



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

Master Minimum Equipment List (MMEL)

Revision: 3
Date: XX/XX/XXXX

Airbus Canada Limited Partnership BD-500-1A10, BD-500-1A11

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CONTROL PAGE

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Highlights of Change	V thru XVIII	3	XX/XX/XXXX
Definitions	XIX	2	07/25/2019
Preamble	XX	2	07/25/2019
Guidelines for (M) and (O) Procedures	XXI	2	07/25/2019
21. Air Conditioning	21-1 thru 4	3	XX/XX/XXXX
	21-5	2	07/25/2019
	21-6	3	XX/XX/XXXX
	21-7 thru 8	2	07/25/2019
	21-9 thru 18	3	XX/XX/XXXX
	21-19	1	09/28/2018
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22. Autoflight	22-1 thru 2	3	XX/XX/XXXX
	22-3 thru 4	1	09/28/2018
	22-5 thru 6	3	XX/XX/XXXX
23. Communications	23-1 thru 6	3	XX/XX/XXXX
	23-7 thru 19	1	09/28/2018
	23-20 thru 21	3	XX/XX/XXXX
24. Electrical Power	24-1	1	09/28/2018
	24-2 thru 11	3	XX/XX/XXXX
	24-12	1	09/28/2018
25. Equipment/Furnishings	25-1 thru 8	1	09/28/2018
	25-9 thru 10	3	XX/XX/XXXX
	25-11 thru 15	1	09/28/2018
	25-16	3	XX/XX/XXXX
26. Fire Protection	26-1 thru 4	3	XX/XX/XXXX
	26-5	1	09/28/2018
	26-6 thru 12	3	XX/XX/XXXX
27. Flight Controls	27-1 thru 5	3	XX/XX/XXXX
	27-6 thru 8	2	07/25/2019
	27-9	3	XX/XX/XXXX
28. Fuel	28-1 thru 6	3	XX/XX/XXXX
	28-7	1	09/28/2018
	28-8 thru 11	3	XX/XX/XXXX
	28-12	1	09/28/2018
29. Hydraulic Power	29-1	1	09/28/2018
	29-2	3	XX/XX/XXXX
	29-3 thru 6	1	09/28/2018
30. Ice and Rain Protection	30-1	1	09/28/2018
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	30-10	1	09/28/2018
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31. Indicating/Recording Systems	31-1 thru 6	1	09/28/2018
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	31-10 thru 11	1	09/28/2018
32. Landing Gear	32-1	1	09/28/2018
	32-2 thru 4	3	XX/XX/XXXX
	32-5	2	07/25/2019
	32-6 thru 8	3	XX/XX/XXXX
	32-9	1	09/28/2018
33. Lights	33-1	1	09/28/2018
	33-2	3	XX/XX/XXXX
	33-3 thru 8	1	09/28/2018
34. Navigation	34-1 thru 5	3	XX/XX/XXXX
	34-6	2	07/25/2019
	34-7	3	XX/XX/XXXX
	34-8	1	09/28/2018
	34-9 thru 10	3	XX/XX/XXXX
	34-11 thru 13	1	09/28/2018
	34-14 thru 16	3	XX/XX/XXXX
	34-17 thru 20	1	09/28/2018
	34-21	3	XX/XX/XXXX
35. Oxygen	35-1 thru 4	1	09/28/2018
	35-5	3	XX/XX/XXXX
	35-6	2	07/25/2019
36. Pneumatic	36-1	2	07/25/2019
	36-2 thru 16	3	XX/XX/XXXX
38. Water/Waste	38-1 thru 3	3	XX/XX/XXXX
44. Cabin Systems	44-1 thru 3	1	09/28/2018
	44-4	3	XX/XX/XXXX
45. Central Maintenance System	45-1 thru 2	1	09/28/2018
46. Information Systems	46-1 thru 3	1	09/28/2018
	46-4 thru 5	3	XX/XX/XXXX
	46-6 thru 6	1	09/28/2018
47. Inert Gas System	47-1	2	07/25/2019
	47-2 thru 3	3	XX/XX/XXXX
49. Airborne Auxiliary Power	49-1 thru 3	3	XX/XX/XXXX
50. Cargo and Accessory Compartments	50-1 thru 2	1	09/28/2018
	50-3	3	XX/XX/XXXX
52. Doors	52-1 thru 5	1	09/28/2018
71. Powerplant	71-1	3	XX/XX/XXXX
73. Engine Fuel and Control	73-1 thru 2	3	XX/XX/XXXX
74. Ignition	74-1	1	09/28/2018
75. Bleed Air	75-1	3	XX/XX/XXXX
76. Engine Control	76-1	1	09/28/2018
77. Engine Indicating	77-1	3	XX/XX/XXXX
78. Engine Exhaust	78-1 thru 2	3	XX/XX/XXXX
79. Engine Oil	79-1 thru 7	3	XX/XX/XXXX
80. Starting	80-1	3	XX/XX/XXXX

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	08/21/2017	Original issue
1	09/28/2018	All pages
2	07/25/2019	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-2, 21-3, 21-5, 21-7 thru 18, 24-2 thru 6, 25-9, 25-10, 25-16, 26-2, 26-3, 26-6, 26-12, 27-2, 27-4, 27-6 thru 10, 29-2, 30-2 thru 4, 30-6, 30-8, 32-2, 32-3, 32-5 thru 7, 33-2, 34-5, 34-7, 35-5, 35-6, 36-1 thru 8, 36-10, 38-2, 38-3, 46-4, 47-1, 73-1, 75-1, 77-1, 78-1, 79-1 thru 6, 79-7
3	XX/XX/XXXX	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, 21-1 thru 4, 21-6, 21-9 thru 18, 21-20 thru 23, 22-1 thru 2, 22-5 thru 6, 23-1 thru 6, 23-20 thru 21, 24-2 thru 11, 25-9 thru 10, 25-16, 26-1 thru 4, 26-6 thru 12, 27-1 thru 5, 27-9, 28-1 thru 6, 28-8 thru 11, 29-2, 30-2 thru 9, 30-11, 31-7 thru 9, 32-2 thru 4, 32-6 thru 8, 33-2, 34-1 thru 5, 34-7, 34-9 thru 10, 34-14 thru 16, 34-21, 35-5, 36-2 thru 16, 38-1 thru 3, 44-4, 46-4 thru 5, 47-2 thru 3, 49-1 thru 3, 50-3, 71-1, 73-1 thru 2, 75-1, 77-1, 78-1 thru 2, 79-1 thru 7, 80-1

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HIGHLIGHTS OF CHANGE

The following are the Highlights of Changes for **Revision 3**.

For each page containing a change(s), the revision number and date will be updated accordingly on that page. Changes made to the document that do not affect the content of an MMEL item, such as header changes, minor typos, or format changes, may not be tracked with change bar insertion.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
ATA 21 Air Conditioning	
21-1	Item 21-00-01: "May be inoperative." added to each relief.
21-2	Item 21-20-01-2: "extended operations" now reads "ER operations". Item 21-21-19: "extended operations" now reads "ER operations".
21-3	Item 21-22-08: Divided in two sub-items identified by applicable INFO message.
21-4	Item 21-24-16: "extended operations" now reads "ER operations". Item 21-24-16-1: Deleted requirement for EFAN verified operative.
21-6	Item 21-31-01: "extended operations" now reads "ER operations".
21-9	Item 21-51-01: "extended operations" now reads "ER operations". Item 21-51-01-1: (M) deleted, "extended operations" now reads "ER operations", harmonized "Equipment bay smoke detectors", order of provisos revised, and NOTE added.
21-10	Item 21-51-01-2: (M) deleted, "extended operations" now reads "ER operations", harmonized "Equipment bay smoke detectors", order of provisos revised, and NOTE added.
21-11	Item 21-51-12-1: "extended operations" now reads "ER operations", harmonized "Equipment bay smoke detectors", order of provisos revised, and NOTE added.
21-12	Item 21-51-12-2: "extended operations" now reads "ER operations", harmonized "Equipment bay smoke detectors", order of provisos revised, and NOTE added. Item 21-51-13: "extended operations" now reads "ER operations".
21-13	Item 21-51-15-1: "extended operations" now reads "ER operations", harmonized "Equipment bay smoke detectors", order of provisos revised, and NOTE added. Item 21-51-15-2: "extended operations" now reads "ER operations", harmonized "Equipment bay smoke detectors", order of provisos revised, and NOTE added.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
21-14	Item 21-51-21-1: "extended operations" now reads "ER operations", harmonized "Equipment bay smoke detectors", order of provisos revised, and NOTE added. Item 21-51-21-2: "extended operations" now reads "ER operations", harmonized "Equipment bay smoke detectors", order of provisos revised, and NOTE added.
21-15	Item 21-52-04: First relief, "extended operations" now reads "ER operations", order of provisos revised, deleted requirement to check duct integrity, and EFAN must now be "verified" operative. Item 21-52-04: Second relief, "extended operations" now reads "ER operations", deleted requirement to check duct integrity.
21-16	Item 21-53-14: First relief, "extended operations" now reads "ER operations". Item 21-53-14: Second relief, "extended operations" now reads "ER operations", and order of provisos revised.
21-17	Item 21-53-18: "Bypass valve" now reads "Temperature control valve", "extended operations" now reads "ER operations", and temperature limitation was included. Item 21-53-18-1: "extended operations" now reads "ER operations", harmonized, "Equipment bay smoke detectors", order of provisos revised, and NOTE added.
21-18	Item 21-53-18-2: "extended operations" now reads "ER operations", harmonized, "Equipment bay smoke detectors", order of provisos revised, and NOTE added.
21-20	Item 21-55-08: Second relief, "extended operations" now reads "ER operations". Item 21-60-26: "extended operations" now reads "ER operations".
21-21	Item 21-60-27: "extended operations" now reads "ER operations". Item 21-61-05: Title revised. Item 21-61-05-1: "extended operations" now reads "ER operations". Item 21-61-05-2: "extended operations" now reads "ER operations". Item 21-61-05-3: "extended operations" now reads "ER operations". Item 21-62-00: "extended operations" now reads "ER operations".

