN FAIL (Advisory)	С	(O)	Except for ER operations, aircraft dispatched provided neither, L PA PACK FAIL Caution messages ar	CK FAIL	or R
SAFETY VALVE OPEN (Advisory)	С	(O)	 PACK FAIL Caution messages are posted. Except for ER operations, aircraft may be dispatched provided: a) Both air conditioning packs operate normally, b) Operations are conducted unpressurized or below 9,000 ft MSL, c) Take-offs and landings are not conducted on runways near bodies of water, and d) Extended over-water operations are prohibited. 		
SG 3 FAIL (Caution) (except Global Vision)	С	(O)	 Aircraft may be dispatched provide a) SG 3 switch on reversion coremains selected to ALTN, b) All cockpit displays are oper EFIS and EICAS in normal, c) Reversion switching system operative. 	ntrol pane ative with and	the

Aircraft – Aéronef		Revisio	on Nº - Nº de révision: Rev 8	Sect	Page
Bombardier BD-700-1A10 / -1A11		Date:	: August 22, 2022		53
CAS Indication	1.	2.	Dispatch Considerati	on	
SLAT HALFSPD (Advisory) (relief limited to SFCU p/n GT415-5900-13 & sub)	В	(O)	Aircraft may be dispatched provide a) FLAP HALFSPD Advisory and FAIL Caution messages are posted, and	nd/or FLA	P
p/ii G1413-3900-13 & Sub)			 b) Aircraft is operated in accord AFM Supplement for SLATS OR FLAPS HALFSPEED. 		
			NOTE 1: If NO TAKEOFF Advisory me when aircraft is correctly cor off and throttles are advance permitted. NOTE 2: Slat system will operate at ha	figured for ed, dispatc	[.] take
SLAT – FLAP BIT (Advisory)	С		Aircraft may be dispatched.		
SMALL SERV DOOR (Caution)	С	(O)	Aircraft may be dispatched provide flight, all small service doors are ve CLOSED, LATCHED and LOCKE	erified	eac
SMOKE AFT LAV FAIL (Caution)	С	(O)	 Aircraft may be dispatched provide a) Lavatory is not used by passe purpose, b) Lavatory waste receptacle is of c) Lavatory door is locked closed placarded, "INOPERATIVE DO ENTER", d) In-flight service waste bags ar the lavatory, and e) Lavatory is used only by crew NOTE: These provisos are not intended lavatory use or inspections by 	ngers for empty, d and D NOT e not stor members ed to prohil	ed ir bit
	С	(O)	 Aircraft may be dispatched for non carrying operations provided: a) Crew members are the only occ aircraft, b) Crew members have been brie lavatory smoke detections system inoperative, and c) In-flight service waste bags are the lavatory. NOTE: These provisos are not intend lavatory use or inspections by 	-passeng upants of fed as to em(s) is/a not store ed to prohi	er the whicl re d in
(cont'd)					

Aircraft – Aéronef		Revisio	n Nº - Nº de révision: Rev 8	Sect	Page
Bombardier BD-700-1A10 / -1A11			August 22, 2022	2- 54	
CAS Indication	1.	2.	Dispatch Consideration	on	
(conťd)	С	(O)	Aircraft may be dispatched for all ca operations provided:	argo	
			 a) Crew members have been briefe lavatory smoke detection system inoperative, and 		
			b) In-flight service waste bags are r the lavatory.	not stored	d in
			NOTE: These provisos are not intende lavatory use or inspections by crewmembers.		ibit
SMOKE AV RACK FAIL (Caution) (GLOBAL 5000)	В		The aircraft may be dispatched pro- a) Following messages are not - AVFANS FAIL Caution, - AVIONIC FAN FAIL Advis	also post ory,	ted-
			 AV RACK FAN FAIL Advise RECIRC FAN FAIL Advise and b) Aircraft is not dispatched in u configuration. 	ory,	rized
SMOKE BAGGAGE FAIL (Caution)	С		Aircraft may be dispatched provided associated compartment is empty of		ot
(Caulon)			contain combustible materials.		
			NOTE: Unit Load Devices (ULDs) may the associated compartment pr cargo is carried on or in these of	ovided no	
SMOKE CLO AFT FAIL (Caution)	С	(O)	Aircraft may be dispatched provider a) Closet is empty, and	d:	
			 b) Cabin closet door is locked CL placarded, "DO NOT USE". 	.OSED a	nd