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
21-22	Item 21-63-00: First relief, (O) added, and limitations completely revised. Item 21-63-00: Second relief, revised "extended operations" by "ER operations". Item 21-63-00: Third relief, revised "extended operations" by "ER operations". Item 21-63-01: (O) added, and limitations completely revised.
21-23	Item 21-90-01-2: "extended operations" now reads "ER operations", and NOTE added. Item 21-90-01-3: "extended operations" now reads "ER operations". Item 21-90-01-5: "extended operations" now reads "ER operations". Item 21-90-01-6: "extended operations" now reads "ER operations".
ATA 22 Autoflight	
22-1	Item 22-11-00-2: "extended operations" now reads "ER operations".
22-2	Item 22-11-00-3: "extended operations" now reads "ER operations".
22-5	Item 22-11-05-21: Restriction for extended operations removed.
22-6	Item 22-30-00-1: Flight control panel channel, and DMC limitations removed. Item 22-30-00-1: Flight control panel channel, and DMC limitations removed.
ATA 23 Communications	
23-1	Item 23-12-00: New second relief introduced.
23-2 thru 3	Item 23-15-00: New "SATCOM" item introduced.
23-4 thru 6	Item 23-22-00: Item completely revised/reformatted.
23-20	Item 23-81-01-6: New CAS message based sub-item introduced.
23-21	Item 23-81-01-7: New CAS message based sub-item introduced.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 24 Electrical Power	
24-2 thru 3	Item 24-01-11: New "CDC Power Supply" item introduced.
24-3	Item 24-02-01: "extended operations" now reads "ER operations".
24-4	Item 24-02-07: New "EPC 1" item introduced.
24-5 thru 6	Item 24-02-09: New "EPC 2" item introduced.
24-6	Item 24-02-11: New "EPC 3" item introduced.
24-7	Item 24-12-01-1: Second relief revised "extended operations" now reads "ER operations".
24-8	Item 24-21-01: Title revised, and relief moved under sub-item 1). Item 24-21-01-1: New sub-item introduced, previously under 24-21-01. BTC and DTC limitations replaced by EPCs. Item 24-21-01-2: New "VFG coating" sub-item introduced. Item 24-21-01-3: New INFO message based sub-item introduced. Item 24-21-01-4: New INFO message based sub-item introduced.
24-9	Item 24-21-70: New "Electrical Power Generation System" item introduced. Item 24-22-01: "extended operations" now reads "ER operations".
24-10	Item 24-31-01: Divided in 3 sub-items.
24-11	Item 24-32-01: New "Battery" item introduced. Item 24-33-03: Item deleted.
ATA 25 Equipment/Furnishings	
25-9	Item 25-23-05-3: (O) deleted.
25-10	Item 25-31-02: Missing C / - / - added. Item 25-41-05: "extended operations" now reads "ER operations".
25-16	Item 25-63-01: Missing C / 6 / 1 added.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 26	Fire Protection
26-1	Item 26-00-01: Added "May be inoperative." statement to each sub-item.
26-2	Item 26-10-01-1: Added 120 minutes restriction and added requirement to have at least two serviceable lavatories for ER operations.
26-3	Item 26-10-01-2: "extended operations" now reads "ER operations", and some editorial corrections.
26-4	Item 26-11-00: "extended operations" now reads "ER operations". Item 26-12-00: For both reliefs, "extended operations" now reads "ER operations". Item 26-14-00: Divided in sub-items for clarity and new relief added for ER operations.
26-6	Item 26-16-01: Editorial correction, "door" deleted, and "extended operations" now reads "ER operations".
26-7	Item 26-18-01: "extended operations" now reads "ER operations".
26-8	Item 26-21-05: Item completely revised/reformatted. Item 26-22-01-1: First relief, "One" added to the Remarks or Exceptions. Item 26-22-01-2: Second relief, "Both" added to the Remarks or Exceptions. Item 26-22-10-1: Restriction for "APU not required" deleted.
26-9	Item 26-25-02-1: Divided in two sub-items for clarity.
25-10	Item 26-25-02-2: Divided in two sub-items for clarity.
26-11	Item 26-25-06-1: Divided in two sub-items for clarity. Item 26-25-08-1: Divided in two sub-items for clarity.
26-12	Item 26-26-00: Both reliefs, no. required for dispatch revised from "0" to "-". Item 26-26-00: Second relief, "extended operations" now reads "ER operations".

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 27	Flight Controls
27-1	Item 27-00-00: Title, number installed, number required, remarks revised, and NOTE added. Item 27-00-03: Number installed, number required, and remarks revised. Item 27-00-05: Title, number installed, number required, and remarks revised.
27-2	Item 27-01-05-2: (M) introduced.
27-3	Item 27-04-01: Title, number installed, number required, and remarks revised. Item 27-04-03: New "Aileron and Rudder Trim Panel Lighting Plate" item introduced. Item 27-04-05-4: Title, number installed, number required, and remarks revised.
27-4	Item 27-04-05-5: Title, number installed, number required, and remarks revised. Item 27-04-05-6: Title, number installed, number required, and remarks revised.
27-5	Item 27-04-07-1: Title, number installed, number required, and remarks revised. Item 27-05-01-1: Title, number installed, number required, and remarks revised. Item 27-21-00: Repair category revised to "D". Item 27-51-10: Revised, check of associated INFO message is no longer required.
27-9	Item 27-62-01: Added ER operations limitation. Item 27-66-02: New "Flight Spoiler Control Panel Lightplate" item introduced. Item 27-81-10: Associated INFO message check is no longer required.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 28 Fuel	
28-1	Item 28-12-05: Limitation for ER operations deleted.
28-2	Item 28-21-40: "extended operations" now reads "ER operations". Item 28-21-55: "extended operations" now reads "ER operations". Item 28-22-04: "extended operations" now reads "ER operations". Item 28-22-15: "extended operations" now reads "ER operations".
28-3	Item 28-23-02-1: "extended operations" now reads "ER operations".
28-4	Item 28-23-02-2: "extended operations" now reads "ER operations".
28-5	Item 28-23-05: First relief, (O) added, "extended operations" now reads "ER operations", and gravity transfer SOV proviso modified. Item 28-23-05: Second relief (inoperative open) deleted. Item 28-23-20-1 and 2: "extended operations" now reads "ER operations".
28-6	Item 28-23-25-1 and 2: "extended operations" now reads "ER operations".
28-8	Item 28-41-01-1: "extended operations" now reads "ER operations".
28-9	Item 28-41-01-2: "extended operations" now reads "ER operations". Item 28-41-03: "extended operations" now reads "ER operations". Item 28-41-15-1 and 2: "extended operations" now reads "ER operations".
28-10	Item 28-41-15-3 and 4: "extended operations" now reads "ER operations".
28-11	Item 28-41-20-2 and 3: "extended operations" now reads "ER operations".
ATA 29 Hydraulic Power	
29-2	Item 29-11-30: (O) and AFM limitation deleted.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 30 Ice and Rain Protection	
30-2	Item 30-11-00: "extended operations" now reads "ER operations" and added a limitation for FLAP 4 landings in icing conditions.
30-3	Item 30-11-00-1: "extended operations" now reads "ER operations" and added a limitation for FLAP 4 landings in icing conditions.
30-4	Item 30-11-00-2: For first relief, ER operations up to 120 minutes limitation introduced and limitations revised.
30-4 and 5	Item 30-11-00-2: New second relief introduced.
30-6	Item 30-11-00-4: "extended operations" now reads "ER operations" and added a limitation for FLAP 4 landings in icing conditions.
30-7	Item 30-11-09: Relief limited to 120 minutes ER operations. Item 30-12-01: "extended operations" now reads "ER operations".
30-8	Item 30-12-01-1: New sub-item based on INFO message. Item 30-12-01-2: New sub-item based on INFO message.
30-9	Item 30-22-01: Extended operations limitation deleted and NOTE added. Item 30-41-08-1: First relief, "extended operations" now reads "ER operations".
30-11	Item 30-81-01: Second relief, "extended operations" now reads "ER operations".
ATA 31 Indicating/Recording Systems	
31-7	Item 31-60-00-8: Remark added. Item 31-60-00-9: Typo correction, "operative" now reads "inoperative".
31-8 and 9	Item 31-61-01: New "Adaptive Flight Display" item introduced.
ATA 32 Landing Gear	
32-2	Item 32-30-00: "extended operations" now reads "ER operations". Item 32-31-05: (O) and ER operations limitation introduced.
32-3	Item 32-43-05: Title revised. Item 32-43-10-2: NOTE deleted.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
32-4	Item 32-43-10-4: Title revised.
32-6	Item 32-47-01, first relief: Entirely revised. Item 32-47-01, second relief: Requirement to check tire pressure was revised to once a flight-day. Item 32-47-05, first relief: Entirely revised. Item 32-47-05, second relief: Based on INFO message and requirement to check tire pressure revised to once a flight-day.
32-7	Item 32-47-10, first relief: Based on INFO message and requirement to check tire pressure revised to once a flight-day. Item 32-47-10, second relief: Requirement to check tire pressure revised to once a flight-day.
32-8	Item 32-51-01-3: Deleted.
ATA 33 Lights	
33-2	Item 33-24-00: "extended operations" now reads "ER operations".
ATA 34 Navigation	
34-1	Item 34-11-01-2: Removed both the "extended operations" restriction and the reference to AFM Supplement 5.
34-2	Item 34-11-01-3: References to extended operation, AHRS and AFM Supplement 5 removed. Item 34-11-01-4: Autoland limitation added. Item 34-11-01-5: Autoland limitation added.
34-3 thru 5	Item 34-11-02: Entirely revised.
34-7	Item 34-11-06: New title and remarks entirely revised.
34-9	Item 34-41-01: "extended operations" now reads "ER operations". Item 34-41-01-2: Second relief, "extended operations" now reads "ER operations" and "14 CFR" added.
34-10	Item 34-41-01-6: "extended operations" now reads "ER operations".

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
34-14	Item 34-44-01-1: Remarks entirely revised.
34-15	Item 34-44-01-2: Revised, RA #2 and #3 must be "verified" operative. Item 34-44-01-3: Remarks entirely revised. Item 34-44-01-4: Revised, RA #1 and #3 must be "verified" operative.
34-16	Item 34-44-01-5: Revised, RA #1 and #2 must be "verified" operative. Item 34-44-01-6: New sub-item introduced for "Two RA inoperative".
34-21	Item 34-55-01: First relief, (O) introduced and limitations revised.
ATA 35 Oxygen	
35-5	Item 35-23-01: "extended operations" now reads "ER operations".
ATA 36 Pneumatic	
36-2	Item 36-11-92-1: "extended operations" now reads "ER operations", "Avionic bay" changed to "equipment bay" and added limitations for FLAP 4 landings and CBV to be verified operative.
36-3	Item 36-11-92-2: "extended operations" now reads "ER operations", "Avionic bay" changed to "equipment bay" added limitations for FLAP 4 landings and CBV to be verified operative.
36-4	Item 36-11-92-3: "extended operations" now reads "ER operations", "Avionic bay" changed to "equipment bay", added limitations: FLAP 4 landings, associated pack selected OFF and NOTE added for APU operation.
36-5	Item 36-11-92-4: "extended operations" now reads "ER operations", "Avionic bay" changed to "equipment bay", added FLAP 4 landings limitation and NOTE added for APU operation.
36-6	Item 36-11-92-5: "extended operations" now reads "ER operations".
36-7	Item 36-12-00-1: First relief: "extended operations" now reads "ER operations", "Avionic bay" changed to "equipment bay" and, added limitations for FLAP 4 landings and CBV to be verified operative.
36-8	Item 36-12-00-1: Second relief: "extended operations" now reads "ER operations". Item 36-12-00-2: (O) deleted.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
36-9	Item 36-12-00-3: Title and limitations revised. Item 36-12-00-4: New sub-item previously under second relief of 36-12-00-3.
36-10	Item 36-12-01, first relief: "extended operations" now reads "ER operations", "Avionic bay" changed to "equipment bay" and limitations added for FLAP 4 landings.
36-11	Item 36-12-01, second relief: "extended operations" now reads "ER operations", "Avionic bay" changed to "equipment bay", added limitations for FLAP 4 landings and CBV to be verified operative and, NOTE added for APU operation.
36-12	Item 36-12-01, third relief: "extended operations" now reads "ER operations", "Avionic bay" changed to "equipment bay" and added limitations for FLAP 4 landings. Item 36-12-01, fourth relief: "extended operations" now reads "ER operations".
36-13	Item 36-12-01, fifth relief: "extended operations" now reads "ER operations", added AFM limitations for altitude and PAX load and "Avionic bay" changed to "equipment bay".
36-14	Item 36-12-05, first relief: Item entirely revised.
36-15	Item 36-12-05, second relief: "extended operations" now reads "ER operations" and added limitations for FLAP 4 landings. Item 36-12-05, third relief: Item entirely revised.
36-16	Item 36-21-00: Numbers installed/required and limitations revised.
ATA 38 Water/Waste	
38-1	Item 38-10-02: "extended operations" now reads "ER operations". Item 38-30-01: Note 2 added.
38-2	Item 38-30-02, first relief: "extended operations" now reads "ER operations".
38-3	Item 38-30-02-1, first relief: "extended operations" now reads "ER operations". Item 38-30-02-1, second relief: Removed extended operations limitations. Item 38-32-03: New "Waste Tank Ultrasonic Point Level Sensor (100%)" item introduced.
ATA 44 Cabin Systems	
44-4	Item 44-20-01: New "In Seat Power System" item introduced.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 46 Information Systems	
46-4	Item 46-20-00-7, first relief: A220-100 model limitation removed and repair category revised. Item 46-20-00-7, second relief: A220-100 model limitation removed, repair category and limitations revised.
46-5	Item 46-20-00-8: A220-100 model limitation removed. Item 46-20-00-9: A220-100 model limitation removed.
ATA 47 Inert Gas System	
47-2	Item 47-30-00-6: New INFO message-based item introduced. Item 47-30-00-7: New INFO message-based item introduced.
47-3	Item 47-30-00-8: New INFO message-based item introduced.
ATA 49 Airborne Auxiliary Power	
49-1	Item 49-00-03: "extended operations" now reads "ER operations". Item 49-00-03-1: Title and remarks revised to combine sub-items 1, 2, 3, 4, and 5. Item 49-00-03: Sub-items 2), 3), 4), and 5) deleted. Item 49-14-19: Title revised, "Air Intake" now reads "Inlet". Item 49-14-19: First and third reliefs, "extended operations" now reads "ER operations".
49-2	Item 49-51-03: Extended operations limitation deleted and NOTE added. Item 49-62-05-1: Second relief, "extended operations" now reads "ER operations". Item 49-62-05-2: Second relief, "extended operations" now reads "ER operations".
49-3	Item 49-91-12-1: First relief, "extended operations" now reads "ER operations", and "prior to first flight of relief period" statement added. Item 49-91-12-1: New second relief introduced. Item 49-91-12-2: New "APU OIL LO QTY" item introduced.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 50 Cargo Net	
50-3	Item 50-22-01-1, first relief: Repair category changed from "C" to "D". Item 50-22-01-1, second relief: Repair category changed from "C" to "D", (M) deleted and (O) added. Item 50-22-01-2: Repair category and limitations revised.
ATA 71 Powerplant	
71-1	Item 71-10-01: "or missing" deleted from remarks.
ATA 73 Engine Fuel and Control	
73-1	Item 73-21-21: "extended operations" now reads "ER operations". Item 73-21-22: Extended operations limitation deleted. Item 73-31-21: "extended operations" now reads "ER operations".
73-2	Item 73-34-01: First and second relief, "extended operations" now reads "ER operations".
ATA 75 Bleed Air	
75-1	Item 75-24-01: Item divided in two sub-items (per engine models).
ATA 77 Engine Indicating	
77-1	Item 77-11-01: Deleted. Item 73-32-03: "extended operations" now reads "ER operations".
ATA 78 Engine Exhaust	
78-1	Item 78-32-01: "if installed" statement added. Item 78-36-04: Second relief, "extended operations" now reads "ER operations".
78-2	Item 78-36-04: Third and fourth relief, "extended operations" now reads "ER operations". Item 78-38-00: New "Door Opening System (DOS)" item introduced.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 79 Engine Oil	
79-1	Item 79-00-00-1: "extended operations" now reads "ER operations" and proviso a) revised.
79-2	Item 79-00-00-2: "extended operations" now reads "ER operations" and proviso a) revised.
79-3	Item 79-21-06-1: Revised "extended operations" now reads "ER operations", and proviso a) revised.
79-4	Item 79-21-06-1: Extended operations limitation deleted, proviso a) and i) revised.
79-5	Item 79-21-06-2 "extended operations" now reads "ER operations", and proviso a) revised.
79-6	Item 79-21-06-2: Extended operations limitation deleted, proviso a) and i) revised.
79-7	Item 79-35-01: "extended operations" now reads "ER operations", existing relief for non-extended operations revised and new second relief added for ER operations.
ATA 80 Starting	
80-1	Item 80-10-01: Extended operations limitation deleted. Item 80-11-01: Extended operations limitation deleted.

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DEFINITIONS

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

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PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

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GUIDELINES FOR (M) AND (O) PROCEDURES

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the minimum equipment list (MEL) (Airbus Canada Limited Partnership BD-500-1A10, BD-500-1A11) (M) and (O) Procedures, published by the aircraft manufacturer.

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Overhead Control Panel Pushbutton Annunciation (PBA) Switch Light (Light Function Only)					
1)	AIR Control Panel – MAN TEMP “ON”	C	1	0	May be inoperative.	
2)	PRESSURIZATION Control Panel – EMER DEPRESS “ON”	C	1	0	May be inoperative.	
3)	PRESSURIZATION Control Panel – AUTO PRESS “MAN”	C	1	0	May be inoperative.	
4)	PRESSURIZATION Control Panel – AUTO PRESS “FAIL”	C	1	0	May be inoperative.	
5)	PRESSURIZATION Control Panel – DITCHING “ON”	C	1	0	May be inoperative.	
6)	EQUIP COOLING Control Panel – INLET “OFF”	C	1	0	May be inoperative.	
7)	AIR Control Panel – PACK FLOW “HI”	C	1	0	May be inoperative.	
8)	AIR Control Panel – TRIM AIR “OFF”	C	1	0	May be inoperative.	
9)	AIR Control Panel – RECIRC AIR “OFF”	C	1	0	May be inoperative.	
10)	AIR Control Panel – RAM AIR “OPEN”	C	1	0	May be inoperative.	
11)	AIR Control Panel – L(R) PACK “FAIL”	C	2	0	May be inoperative.	
12)	AIR Control Panel – L(R) PACK “OFF”	C	2	0	May be inoperative.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Low Pressure Ground Connection (LPGC)					
1)	Check Valve	C	1	0	(M)(O) May be inoperative closed provided: a) Affected check valve is verified closed, and b) LPGC is not used.	
		C	1	0	May be inoperative open provided left air conditioning pack is considered inoperative.	
2)	Cover	C	1	0	(M) Except for ER operations, may be inoperative or missing provided: a) Associated check valve is verified operative, b) Extended overwater operations are not conducted, and c) LPGC access panel (CDL item 53-24) is installed and confirmed not missing.	
21-19	Recirculation Fan (RFAN)	C	1	0	(M)(O) Except for ER operations may be inoperative provided: a) RECIRC AIR is selected OFF, b) Associated check valve is verified operative, c) Both air conditioning packs are operative. d) Forward cargo compartment heating is selected to LO HEAT or HI HEAT when live animals or temperature sensitive cargo is carried in forward cargo compartment, and e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (operations with Airplane Systems Inoperative).	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
22-08	Mix Manifold Temperature Sensor (MIXTS) Element					
1)	21 PACK FAULT – MIX MANF TEMP SNSR REDUND LOSS (INFO message)	C	-	-	May be displayed with air conditioning pack selected ON.	
2)	21 PACK FAULT – MIX MANF TEMP SNSR TOTAL LOSS (INFO message)	C	-	-	(O) May be displayed provided: a) Both packs are operative, b) RECIRC AIR is selected OFF, c) Forward cargo compartment heating is selected to LO HEAT or HI HEAT when live animals or temperature sensitive cargo is carried in forward cargo compartment, and d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (operations with Airplane Systems Inoperative).	
23-62 ***	Floor Heater, Flightcrew (FTWRM)	D	2	0	(M) One or both may be inoperative provided affected heater is deactivated.	
23-64	Galley Fan (GFAN)	C	2	0	(M) One or both may be inoperative provided: a) Affected GFAN is deactivated, and b) Associated galley heater (GHTR) is deactivated.	
23-65	Galley Heater (GHTR)	C	2	0	(M) One or both may be inoperative provided affected heater is deactivated.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
23-66	Temperature Sensor, Galley Heater (GHTS) - Element	C	4	2	One element on each sensor may be inoperative.	
		C	4	0	(M) Both elements on each sensor may be inoperative provided: a) Associated galley fan (GFAN) is deactivated, and b) Associated galley heater (GHTR) is deactivated.	
24-16	Extraction Fan (EFAN)	C	2	1	(M) Except for ER operations, may be inoperative provided associated avionics exhaust valve (AEV) is secured OPEN.	
		C	2	1	(O) Except for ER operations, may be inoperative provided: a) Both FWD and MID avionics bay exhaust valves (AEV) are verified operative, and b) At least one air conditioning pack is operative.	
1)	CAN BUS	C	2	1	(O) May be inoperative.	
24-17	Air Conditioning System Indication on AIR Synoptic Page	C	-	0	May be inoperative provided: a) Associated system is operative, and b) Procedures do not require their use. NOTE: Any portion of AIR synoptic page which is operative may be used.	
24-18	Avionics Bay Exhaust Valve (AEV)	C	2	0	(M) One or both may be inoperative provided affected AEV is secured OPEN.	
24-19	FWD/MID Avionics VENTS Element	D	4	2	(O) One element in each sensor may be inoperative.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
24-24	Ground Valve, MID Avionics Bay	C	1	0	(M) May be inoperative provided affected valve is secured CLOSED.	
26-15	Forward/Middle Bay Inlet Fan (IFAN)	C	2	0	(O) May be inoperative provided INLET is selected OFF before each flight.	
30-04	Cabin Altitude Limitation Feature					
1)	Primary and Backup Altitude Limiter	C	2	0	(O) One or both may be inoperative provided: <ol style="list-style-type: none"> a) Both auto pressurization modes are operative, and b) Flight is conducted at or below FL 250. 	
2)	Backup Altitude Limiter	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Outflow valve (OFV) manual mode is verified operative, b) Altitude limitation function is verified operative, and c) Aircraft is operated in AUTO pressurization mode. 	
3)	Primary Altitude Limiter	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Outflow valve (OFV) manual mode is verified operative, b) Backup altitude limitation function is verified operative, and c) Aircraft is operated in AUTO pressurization mode. 	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Cabin Pressure Control System (CPCS)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) No passengers are carried, b) Outflow valve (OFV) is secured OPEN, c) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL, d) Extended overwater operations are not conducted, and e) Both extraction fans (EFAN) are operative. 	
1)	Manual Mode	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Auto mode is verified operative, and b) Auto pressurization mode is selected. 	
2)	Auto Mode	C	2	1	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Manual mode is verified operative, and b) Affected outflow valve (OFV) AUTO mode is deactivated. 	
		C	2	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Affected modes are deactivated, b) Pressurization is operated in manual control mode, c) Autopilot is operative, d) Flight is conducted in dual bleed and dual pack, and e) Minimum enroute altitude does not exceed 10,000 ft. above MSL. 	
31-28	Outflow Valve Travel Limiter	C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) The outflow valve travel limiter is verified inoperative in retracted position, and b) Flights are conducted at or below FL 250. 	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
33-00	Cabin Altitude Indication	C	1	0	(O) May be inoperative provided: a) Both auto pressurization modes are operative, b) Cabin differential pressure indication is operative, and c) A table is available to convert cabin differential pressure to cabin altitude.	
		D	1	0	(O) May be inoperative provided: a) No passengers are carried, b) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL, and c) Both extraction fans (EFAN) are operative.	
33-01	Cabin Differential Pressure Indication	C	1	0	(O) May be inoperative provided: a) Both auto pressurization modes are operative, b) Cabin altitude pressure indication is operative, and c) A table is available to convert cabin altitude to cabin differential pressure.	
		D	1	0	(O) May be inoperative provided: a) No passengers are carried, b) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL, and c) Both extraction fans (EFAN) are operative.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
33-02	Cabin Rate of Change (ROC) Indication	C	1	0	May be inoperative provided both cabin pressurization automatic modes are operative.	
		D	1	0	(O) May be inoperative provided: a) No passengers are carried, b) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL, and c) Both extraction fans (EFAN) are operative.	
33-03	Landing Field Elevation (LFE) Indication	C	1	0	(O) May be inoperative provided: a) No passengers are carried, b) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL, and c) Both extraction fans (EFAN) are operative.	
		C	1	0	(O) May be inoperative provided: a) Pressurization is operated in manual control mode, and b) Autopilot is operative.	
33-04	Landing Field Elevation (LFE) Automatic Selection	C	1	0	May be inoperative provided: a) LFE manual selection is operative and selected, and b) LFE indication is operative.	
		C	1	0	(O) May be inoperative provided: a) Pressurization is conducted in manual mode, and b) Autopilot is operative.	
33-05	Emergency Depressurization PBA Switch Guard	C	1	0	(O) May be damaged or missing provided associated PBA is verified operative.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
34-01	Pressure Equalization Valve (PEV)					
1)	Large	C	2	0	(M) One or both may be inoperative provided affected valve is secured CLOSED.	
2)	Small	C	2	0	(M) One or both may be inoperative provided affected valve is verified CLOSED.	
51-01	Air Conditioning Pack	C	2	0	(O) Except for ER operations, both may be inoperative provided:	
					a) No passengers are carried,	
					b) Packs are selected OFF,	
					c) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL, and	
					d) Both extraction fans (EFAN) are operative.	
1)	Left Pack	C	1	0	(O) Except for ER operations, may be inoperative provided:	
					a) Equipment bay smoke detectors are verified operative,	
					b) Left air conditioning pack is selected OFF,	
					c) Flight is conducted at or below FL 310, and	
					d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).	
					NOTE: If APU bleed air is used during takeoff or in-flight, operation is conducted in accordance with AFM chapter 2, APU BLEED AIR limitations.	
(Continued)						

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Pack (Cont'd)					
2)	Right Pack	C	1	0	(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Equipment bay smoke detectors are verified operative, b) Right air conditioning pack is selected OFF, c) Flight is conducted at or below FL 310, and d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). NOTE: If APU bleed air is used during takeoff or in-flight, operation is conducted in accordance with AFM chapter 2, APU BLEED AIR limitations.	
51-02	Pack High Flow Mode	C	1	0	(O) PACK FLOW HI mode may be inoperative provided both air conditioning packs are operative.	
51-10	Compressor/Pack Discharge Temperature Sensor (CDTS/PDTS)					
1)	Left CDTS/PDTS Element	C	4	2	(O) One element in each sensor may be inoperative.	
2)	Right CDTS/PDTS Element	C	4	2	(O) One element in each sensor may be inoperative.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-12	Temperature Control Valve (TCV) (Cont'd)					
2)	Right TCV	C	1	0	(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Equipment bay smoke detectors are verified operative, b) Right air conditioning pack is selected OFF, c) Flight is conducted at or below FL 310, and d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). NOTE: If APU bleed air is used during takeoff or in-flight, operation is conducted in accordance with AFM chapter 2, APU BLEED AIR limitations.	
51-13	PACK Temperature Sensor (PTS)	C	2	1	Except for ER operations, may be inoperative provided associated air conditioning pack is considered inoperative.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-15	Pack Discharge Pressure Sensor (PDPS)					
1)	Left PDPS	C	1	0	(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Equipment bay smoke detectors are verified operative, b) Left air conditioning pack is selected OFF, c) Flight is conducted at or below FL 310, and d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). NOTE: If APU bleed air is used during takeoff or in-flight, operation is conducted in accordance with AFM chapter 2, APU BLEED AIR limitations.	
2)	Right PDPS	C	1	0	(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Equipment bay smoke detectors are verified operative, b) Right air conditioning pack is selected OFF, c) Flight is conducted at or below FL 310, and d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). NOTE: If APU bleed air is used during takeoff or in-flight, operation is conducted in accordance with AFM chapter 2, APU BLEED AIR limitations.	

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-21	Pack Inlet Pressure Sensor (PIPS)					
1)	Left PIPS	C	2	0	(O) Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Equipment bay smoke detectors are verified operative, b) Left air conditioning pack is selected OFF, c) Flight is conducted at or below FL 310, and d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). NOTE: If APU bleed air is used during takeoff or in-flight, operation is conducted in accordance with AFM chapter 2, APU BLEED AIR limitations.	
2)	Right PIPS	C	2	0	(O) Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Equipment bay smoke detectors are verified operative, Right air conditioning pack is selected OFF, b) Flight is conducted at or below FL 310, and c) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). NOTE: If APU bleed air is used during takeoff or in-flight, operation is conducted in accordance with AFM chapter 2, APU BLEED AIR limitations.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-04	Emergency Ram Air Valve (ERAV)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) No passengers are carried, b) Emergency ram air valve (ERAV) is secured OPEN, c) Both extraction fans (EFANs) are verified operative, d) Both packs are selected OFF, e) Flight is conducted in unpressurized configuration at or below 10,000 ft. MSL, and f) Extended overwater operations are not conducted.	
		C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Emergency ram air valve (ERAV) is secured OPEN, b) Right pack is considered inoperative, and c) Extended overwater operations are not conducted.	
53-08	Pack Inlet Flow Sensor (PIFS), Pack Inlet Pressure Sensor (PIPS)					
1)	Left PIFS/PIPS	C	4	3	(O) One may be inoperative.	
2)	Right PIFS/PIPS	C	4	3	(O) One may be inoperative	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
53-14	Flow Control Valve (FCV)	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Affected flow control valve (FCV) is secured CLOSED, and b) Associated air conditioning pack is considered inoperative.	
		C	2	0	(M)(O) Except for ER operations, both may be inoperative provided: a) No passengers are carried, b) Both flow control valves (FCV) are secured CLOSED, c) Both air conditioning packs are considered inoperative, d) Both extraction fans (EFANs) are verified operative, and e) Flights are conducted unpressurized at or below 10,000 ft. MSL.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
53-18	Ram Air Regulating Valve (RARV)	C	2	0	(M)(O) Except for ER operations, one or both may be inoperative provided: <ul style="list-style-type: none"> a) Affected RARV is secured OPEN, b) Associated temperature control valve is verified operative, and c) Operations are not conducted between -15 °C and 15 °C. NOTE: When one or both RARV are secured OPEN, associated pack will operate in degraded mode.	
1)	Left RARV	C	1	0	(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Left air conditioning pack is selected OFF, b) Equipment bay smoke detectors are verified operative, c) Flight is conducted at or below FL 310, and d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). NOTE: If APU bleed air is used during takeoff or in-flight, operation is conducted in accordance with AFM chapter 2, APU BLEED AIR limitations.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
55-02	Forward Cargo Shutoff Valve (FWD CSOV) (Cont'd)	C	2	0	(O) One or both may be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
55-03	Aft Cargo Shutoff Valve (AFT CSOV)	C	2	0	(M)(O) One or both may be inoperative provided: a) Both AFT CSOVs are secured CLOSED, and b) AFT CARGO air switch is selected OFF.	
		C	2	0	(O) One or both may be inoperative provided: a) Recirculation fan (RFAN) is operative and selected ON, and b) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
55-04	Cargo Compartment Temperature Sensor (CATS), Cargo Duct Temperature Sensor (CAR DTS)	C	4	0	(O) May be inoperative provided: a) FWD CARGO air is selected to OFF or VENT before each flight, and b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment.	
55-08	FWD Cargo Bay Trim Air Valve (TAV)	C	1	0	(O) May be inoperative in CLOSED position provided: a) FWD CARGO switch is selected to VENT or OFF before each flight, and b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment.	
		C	1	0	(O) Except for ER operations, may be inoperative provided: a) FWD cargo bay trim air valve (TAV) is not failed closed, b) TRIM AIR is selected OFF before each flight, and c) Live animals or temperature sensitive cargo is not carried in forward cargo compartment.	
60-25	Ventilated Temperature Sensor (VENTS)	C	3	2	(O) May be inoperative provided: a) Trim air system is verified operative, b) DTS sensors are verified operative, and c) Associated COCKPIT/CABIN temperature control knob is operative.	
60-26	Duct Temperature Sensor (DTS)	C	3	2	(O) Except for ER operations, may be inoperative provided trim air system is verified operative.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
60-27	COCKPIT/CABIN Temperature Control Knob	C	3	0	(O) Except for ER operations, may be inoperative provided: a) MAN TEMP is not used, and b) Associated ventilated temperature sensors (VENTS) are operative.	
61-05	Trim Air					
1)	Cockpit Trim Air Valve (TAV)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) TRIM AIR is selected OFF before each flight, and b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment.	
2)	Forward Cabin Trim Air Valve (TAV)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) TRIM AIR is selected OFF before each flight, and b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment.	
3)	AFT Cabin Trim Air Valve (TAV)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) TRIM AIR is selected OFF before each flight, and b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment.	
62-00	Trim Air System	C	1	0	(O) Except for ER operations, may be inoperative provided: a) TRIM AIR is selected OFF before each flight, and b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
63-00	Trim Air Pressure Regulating Valve (TAPRV)	C	1	0	(M)(O) May be inoperative provided: a) Trim Air Pressure Regulating Valve (TAPRV) is secured CLOSED, b) Both bleed air systems are verified operative, c) Both air conditioning packs are verified operative, and d) Trim Air Shutoff Valve (TASOV) is verified operative when live animals or temperature sensitive cargo is carried in the forward cargo compartment.	
		C	1	0	(O) Except for ER operations, may be inoperative provided: a) TRIM AIR is selected OFF before each flight, and b) Live animals or temperature sensitive cargo is not carried in forward cargo compartment.	
		C	1	0	(O) Except for ER operations, may be inoperative provided: a) Affected valve is deactivated, b) TASOV is verified operative, and c) Left pack is operative.	
63-01	Trim Air Shutoff Valve (TASOV)	C	1	0	(M)(O) May be inoperative provided: a) TASOV is secured CLOSED, b) Both bleed air systems are operative, c) Both air conditioning packs are operative, and d) Trim Air Pressure Regulating Valve (TAPRV) is verified operative when live animals or temperature sensitive cargo is carried in the forward cargo compartment.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
90-01	Integrated Air System Controller (IASC)					
1)	IASC 1A	C	1	0	(M)(O) May be inoperative provided: a) All other IASC 1 and 2 channels are verified operative, b) TASOV is verified closed, and c) IASC 1A is deactivated.	
2)	IASC 1B	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) All other IASC 1 and 2 channels are verified operative, and b) IASC 1B is deactivated. NOTE: When IASC 1B is deactivated, IASC 1C becomes inoperative.	
3)	IASC 1C	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) All other IASC 1 and 2 channels are verified operative, and b) IASC 1B is deactivated.	
4)	IASC 2A	C	1	0	(M)(O) May be inoperative provided: a) All other IASC 1 and 2 channels are verified operative, and b) IASC 2A is deactivated.	
5)	IASC 2B	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) All other IASC 1 and 2 channels are verified operative, and b) IASC 2B is deactivated. NOTE: When IASC 2B is deactivated, IASC 2C becomes inoperative.	
6)	IASC 2C	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) All other IASC 1 and 2 channels are verified operative, and b) IASC 2B is deactivated.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Takeoff/Go-Around (TOGA) Switch (Thrust Lever)	B	2	1	(O) One may be inoperative provided alternate procedures are established and used.	
		C	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Alternate procedures are established and used, b) Autopilot and flight director are not used below 2,000 ft. above ground level (AGL), c) APPR 2 operations (CAT II) and autoland operations are not conducted, and d) RNP AR operations are not conducted. 	
		B	2	0	(O) Both may be inoperative provided: <ol style="list-style-type: none"> a) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), b) Autopilot and flight director are not used below 2,000 ft. above ground level (AGL), c) APPR 2 operations (CAT II) and autoland operations are not conducted, and d) RNP AR operations are not conducted. 	
11-00	Autopilot (AP) System					
1)	One AP	C	3	2	(O) One may be inoperative provided operations do not require its use.	
2)	Two AP	B	3	1	(O) Except for ER operations, two may be inoperative provided: <ol style="list-style-type: none"> a) Operations do not require dual autopilot systems, and b) Autoland operations are not conducted. 	
(Continued)						

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Autopilot (AP) System (Cont'd)					
3)	Three AP	B	3	0	(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Operations do not require their use, b) APPR 2 operations (CAT II) are conducted in accordance with Airplane Flight Manual (AFM) Supplement 8 (Category II and Category III, Autoland Operations), c) Autoland operations are not conducted, and d) RNP AR operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 7 (RNP – Authorization Required Operations). 	
11-05	Flight Control Panel (FCP)					
1)	Control Panel Readout Window	C	4	0	(O) May be inoperative provided crew selection of IAS/MACH, HDG, ALT, V/S, FPA are verified to be indicated on the primary flight displays (PFD).	
2)	Light Bar	C	14	0	(O) May be inoperative (not illuminated) provided associated mode is annunciated on the Flight Mode Annunciator (FMA) of both primary flight displays (PFD). NOTE: If mode is inoperative, refer to applicable MMEL item.	
3)	1/2 BANK Pushbutton	C	1	0	May be inoperative.	
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-05	Flight Control Panel (FCP) (Cont'd)					
4)	Autopilot (AP) Pushbutton	B	1	0	May be inoperative provided autopilot is considered inoperative.	
5)	Autothrottle (AT) Pushbutton	C	1	0	(O) May be inoperative provided: a) Autothrottle disconnect buttons are operative, b) Alternate procedures are established and used, and c) Autoland operations are not conducted.	
6)	Flight Level Change (FLC) Mode Pushbutton	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
7)	Altitude (ALT) Mode Pushbutton	C	1	0	May be inoperative provided: a) Altitude rotary knob is operative, and b) Altitude alerting system is operative.	
8)	Vertical Navigation (VNAV) Mode Pushbutton	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) RNP AR operations are not conducted.	
9)	Flight Path Angle (FPA) Mode Pushbutton	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
10)	Vertical Speed (V/S) Mode Pushbutton	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
11)	Flight Director (FD) Pushbutton	C	2	1	One may be inoperative.	
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-05	Flight Control Panel (FCP) (Cont'd)					
12)	Speed IAS to Mach Pushbutton	C	1	0	May be inoperative provided automatic transition from IAS to Mach and Mach to IAS is operative.	
13)	Speed FMS or MAN Selector Knob	C	1	0	May be inoperative provided manual selection (MAN) is operative.	
14)	Heading Rotary Knob	B	1	0	(O) May be inoperative provided: a) Heading PUSH SYNC pushbutton is operative, and b) Alternate procedures are established and used.	
15)	Heading PUSH SYNC Pushbutton	C	1	0	May be inoperative provided heading rotary knob is operative.	
16)	Altitude Push Fine Pushbutton	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Altitude preselect is only available in 1,000-ft. or 100-meter increments.	
17)	Altitude Feet to Meter Selector Knob	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided routine procedures do not require its use.	
18)	UP/DN Selector Wheel	C	1	0	(O) May be inoperative provided: a) Flight Path Angle (FPA) flight director mode is considered inoperative, b) Vertical speed (V/S) flight director mode is considered inoperative, and c) Alternate procedures are established and used.	
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-05	Flight Control Panel (FCP) (Cont'd)					
19)	Bright/Dim Knob	B	1	0	May be inoperative provided brightness is acceptable to flightcrew.	
20)	Emergency Descent Mode (EDM) Guarded Pushbutton	C	1	0	May be inoperative provided operations are conducted at or below FL 250.	
21)	Emergency Descent Mode (EDM) Pushbutton Guard	C	1	0	May be inoperative, damaged or missing.	
11-10	Instrument Landing System (ILS) Approach Function					
1)	APPR1	C	1	0	(O) May be inoperative provided ILS APPR1 (CAT I), APPR2 (CAT II), and autoland operations are not conducted.	
2)	APPR2	C	1	0	(O) May be inoperative provided approach minima do not require use of ILS, APPR2 (CAT II), and autoland.	
3)	LAND2	C	1	0	(O) May be inoperative provided autoland operations are not conducted.	
4) ***	LAND3	C	1	0	(O) May be inoperative provided LAND3 operations (CAT III – fail operational) are not conducted.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
30-00	Autothrottle (AT) Function					
1)	AT 1	C	1	0	(O) May be inoperative and autothrottle used provided: a) Autothrottle function 2 (AT 2) is verified operative, and b) Operations do not require dual autothrottle systems.	
2)	AT 2	C	1	0	(O) May be inoperative and autothrottle used provided: a) Autothrottle function 1 (AT 1) is verified operative, and b) Operations do not require dual autothrottle systems.	
30-01	Autothrottle Retard Function	C	1	0	(O) May be inoperative provided: a) Autothrottle is not used for landing, b) Alternate procedures are established and used, and c) Autoland operations are not conducted.	
31-01	Autothrottle Disconnect Button (Throttle Quadrant)	C	2	1	One may be inoperative.	
		C	2	0	(O) Both may be inoperative provided: a) AT pushbutton on flight control panel (FCP) is operative, and b) Alternate procedures are established and used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Overhead Control Panel Pushbutton Annunciator (PBA) Switch Light (Light Function Only)					
1)	SERV INT "ON"	C	1	0	May be inoperative.	
2)	CVR "TEST"	C	1	0	May be inoperative.	
11-00	VHF Communication System	D	3	1	(O) Any in excess of those required by 14 CFR may be inoperative provided: a) VHF 1 or VHF 3 is operative, and b) Data Link System is considered inoperative if VHF 3 is used in VOICE or inoperative.	
12-00 ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that requires two long range communication systems (LRCS) provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
15-00 ***	Satellite Communication System (SATCOM)					
1)	SATCOM FAIL (Advisory)	C	-	-	(O) May be displayed provided alternate communication procedures are established and used. NOTE: SATCOM-based datalink systems will not be available.	
		D	-	-	May be displayed provided procedures do not require SATCOM. NOTE: SATCOM-based datalink systems will not be available.	
2)	SATCOM NO SIGNAL (Advisory)	C	-	-	(O) May be displayed provided alternate communication procedures are established and used. NOTE: SATCOM-based datalink systems will not be available.	
		D	-	-	May be displayed provided procedures do not require SATCOM. NOTE: SATCOM-based datalink systems will not be available.	
3)	SATCOM DATA FAIL (Advisory)	C	-	-	(O) May be displayed provided alternate communication procedures are established and used. NOTE: SATCOM-based datalink systems will not be available.	
		D	-	-	May be displayed provided procedures do not require SATCOM. NOTE: SATCOM-based datalink systems will not be available.	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
15-00 ***	Satellite Communication System (SATCOM) (Cont'd)					
4)	SATCOM VOICE FAIL (Advisory)	C	-	-	(O) May be displayed provided alternate communication procedures are established and used.	
					NOTE: SATCOM-based datalink systems will not be available.	
		D	-	-	May be displayed provided procedures do not require SATCOM.	
					NOTE: SATCOM-based datalink systems will not be available.	
5)	SAT VOICE NO SIGNAL (Advisory)	C	-	-	(O) May be displayed provided alternate communication procedures are established and used.	
					NOTE: SATCOM-based datalink systems will not be available.	
		D	-	-	May be displayed provided procedures do not require SATCOM.	
					NOTE: SATCOM-based datalink systems will not be available.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
22-00 ***	Data Link System					
1)	Aircraft Communications Addressing and Reporting System (ACARS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.	
2)	Controller-Pilot Data Link Communications (CPDLC) Function Future Air Navigation System (FANS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.	
3)	Controller-Pilot Data Link Communications (CPDLC) Function Aeronautical Telecommunications Network (ATN)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.	
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
22-00 ***	Data Link System (Cont'd)					
3)	Controller-Pilot Data Link Communications (CPDLC) Function Aeronautical Telecommunications Network (ATN) (Cont'd)	D	1	0	May be inoperative provided operating regulations and routine procedures do not require its use. NOTE: Any portion of the function that is operative may be used.	
4)	Controller-Pilot Data Link Communications (CPDLC) Pushbutton Accept (ACPT), Reject (RJCT), Standby (STBY), LOAD, Refresh (Glareshield Panel)	D	10	0	(O) One or more may be inoperative provided alternate procedures are established and used.	
5)	DATALINK FAIL (Advisory)	C	-	-	(O) May be displayed provided alternate procedures are established and used. NOTE 1: Any portion of the data link system that is operative may be used. NOTE 2: Automatic Dependent Surveillance – Contract (ADS-C) function will be inoperative.	
		D	-	-	(O) May be displayed provided operating regulations and routine procedures do not require data link. NOTE 1: Any portion of the data link system that is operative may be used. NOTE 2: Automatic Dependent Surveillance – Contract (ADS-C) function will be inoperative.	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
22-00 ***	Data Link System (Cont'd)					
6)	DATALINK STATUS (Advisory)	C	-	-	(O) May be displayed provided alternate procedures are established and used.	
					NOTE 1: Any portion of the data link system that is operative may be used.	
					NOTE 2: Automatic Dependent Surveillance – Contract (ADS-C) function will be inoperative.	
		D	-	-	May be displayed provided operating regulations and routine procedures do not require data link.	
					NOTE 1: Any portion of the data link system that is operative may be used.	
					NOTE 2: Automatic Dependent Surveillance – Contract (ADS-C) function will be inoperative.	
30-01	Prerecorded Announcement (Passenger Briefing System)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
30-03	Crewmember Interphone System					
1)	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communications procedures between the affected flight attendants station(s) are established and used. NOTE: Any station function(s) that is operative may be used.	
		C	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.	
2)	Cabin to Cabin Function	B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions are operative on at least 50% of the cabin handsets, and b) Alternate communications procedures for the affected flight attendants station(s) are established and used. NOTE: Any station function(s) that is operative may be used.	
(Continued)						

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
30-03	Crewmember Interphone System (Cont'd)					
2)	Cabin to Cabin Function (Cont'd)	B	2	0	(O) May be inoperative provided alternate communications procedures for the affected flight attendants station(s) are established and used. NOTE: Any station function(s) that is operative may be used.	
3)	Flight Deck to Ground Function – Large Turbojet Powered Airplanes Operating under Part 121	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) External service panel (nose gear interphone jack) is operative.	
		C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) External service panel (nose gear interphone jack) is operative.	
4)	Flight Deck to Ground Function – All other Aircraft/Operations	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
30-06	Alerting System (Audio/Visual)					
1)	Alerting System (Audio/Visual)					
a)	Flight Deck Call Visual Alerting System Cabin Call (CAB CALL) on Audio Control Panel (ACP)	B	1	0	May be inoperative provided: a) Audio alerting system operates normally, and b) Audio alerting system differentiates between normal and emergency calls.	
b)	Flight Deck Call Audio Alerting System	B	1	0	May be inoperative provided: a) Flight deck visual alerting system operates normally, and b) Flight deck visual alerting system differentiates between normal and emergency calls.	
2)	Flight Attendant Visual Alerting System	B	1	0	(O) May be inoperative provided: a) Passenger address (PA) system is operative, b) Alternate lavatory smoke detector alert (audio or visual) is operative, and c) Alternate procedures for contacting flight attendants are established and used.	
					NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishing (NEF). NOTE 2: Any visual alerting system function(s) that is operative may be used.	
					(Continued)	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
30-06	Alerting System (Audio/Visual) (Cont'd)					
2)	Flight Attendant Visual Alerting System (Cont'd)	B	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Audio alerting system operates normally, b) Audio alerting system differentiates between normal and emergency calls, c) Alternate lavatory smoke detector alert (audio or visual) operates normally, and d) Alternate procedures for contacting flight attendants are established and used. <p>NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishing (NEF).</p> <p>NOTE 2: Any visual alerting system function(s) that is operative may be used.</p>	
(Continued)						

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
30-06	Alerting System (Audio/Visual) (Cont'd)					
3)	Flight Attendant Audio Alerting System	B	-	0	(O) May be inoperative provided: a) Flight attendant visual alerting system operates normally, b) Flight attendant visual alerting system differentiates between normal and emergency calls, c) Alternate lavatory smoke detector alert (audio or visual) operates normally, and d) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishing (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
		B	-	0	(O) May be inoperative provided: a) Passenger address (PA) system operates normally, b) Alternate lavatory smoke detector alert (audio or visual) operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishing (NEF). NOTE 2: Any audio alerting system function(s) that is operative may be used.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
31-00	Passenger Address System	B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) is operative. NOTE: Any station function(s) that operates normally may be used.	
		C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Passenger address (PA) not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
31-03	Handset System					
1)	Flight Deck	C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication is operative, and b) Alternate procedures are established and used.	
		D	1	0	May be inoperative provided routine procedures do not require its use.	
2)	Cabin	B	-	-	(O) May be inoperative provided: a) 50% of cabin handsets are operative, and b) Alternate communications procedures between the affected flight attendant station(s) are established and used.	
					NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement.	
					NOTE 2: Any handset(s) function(s) that is operative may be used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
31-06	Flight Deck Speaker	C	2	1	One may be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, and c) All aural alerts, messages, and other communications which are normally routed through the flight deck speakers must be audible through the headsets.	
		C	2	0	May be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, c) All aural alerts, messages, and other communications 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.	
31-07	Lavatory Speaker	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
50-35	Audio Control Panel (ACP)					
1)	Transmission Key	C	-	-	One may be inoperative on left or right ACP. NOTE: For the observer's ACP, see item 25-02-01.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Push-to-Talk (PTT) Switch					
1)	Sidestick	C	2	1	(O) One may be inoperative open provided: a) Associated side has at least one PTT switch that is operative, and b) Affected switch is verified failed open (non-transmitting).	
2)	Flightcrew Audio Control Panel	C	2	1	(O) One may be inoperative provided: a) Associated side has at least one PTT switch that is operative, and b) Affected switch is verified failed open (non-transmitting).	
3)	Cursor Control Panel (CCP)	C	4	0	(O) One or more may be inoperative provided: a) Associated side has at least one PTT switch that is operative, and b) Affected switch is verified failed open (non-transmitting).	
51-02	Interphone (INT) Switch					
1)	Sidestick	C	2	1	One may be inoperative open (non-transmitting) provided associated audio control panel (ACP) INT switch or associated hand microphone is operative.	
2)	Audio Control Panel (ACP)	C	2	1	(O) One may be inoperative open (non-transmitting) provided associated sidestick INT switch or associated hand microphone is verified operative.	
NOTE: For the observer's ACP, see item 25-02-01.						

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-03	Flight Deck Hand Microphone System	C	-	0	May be inoperative provided associated boom microphones are operative.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative (non-transmitting).	
51-04	Flight Deck Headsets, Earphones/Headphones, and Boom Microphones					
1)	Active Noise Cancelling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
2)	Headset Boom Microphone	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
3)	Headset Earphone/Headphone	C	-	1	May be inoperative provided associated flight deck speaker is operative.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
70-06	Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperative provided: a) Flight data recorder (FDR) is operative, and b) Repairs are made within 3 flight-days.	
1)	Independent Power Source	C	1	0	May be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
73-01	Flight Deck Door Surveillance System					
1) ***	Electric System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days.	
		C	1	0	(O) May be inoperative provided: a) A flight deck door viewing port operates normally, and b) Alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
2)	Viewing Port	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days.	
		C	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operative, and b) Alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
81-01	Radio Interface Unit (RIU) Channels					
1)	Channel 1A	C	1	0	(O) May be inoperative provided: a) Radio tuning function of the left control tuning panel (CTP) is operative, and b) All other radio interface unit (RIU) channels are operative.	
2)	Channel 1B	C	1	0	(O) May be inoperative provided: a) Radio tuning function of the right control tuning panel (CTP) is operative, b) All other radio interface unit (RIU) channels are operative, c) Reversionary tuning is confirmed operative on right control tuning panel (CTP), d) Radio tuning system application (RTSA) is verified operative, and e) Very high frequency navigation (VHF NAV) 2 is verified operative.	
a)	Channel 1B Aural Function	C	1	0	(O) May be inoperative provided: a) Radio interface unit (RIU) channels 1B and 2B are operative, and b) RIU 2B aural warning function is operative.	
3)	Channel 2A	C	1	0	(O) May be inoperative provided: a) Radio tuning function of the right control tuning panel (CTP) is operative, and b) All other radio interface unit (RIU) channels are operative.	
(Continued)						

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
81-01	Radio Interface Unit (RIU) Channels (Cont'd)					
4)	Channel 2B	C	1	0	(O) May be inoperative provided: a) Radio tuning function of the left control tuning panel (CTP) is operative, b) All other radio interface unit (RIU) channels are operative, c) Reversionary tuning is confirmed operative on left control tuning panel (CTP), d) Radio tuning system application (RTSA) is verified operative, and e) VHF NAV 1 is verified operative.	
a)	Channel 2B Aural Function	C	1	0	(O) May be inoperative provided: a) Radio interface unit (RIU) channels 1B and 2B are operative, and b) RIU 1B aural warning function is operative.	
5) ***	Selective Calling (SELCAL) System	C	–	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Partial loss of SELCAL function will affect either left or right radios. To use the SELCAL function, flightcrew must use operative side radios only.	
		D	–	0	May be inoperative provided procedures do not require its use.	

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TABLE KEY

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
81-01	Radio Interface Unit (RIU) Channels (Cont'd)					
6)	L CTP TUNING FAIL (Caution)	C	-	-	(O) May be displayed provided: <ol style="list-style-type: none"> a) None of the following messages are displayed: <ul style="list-style-type: none"> • R CTP TUNING FAIL (Caution), • 23 AVIONIC FAULT – RIU CH 1A INOP (Info), • 23 AVIONIC FAULT – RIU CH 2A INOP (Info), • 23 AVIONIC FAULT – RIU CH 2B INOP (Info), • DMC 1A FAIL (Advisory), • DMC 2A FAIL (Advisory), b) Reversionary tuning is confirmed operative on the right control tuning panel (CTP), c) Radio tuning system application (RTSA) is verified operative, and d) VHF NAV 2 is verified operative. 	
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
81-01	Radio Interface Unit (RIU) Channels (Cont'd)					
7)	R CTP TUNING FAIL (Caution)	C	-	-	(O) May be displayed provided: <ol style="list-style-type: none"> a) None of the following messages are displayed: <ul style="list-style-type: none"> • L CTP TUNING FAIL (Caution), • 23 AVIONIC FAULT – RIU CH 1A INOP (Info), • 23 AVIONIC FAULT – RIU CH 1B INOP (Info), • 23 AVIONIC FAULT – RIU CH 2A INOP (Info), • DMC 1A FAIL (Advisory), • DMC 2A FAIL (Advisory), b) Reversionary tuning is confirmed operative on the left control tuning panel (CTP), c) Radio tuning system application (RTSA) is verified operative, and d) VHF NAV 1 is verified operative. 	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Overhead Control Panel Pushbutton Annunciator (PBA) Switch Light (Light Function Only)					
1)	CABIN PWR "OFF"	C	1	0		
2)	RAT GEN "ON"	C	1	0		
3)	L(R) GEN (APU GEN) "FAIL"	C	3	0	May be inoperative provided associated L(R) GEN FAIL or APU GEN FAIL Caution CAS message is not displayed. NOTE: If message is displayed, refer to the applicable MMEL item.	
4)	L(R) GEN (APU GEN) "OFF"	C	3	0	May be inoperative provided associated L(R) GEN OFF, APU GEN OFF status CAS message is not displayed when engines or APU are operated. NOTE: If message is displayed, refer to the applicable MMEL item.	
5)	EXT PWR "AVAIL"	C	1	0		
6)	EXT PWR "IN USE"	C	1	0		
7)	L(R) DISC "OIL"	C	2	0		
8)	L/(R) DISC "DISC"	C	2	0		
00-02	Electrical/Towing Service Panel PBA Switch Light (Light Function Only)					
1)	EXT AC SERV "AVAIL"	D	1	0		
2)	EXT AC SERV "IN USE"	D	1	0		
3)	BATT Annunciator Light	C	1	0	NOTE: Battery may deplete if not selected OFF.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
01-01	Circuit Breaker (CB) Panel					
1)	Left CB Status Reporting	C	1	0	May be inoperative.	
01-02	Circuit Breaker (CB) Panel					
1)	Right CB Status Reporting	C	1	0	May be inoperative.	
01-11	Control and Distribution Cabinet (CDC) Power Supply					
1)	24 ELECTRICAL FAULT – CDC 3 PWR SUPPLY MODULE 1 INOP (Info)	C	-	-	May be displayed provided: a) Left thrust reverser is considered inoperative, and b) Before each flight, no other CDC info message is displayed.	
2)	24 ELECTRICAL FAULT – CDC 3 PWR SUPPLY MODULE 2 INOP (Info)	C	-	-	May be displayed provided: a) Left thrust reverser is considered inoperative, and b) Before each flight, no other CDC info message is displayed.	
3)	24 ELECTRICAL FAULT – CDC 4 PWR SUPPLY MODULE 1 INOP (Info)	C	-	-	May be displayed provided: a) Right thrust reverser is considered inoperative, and b) Before each flight, no other CDC info message is displayed.	
4)	24 ELECTRICAL FAULT – CDC 4 PWR SUPPLY MODULE 2 INOP (Info)	C	-	-	May be displayed provided: a) Right thrust reverser is considered inoperative, and b) Before each flight, no other CDC info message is displayed.	
(Continued)						

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TABLE KEY

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
01-11	Control and Distribution Cabinet (CDC) Power Supply (Cont'd)					
5)	24 ELECTRICAL FAULT – CDC 5 PWR SUPPLY MODULE 1 INOP (Info)	C	-	-	May be displayed, provided that before each flight, no other CDC info message is displayed.	
6)	24 ELECTRICAL FAULT – CDC 5 PWR SUPPLY MODULE 2 INOP (Info)	C	-	-	May be displayed, provided that before each flight, no other CDC info message is displayed.	
01-15	Control Distribution Cabinet (CDC) 1/2 Microprocessor/ Communication Module	C	4	2	(O) One per CDC assembly may be inoperative.	
1)	Controller Area Network (CAN) Communication Bus - Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 24 ELECTRICAL FAULT – CAN COM REDUND LOSS.	
2)	CDC A664 Communication Bus - Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 24 ELECTRICAL FAULT – CDC A664 COM REDUND LOSS.	
3)	Electrical Power Distribution System (EPDS) Time Trigger Protocol (TTP) Network Communication Bus - Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 24 ELECTRICAL FAULT – EDPS COM REDUND LOSS.	
02-01	Bus Power Control Unit (BPCU) Protective Function Degradation	C	2	0	(O) Except for ER operations, one or both may be inoperative.	

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TABLE KEY

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
02-07	Electrical Power Center (EPC) 1					
1)	24 ELECTRICAL FAULT – EPC 1 DEGRADED (Info)	C	-	-	(O) May be displayed provided: a) None of the following messages is displayed: <ul style="list-style-type: none"> • TRU FAULT (Advisory), • 24 ELECTRICAL FAULT – EPC 2 DEGRADED (Info), • 24 ELECTRICAL FAULT – EPC 3 DEGRADED (Info), and b) BTC 1 is verified operative before each flight.	
		C	-	-	(O) Except for ER operations, may be displayed provided: a) None of the following messages is displayed: <ul style="list-style-type: none"> • TRU FAULT (Advisory), • 24 ELECTRICAL FAULT – EPC 2 DEGRADED (Info), • 24 ELECTRICAL FAULT – EPC 3 DEGRADED (Info), b) BTC 1 is verified failed, and c) APU generator is considered inoperative for flight.	
					NOTE: If available, APU generator can be used for ground operations.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
02-09	Electrical Power Center (EPC) 2					
1)	24 ELECTRICAL FAULT – EPC 2 DEGRADED (Info)	C	-	-	(O) May be displayed provided: a) None of the following messages is displayed: <ul style="list-style-type: none"> • TRU FAULT (Advisory), • 24 ELECTRICAL FAULT – EPC 1 DEGRADED (Info), • 24 ELECTRICAL FAULT – EPC 3 DEGRADED (Info), b) BTC 2 and BTC 3 are verified operative before each flight, c) ASC is verified operative before each flight, d) BSC is verified failed, and e) APU is operated continuously during flight.	
		C	-	-	(O) May be displayed provided: a) None of the following messages is displayed: <ul style="list-style-type: none"> • TRU FAULT (Advisory), • 24 ELECTRICAL FAULT – EPC 1 DEGRADED (Info), • 24 ELECTRICAL FAULT – EPC 3 DEGRADED (Info), b) BTC 2 and BTC 3 are both verified operative before each flight, and c) ASC and BSC are both verified operative before each flight.	
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
02-09	Electrical Power Center (EPC) 2 (Cont'd)	C	-	-	Except for ER operations, may be displayed provided: a) None of the following messages is displayed: <ul style="list-style-type: none"> • TRU FAULT (Advisory), • 24 ELECTRICAL FAULT – EPC 1 DEGRADED (Info), • 24 ELECTRICAL FAULT – EPC 3 DEGRADED (Info), and b) APU generator is considered inoperative for flight. NOTE: If available, APU generator can be used for ground operations.	
02-11	Electrical Power Center (EPC) 3					
1)	24 ELECTRICAL FAULT – EPC 3 DEGRADED (Info)	C	-	-	(O) May be displayed provided: a) None of the following messages is displayed: <ul style="list-style-type: none"> • TRU FAULT (Advisory), • 24 ELECTRICAL FAULT – EPC 1 DEGRADED (Info), • 24 ELECTRICAL FAULT – EPC 2 DEGRADED (Info), b) Ram Air Turbine (RAT) is verified not deployed, and c) APU is operated continuously during flight.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
11-01	L DISC/R DISC Switch Guard	B	2	0	(O) May be inoperative or missing provided: a) Both variable frequency generators (VFG) are operative, and b) EPC 1 and EPC 2 are verified operative.	
12-01	Variable Frequency Generator (VFG) Oil System					
1)	Generator Oil Level Indication (Remote Oil Level Sensor (ROLS))	C	2	1	(M)(O) May be inoperative provided: a) Associated VFG power generation is verified operative, and b) Minimum oil level is verified once each flight-day.	
		A	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Associated VFG power generation is verified operative, b) Minimum oil level is verified once each flight-day, and c) Repairs are made prior to completion of next heavy maintenance visit.	
20-44	Permanent Magnet Generator (PMG)	C	2	1	(M)(O) May be inoperative provided: a) Affected PMG is disconnected, and b) Both fly-by-wire (FBW) power converters are operative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Variable Frequency Generator (VFG) System					
1)	Variable Frequency Generator (VFG) System [Each System Includes Variable Frequency Generator (VFG), Generator Control Unit (GCU), Overvoltage Protection Unit (OPU), Generator Line Contractor (GLC), Line Current Transformer (LCT), Generator Control Switch (PBA)]	B	2	1	(O) Except for ER operations, one may be inoperative provided: a) Affected VFG is selected OFF, b) APU generator is operated continuously throughout flight, c) ALL EPCs are verified operative, d) ALL TRUs are verified operative, and e) Opposite VFG is verified operative.	
2)	VFG Coating	A	2	1	(M)(O) Except for ER operations, generator coating may be damaged provided: a) Affected VFG is selected OFF, b) Oil from affected VFG is drained, c) Affected VFG is disconnected, d) APU is operated continuously during flight, e) ALL EPCs are verified operative, f) ALL TRUs are verified operative, g) Opposite VFG is verified operative, and h) Repairs are made within 8 flight-hours.	
3)	24 ELECTRICAL FAULT – L GEN DEGRADED (Info)	C	-	-	May be displayed provided INFO message 24 ELECTRICAL FAULT – R GEN DEGRADED is not displayed.	
4)	24 ELECTRICAL FAULT – R GEN DEGRADED (Info)	C	-	-	May be displayed provided INFO message 24 ELECTRICAL FAULT – L GEN DEGRADED is not displayed.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
21-70	Electrical Power Generation System					
1)	24 ELECTRICAL FAULT – EPGS COM REDUND LOSS (Info)	C	-	-	May be displayed.	
22-01	Auxiliary Power Unit Generator (AGEN)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Left variable frequency generator (VFG) and right variable frequency generator (VFG) are operative, and b) APU GEN is selected OFF.	
1)	Protective Function	C	1	0	(O) May be inoperative provided associated power generation is verified operative.	
23-01	Ram Air Turbine (RAT) System					
1)	Deployed Sensor	C	1	0	(M)(O) May be inoperative provided RAT is visually verified stowed before each flight.	
2)	Heater	C	2	1	(O) One heater may be inoperative provided remaining heater is verified operative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
23-03	RAT GEN Switch Guard	C	1	0	May be inoperative or missing.	
31-01	Transformer Rectifier Unit (TRU)					
1)	TRU 1 or 2	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) TRU 3 and remaining TRU are verified operative, b) Affected TRU is deactivated, c) Both variable frequency generators (VFG) are operative, and d) All EPCs are verified operative.	
2)	Line Contactor 1 (TLC1)	B	1	0	(M)(O) Except for ER operations, may be inoperative open (failed to close) provided: a) TRU 3 and TRU 2 are verified operative, b) TRU 1 is deactivated, c) Both variable frequency generators (VFG) are operative, and d) All EPCs functions are verified operative.	
3)	Line Contactor 2 (TLC1)	B	1	0	(M)(O) Except for ER operations, may be inoperative open (failed to close) provided: a) TRU 1 and TRU 3 are verified operative, b) TRU 2 is deactivated, c) Both variable frequency generators (VFG) are operative, and d) All EPCs functions are verified operative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
32-01	Battery					
1)	24 ELECTRICAL FAULT – BATT 1 HEATER INOP (Info)	A	-	-	(O) Except for ER operations, may be displayed provided: a) No other battery 1 failure is displayed, b) Both variable frequency generator (VFG) systems are verified operative, c) All TRUs are verified operative, d) Battery 2 system is verified operative, e) APU is started before departure and operated continuously during flight, f) APU generator is verified operative, and g) Repairs are made within one flight. NOTE: Reduce battery only operations on ground to preserve fully charged batteries all operating time.	
33-01	Fly-by-Wire Power Converter (FBW PC)					
1)	Communication Function	C	2	1	(O) One may be inoperative provided opposite side FBW PC is verified operative.	
2)	Protective Function	C	2	0	(O) Both may be inoperative provided opposite side permanent magnet generator (PMG) is verified operative.	
33-03	AC Bus Tie Contactor (BTC)				Deleted, MMEL Revision 3.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
40-00	External AC Power System (Includes EPCTA and ELC)	C	1	0	May be inoperative provided: a) APU generator operates normally, and b) External power is not used.	
40-02	Circuit Breaker Status Indication	C	-	0	May be inoperative for indication “- -” provided cockpit lighting is operative.	
41-00	External AC Power System					
1)	Power Protection	C	1	0	(O) May be inoperative provided: a) APU generator operates normally, and b) External power is not used.	
52-00	Control and Distribution Cabinet (CDC)					
1)	Power Module	C	56	-	(M) May be inoperative provided both battery chargers are verified operative.	
2)	Solid State Power Controller (SSPC)	C	-	-	(O) May be inoperative provided affected SSPC is verified inoperative open.	
54-02	CABIN PWR Switch Guard	D	1	0	May be inoperative or missing.	
55-01	Maintenance Power Mode	D	1	0	(M) May be inoperative provided alternate procedures are established and used.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Overhead Control Panel					
1)	ELT "TEST" Light	C	1	0	(M) May be inoperative provided ELT test function is verified to be operative.	
2)	PBA Switch Light (Light Function Only) EVAC CMD "ON"	C	1	0	(O) May be inoperative provided evacuation (EVAC) horn is verified to be operative.	
02-01	Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in passenger cabin is made available to an FAA inspector for performance of official duties, and b) Repairs are made within 2 flight-days. NOTE: Observer's seat associated equipment includes safety belt, shoulder harness, audio control panel, oxygen system, microphone, headset, lights, etc.	
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to FAA inspector for performance of official duties, and c) Repairs are made within 2 flight-days.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
02-01	Observer Seat (Including Associated Equipment) (Cont'd)				NOTE 1: These provisos are intended to provide for occupancy of above seats by an FAA inspector when minimum safety equipment (oxygen and safety belt) is functional and inspector determines conditions to be acceptable. NOTE 2: Pilot in command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
11-01	Pilot Seat					
1)	Headrest Adjustment	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	
2)	Fore/Aft Adjustment	B	2	0	(M) May be inoperative provided: a) Seat is secured in fore/aft position acceptable to affected crewmember, and b) Egress is not impaired.	
3)	Powered Vertical Adjustment	C	2	0	(O) May be inoperative provided: a) Manual vertical adjustment is operative, b) Egress is not impaired, and c) Vertical power adjustment shutoff switch is selected OFF.	
4)	Manual Vertical Adjustment	C	2	0	(O) May be inoperative provided: a) Powered vertical adjustment is operative, and b) Egress is not impaired.	
5)	Recline Adjustment	B	2	0	(M) May be inoperative provided backrest is secured in a position acceptable to affected crewmember.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Pilot Seat (Cont'd)					
6)	Inboard Armrest	C	2	0	(M)(O) May be inoperative provided: a) Affected armrest is secured in upright position or removed, and b) Seat is acceptable to affected crewmember.	
7)	Outboard Armrest Adjustment	C	4	0	Vertical and/or tilt angle adjustments may be inoperative provided settings are acceptable to affected crewmember.	
8)	Armrest Position Display Indicator	C	2	0	May be inoperative.	
9)	Lumbar Adjustment	C	4	0	May be inoperative in the lowest position provided seat is acceptable to affected crewmember.	
10)	Thigh Lift Adjustment	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	
12-01	Storage Bin/Cabin, Galley, and Lavatory Storage Compartment/Closet	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure affected bin, compartment, or closet in closed position, b) Associated bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Storage Bin/Cabin, Galley, and Lavatory Storage Compartment/Closet (Cont'd)				NOTE 1: For overhead bin, if no partition(s) is installed, entire overhead bin is considered inoperative. NOTE 2: An inoperative lid/door latch renders the lid/door inoperative. (M)(O) May be inoperative provided: a) Affected door is removed, b) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed, c) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", d) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and e) Passengers are briefed that affected bin, compartment, or closet is not used. NOTE 1: For overhead bin, if no partition(s) is installed, entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	
1) ***	Storage Compartment Key Lock	D	-	-	(M) May be inoperative in unlocked position provided doors can be secured by other means.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
16-03	Footrest	C	4	0	One or more may be inoperative provided it is acceptable to affected flightcrew member.	
16-17	Eye Level Locator	C	1	0	May be inoperative or missing.	
18-05	Cockpit Sun Visor/Sunshade	C	6	0	May be inoperative or missing provided affected sun visor/sunshade does not obstruct either pilot's field of view for takeoff and landing.	
		C	6	0	(M) May be inoperative provided affected sun visor/sunshade is removed.	
21-01	Passenger Seat	D	-	-	(M) May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect required number of flight attendants. NOTE 3: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.	
1)	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in full upright position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Seat (Cont'd)					
2)	Underseat Baggage Restraining Bar	C	-	-	(M)(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert cabin crew of inoperative restraining bar.	
3)	Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, b) Armrest does not restrict any passenger from access to main aircraft aisle, and c) If armrest is missing, seat is secured in full upright position.	
4)	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to main aircraft aisle.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-02	"Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.	
23-05	Flight Attendant Seat Assembly (Single or Dual Position)					
1)	Required Flight Attendant Seat	B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: <ul style="list-style-type: none"> a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
23-05	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
1)	Required Flight Attendant Seat (Cont'd)				NOTE 3: Individual operators, when operating with inoperative seats, will consider locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable 14 CFR are met. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to an adjacent seat, the adjacent seat must operate normally.	
2)	Excess Flight Attendant Seat	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
23-05	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
3)	All-Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.	
29-08	Nonessential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided item(s) is deferred in accordance with NEF deferral program. NEF program, procedures, and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not NEF items.	
31-01	Galley Restraint Latch	C	-	-	(M)(O) One or both latches for each stowage compartment or serving cart position may be inoperative provided: a) Associated compartment or position is empty, and b) Associated compartment or position is placarded "INOPERATIVE – DO NOT USE".	

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Sequence No.	Item	1	2	3	4	Change Bar
31-02	Galley/Cabin Waste Receptacle Access Door/Cover	C	-	-	(M)(O) May be inoperative provided: a) Container is empty and access is secured to prevent waste introduction into compartment, and b) Procedures are established to ensure sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	
41-05	Lavatory Waste Container Flapper/Access Door	C	-	-	(M) May be inoperative provided: a) Associated waste container is empty and access is secured to prevent waste introduction into waste container, b) Lavatory is used only by crewmembers, c) Associated lavatory entrance door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and d) For ER operations with passengers, there are at least two serviceable lavatories on the aircraft.	
NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.						
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
41-05	Lavatory Waste Container Flapper/Access Door (Cont'd)	C	-	-	(M)(O) May be inoperative provided: a) Associated waste container is empty, b) Associated waste compartment access is secured to prevent waste introduction, c) Associated waste compartment is placarded "INOPERATIVE – DO NOT USE", d) Associated lavatory smoke detection system is operative, and e) Alternate procedures are established and used to dispose of waste generated by lavatory use.	
41-06	Exterior Lavatory Door Ashtray	A	-	-	More than 50% may be inoperative or missing for 3 days.	
		A	-	-	Up to and including 50% may be inoperative or missing for 10 days.	
44-30 ***	Ku/Ka-Band Antenna	C	-	-	(O) May be operative as indicated by KU BAND ON (Caution) CAS message provided aircraft deicing operations are not conducted.	
60-01	Printed Supplemental Safety Information	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
60-02	Emergency Evacuation Command System	C	1	0	(O) May be inoperative provided alternate procedures for initiating an emergency evacuation are established and used.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
60-03	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
60-04	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
61-01	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of required first aid kits may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
61-03	Life Vest					
1)	If Life Vest Required by 14 CFR	D	-	-	Any in excess of one life vest for each person on board may be inoperative or missing.	
		D	-	-	(M) May be inoperative or missing provided associated seat is placarded "DO NOT OCCUPY".	
2)	If Life Vest Not Required by 14 CFR	D	-	-	May be inoperative or