Aircraft – Aéronef		Revisio	vision Nº - Nº de révision: Rev 8 Sec		
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	55
CAS Indication	2.	Dispatch Considerati	on		
SMOKE CLO FWD FAIL (Caution)	С	(O)	Aircraft may be dispatched provide a) Closet is empty, and b) Cabin closet door is locked C placarded, "DO NOT USE".		nd
(Caution)	С	(O)	 Aircraft may be dispatched provide a) Lavatory is not used by passe purpose, b) Lavatory waste receptacle is of c) Lavatory door is locked closed placarded, "INOPERATIVE DO ENTER", d) In-flight service waste bags ar the lavatory, and e) Lavatory is used only by crew NOTE: These provisos are not intended 	ngers for empty, d and D NOT e not stor members ed to prohil	ed ir s
	С	(O)	 lavatory use or inspections by Aircraft may be dispatched for non carrying operations provided: a) Crew members are the only occaircraft, b) Crew members have been brie lavatory smoke detections syster inoperative, and c) In-flight service waste bags are the lavatory. 	-passeng supants of fed as to em(s) is/a	er f the whic ire
			NOTE: These provisos are not intend lavatory use or inspections by		
	С	(O)	 Aircraft may be dispatched for all operations provided: a) Crew members have been brief lavatory smoke detection system inoperative, and b) In-flight service waste bags are the lavatory. NOTE: These provisos are not intend lavatory use or inspections by 	ed as to v m(s) is/ard not stored ed to proh	e d in ibit

ircraft – Aéronef		Revisio	n Nº - Nº de révision: Rev 8	Sect	Page
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	56
CAS Indication	2.				
SMS NOT AVAIL (Advisory) (Global Vision only)	С		Aircraft may be dispatched.		
SPLRS/STAB BIT (Advisory) [NOTE: Relief limited to aircraft serial numbers 9193 & subsequent, and previous serial numbers incorporating BA Service Bulletins as below. Model 700-1A10: Both S/Bs #700-27-053 and S/B #700-27- 058. Model 700-1A11: Both S/Bs #700-1A11-27-009 and S/B #700-1A11-27-016]	С	(O)	 Aircraft may be dispatched provide a) All multi-function spoilers are of assist mode, b) Visual check is made to verify surfaces operate normally price c) Ground Lift Dump is manually take-off, and d) All flight control modules are operated. Note: All flight control modules are operated. MMEL relief has not already been for Item 27-61-02 - Flight Control (FCM) Channels.	perative that the r to take armed fo perative. rative asson undertal	MFS -off, or
SUPP FAN 1 FAIL (Advisory) (Global Vision only)	С	(O)	 Aircraft may be dispatched provided a) None of the following CAS means also posted: L DSPL FAN FAULT Adv CTR DSPL FAN FAULT Adv R DSPL FAN FAULT Adv 	ssages a isory, Advisory,	
SUPP FAN 2 FAIL (Advisory) (Global Vision only)	С	(O)	Aircraft may be dispatched provide a) None of the following CAS mes also posted: i) L DSPL FAN FAULT Adv ii) CTR DSPL FAN FAULT Adv iii) R DSPL FAN FAULT Adv	ssages a isory, Advisory,	

dier BD-700-1A10 / -1A11		Date: August 22, 2022 2- 57
CAS Indication	1.	2. Dispatch Consideration
SVS FAIL (Advisory) (Global Vision only)	D	Aircraft may be dispatched with SVS not selected on either PFD.
SVS 1 (2) FAIL (Advisory) (Global Vision only)	D	Aircraft may be dispatched with SVS not selected on either PFD.
SVS OBSTACLE FAIL (Advisory) (Global Vision only)	D	Aircraft may be dispatched.
SVS 1 (2) OBSTACLE FAIL (Advisory) (Global Vision only)	D	Aircraft may be dispatched.
SVS RUNWAYS FAIL (Advisory) (Global Vision only)	D	Aircraft may be dispatched.
SVS 1 (2) RUNWAYS FAIL (Advisory) (Global Vision only)	D	Aircraft may be dispatched.
SVS TAWS ALERT FAIL (Advisory) (Global Vision only)	D	Aircraft may be dispatched. NOTE: TAWS alerts on MFD Map and aural are not affected.
SVS 1 (2) TAWS ALERT FAIL (Advisory) (Global Vision only)	D	Aircraft may be dispatched. NOTE: TAWS alerts on MFD Map and aural are not affected.
SVS FAULT (Advisory) (Global Vision only)	D	Aircraft may be dispatched. NOTE 1: Image height discrepancies between actual and HUD SVS virtual image will develop as aircraft descends. NOTE 2: Any operative SVS functions may continue to be used.
	SVS FAIL (Advisory) (Global Vision only) SVS 1 (2) FAIL (Advisory) (Global Vision only) SVS OBSTACLE FAIL (Advisory) (Global Vision only) SVS 1 (2) OBSTACLE FAIL (Advisory) (Global Vision only) SVS RUNWAYS FAIL (Advisory) (Global Vision only) SVS 1 (2) RUNWAYS FAIL (Advisory) (Global Vision only) SVS TAWS ALERT FAIL (Advisory) (Global Vision only) SVS 1 (2) TAWS ALERT FAIL (Advisory) (Global Vision only) SVS 1 (2) TAWS ALERT FAIL (Advisory) (Global Vision only)	CAS IndicationSVS FAIL (Advisory) (Global Vision only)DSVS 1 (2) FAIL (Advisory) (Global Vision only)DSVS OBSTACLE FAIL (Advisory) (Global Vision only)DSVS OBSTACLE FAIL (Advisory) (Global Vision only)DSVS OBSTACLE FAIL (Advisory) (Global Vision only)DSVS 1 (2) OBSTACLE FAIL (Advisory) (Global Vision only)DSVS RUNWAYS FAIL (Advisory) (Global Vision only)DSVS 1 (2) RUNWAYS FAIL (Advisory) (Global Vision only)DSVS 1 (2) RUNWAYS FAIL (Advisory) (Global Vision only)DSVS 1 (2) TAWS ALERT FAIL (Advisory) (Global Vision only)DSVS 1 (2) TAWS ALERT FAIL (Advisory) (Global Vision only)DSVS 1 (2) TAWS ALERT FAIL (Advisory) (Global Vision only)DSVS 5 AULT (Advisory)D

Aircraft – Aéronef		Revisio	n Nº - Nº de révision: Rev 8	Sect	Pag		
Bombardier BD-700-1A10 / -1A11		Date:	Date: Aug 22, 2022 2- 58				
CAS Indication	1.	2.					
TAT 2 FAIL (Advisory)	B	(O)	 Aircraft may be dispatched provided a) ADC 2 remains de-selected, b) None of the following CAS messalso posted: TAT 1 FAIL Advisory; TAT 3 FAIL Advisory; ADC 1 FAIL Advisory; ADC 1 FAIL Advisory; ADC 3 FAIL Advisory; ADC 1 DEGRADED Advis ADC 3 DEGRADED Advis TAT HT 1 FAIL Advisory; TAT HT 2 FAIL Advisory; TAT HT 3 FAIL Advisory; TAT HT 3 FAIL Advisory; NOTE 1: R FADEC FAULT Advisory mawith TAT 2 FAIL annunciated. NOTE 2: Transponder and Flight Direct must use same ADC data for 	sages a sory; sory; e, and function ay also po or / autop	al. ost		
<section-header></section-header>	В	(O)	 Aircraft may be dispatched provided a) ADC 3 is de-activated, b) None of the following CAS messalso posted: TAT 1 FAIL Advisory; TAT 2 FAIL Advisory; ADC 1 FAIL Advisory; ADC 2 FAIL Advisory; ADC 1 DEGRADED Advisor; ADC 2 DEGRADED Advisor; TAT HT 1 FAIL Advisory; TAT HT 2 FAIL Advisory; TAT HT 3 FAIL Advisory; TAT HT 3 FAIL Advisory; and c) The four pitot-static probes are NOTE 1: R FADEC FAULT Advisory may with TAT 2 FAIL annunciated. NOTE 2: Transponder and Flight Direct must use same ADC data for 	sages a y; y; function ay also p or / autop	al.		

Aircraft – Aéronef		Revisio	on Nº - Nº de révision: Rev 8	Sect	Page	
Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2-	59	
CAS Indication	2.	Dispatch Consideration	on			
TAT HT 1 FAIL (Advisory)	B	(O)	 Except where enroute operations aircraft may be dispatched provide a) None of the following CAS me also posted: ICE DETECTOR FAIL Ca ICE DETECTOR FAULT TAT HT 2 FAIL Advisory TAT HT 3 FAIL Advisory b) Operations are not conducted moisture where TAT is 10 deg c) Operations are not conducted forecast icing conditions, and d) Operations are conducted in d conditions only. 	ed: ssages a aution; Advisory in visible C or lowe in known	re ; ər,	
TAT HT 2 FAIL (Advisory)	В	(O)	 e) Except where enroute operations require its aircraft may be dispatched provided: a) None of the following CAS messages a also posted: ICE DETECTOR FAIL Caution; ICE DETECTOR FAULT Advisory; TAT HT 1 FAIL Advisory; TAT HT 3 FAIL Advisory; b) Operations are not conducted in visible moisture where TAT is 10 deg C or low c) Operations are not conducted in knowr forecast icing conditions, and d) Operations are conducted in day VMC conditions only. 			
TAT HT 3 FAIL (Advisory)	В	(O)	 Except where enroute operations r aircraft may be dispatched provide a) None of the following CAS me also posted: ICE DETECTOR FAIL C ICE DETECTOR FAULT TAT HT 1 FAIL Advisory TAT HT 2 FAIL Advisory b) Operations are not conducted moisture where TAT is 10 deg c) Operations are not conducted forecast icing conditions, and d) Operations are conducted in d conditions only. 	d: ssages a aution; Advisory in visible C or low in known	re ; ver,	

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	Date:	August 22, 2022	2-	60	
1. 2. CAS Indication Dispatch Consideration					
A	(O)	 a) Alternate procedures are e used, b) Repairs are made within th and c) Takeoffs and landings are 	stablished ree flight o not condu	days	
A	(O)	 The aircraft may be dispatched provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days. 			
С		The aircraft may be dispatched provided TERRAIN is selected OFF at MAP OVRLY menu.			
С		 a) TERRAIN is selected OFF at a panel, and 	the TAWS		
С	(O)	 a) Alternate procedures are esta used, and b) Takeoffs and landings are not 	blished ar conducte		
В	(O)	Aircraft may be dispatched provide deactivated and secured.	ed system	is	
С		May be inoperative provided TER OFF.	R is selec	ted	
	A C C B	Date: 1. 2. A (O) A (O) C (O) C (O) B (O)	Date: August 22, 2022 1. 2. Dispatch Consideration A (O) The aircraft may be dispatched provided and the aircraft may be dispatched provided and constrained within the and constrained by Repairs are made within three are stated and constrained by Repairs are made within three by Repairs are made within three constrained by TERRAIN is selected OFF at the menu. C (O) The aircraft may be dispatched provided by TERRAIN is selected OFF at the menu. C (O) The aircraft may be dispatched provided to by Takeoffs and landings are not forecast windshear conditions B (O) Aircraft may be dispatched provided deactivated and secured. C May be inoperative provided TER	Date: August 22, 2022 2- 1. 2. Dispatch Consideration A (O) The aircraft may be dispatched provided: a) Alternate procedures are established used, b) Repairs are made within three flight or and c) Takeoffs and landings are not conducinto forecast windshear conditions. A (O) The aircraft may be dispatched provided: a) A (O) The aircraft may be dispatched provided: a) A (O) The aircraft may be dispatched provided ar used, and b) Repairs are made within three flight day C The aircraft may be dispatched provided TERRAIN is selected OFF at MAP OVRLY menu. C The aircraft may be dispatched provided a) TERRAIN is selected OFF at MAP OVR panel, and b) TERRAIN is selected OFF at MAP OVR b) TERRAIN is selected OFF at MAP OVR menu. C (O) C (O) The aircraft may be dispatched provided: a) Alternate procedures are established ar used, and b) b) TERRAIN is selected OFF at MAP OVR <	

Aircraft – Aéronef		Revisio	n Nº - Nº de révision: Rev 8	Sect	Pag		
Bombardier BD-700-1A10 / -1A11		Date:	Date: August 22, 2022				
1. CAS Indication			2. Dispatch Consideratio				
TRIM AIR FAIL (Caution)	C	(O)	Aircraft may be dispatched provid a) TRIM AIR switch is selected b) Both HASOVs are verified C c) L PACK FAIL or R PACK FA messages are not displaye d) AUX PRESS is selected and and e) Provisos associated with HL FAIL Advisory message are	I OFF, CLOSED, AIL Cautic d, d remains	OFF R		
TRIM AIR FAULT (Advisory)	С	(O)	 Aircraft may be dispatched provid a) Duct temperature indications for all three ducts, b) Either HASOV showing inco on Synoptic Page is verified c) L PACK FAIL or R PACK FA messages are not displayed 	s are oper prrect india CLOSED AIL Cautic	catior), and		
<section-header></section-header>	С	(O)	 Except for ER operations, aircraft dispatched provided: a) TRIM AIR switch is selected b) Both HASOVs are verified O c) AUX PRESS is selected OF OFF, d) L PACK FAIL or R PACK FA messages are not displayed e) Provisos associated with HU FAIL message are observed 	I OFF, CLOSED, F and ren AIL Cautic I, and JMIDIFIEI	ons		

Aircraft – Aéronef		Revisio	on Nº - Nº de révision: Rev 8	Sect	Pag		
Bombardier BD-700-1A10 / -1A11	mbardier BD-700-1A10 / -1A11 Date			Date: August 22, 2022 2- 62			
CAS Indication	1.	1. 2. Dispatch Consideration					
TRU 1 FAIL (Advisory)	C	(O)	 Except where ER operations are carried aircraft may be dispatched provide a) TRU 2 FAIL advisory messa displayed, b) All indications for the remain operate normally, and c) Affected unit is de-activated. 	ed: ge is not			
TRU 2 FAIL (Advisory)	С	(O)	 Except where ER operations are carcraft may be dispatched provide a) TRU 1 FAIL advisory messa displayed, b) All indications for the remain operate normally, and c) Affected unit is de-activated. 	ed: ge is not			
WINDSHEAR FAIL (Advisory) (except Global Vision)	С	(O)	 Aircraft may be dispatched provide a) Alternate procedures are estatused, and b) Takeoffs and landings are not known or forecast windshear or 	olished ar	d in		
WING A/ICE FAULT (Advisory)	С	(O)	 Aircraft may be dispatched provide departure: a) Flight is not conducted in know forecast icing conditions, b) A power-up test is performed WING A/ICE switch form OF c) None of the following CAS malso posted: ICE DETECT FAIL Cau L BLEED SYS FAIL Cau ICE DETECT FAULT A L BLEED FAULT Advis R BLEED FAULT Advis 	own or by cyclir F to ON, nessages ition; iution; iution; iution; dvisory; ory;	ng and		

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Bombardier BD-700-1A10 / -1A11		Date:	August 22, 2022	2- 63	
CAS Indication	1.	2. Dispatch Consideration			
WING A/ICE LEAK (Caution)	С		 Aircraft may be dispatched provided a) Selecting wing anti-ice system extinguishes the WING A/ICE Caution message, b) Wing Anti-Ice remains selecter c) Neither ICE DETECTOR FAUL nor ICE DETECTOR FAIL Cau messages are also posted, an d) Operations are not conducted forecast icing conditions. 	OFF LEAK d OFF, LT Advi ution d	
WING A/ICE LO HEAT (Caution)	С		Aircraft may be dispatched in accor MMEL relief provisos for L WING A or R WING A/ICE FAIL Caution me	/ICE FA	
WING A/ICE SENSOR (Advisory)	С		Aircraft may be dispatched in accor MMEL relief provisos for L WING A or R WING A/ICE FAIL Caution me	/ICE FA	
WOW FAULT (Advisory)	С	(O)	 Except for ER operations, aircraft madispatched provided: a) Prior to each departure, refuel / operation (s) is/are verified selected (b) b) Flights are conducted in accordation AFM for unpressurized flight corror below 9,000 ft MSL. NOTE: Subsequent in-flight WOW system impact continued operation of states as described in AFM Non-Norm for WOW FAIL Caution. 	lefuel DFF, an nce with figuration em failure ome sys	n on, at e will stems,

Aircraft – Aéronef		Revision Nº - Nº de révision: Rev 8			Page
Bombardier BD-700-1A10 / -1A11		Date: August 22, 2022 2-6			
1. CAS Indication			Dispatch Considerat	ion	
YD 1 FAIL (Caution) (except Global Vision)	С	(O)	Except for ER operations, aircraft dispatched provided airplane is o below FL 390.		or
YD 2 FAIL (Caution) (except Global Vision)	С	(O)	Except for ER operations, aircraft dispatched provided airplane is o below FL 390.		or
YD 1 FAIL (Advisory) (Global Vision only)	С		Except for ER operations, aircraft dispatched.	may be	
YD 2 FAIL (Advisory) (Global Vision only)	С		Except for ER operations, aircraft dispatched.	may be	
YD HEAT 1 FAIL (Advisory) (except Global Vision)	С	(O)	Aircraft may be dispatched provida) Yaw damper 1 is selected an primary throughout the flight,b) Both yaw dampers are verified before dispatch.	d used as and	
	С	(O)	 Aircraft may be dispatched with bo FAIL and YD HEAT 2 FAIL messa a) Operations are conducted at FL410, and b) Both yaw dampers are verified before dispatch. 	ges provid or below	ded:
YD HEAT 2 FAIL (Advisory) (except Global Vision)		(O)	 Aircraft may be dispatched provid a) Yaw damper 2 is selected an primary throughout the flight, b) Both yaw dampers are verified before dispatch. 	d used as and	
	С	(O)	Aircraft may be dispatched with bo FAIL and YD HEAT 2 FAIL messa a) Operations are conducted at FL410, and b) Both yaw dampers are verifie	ges provid or below	ded: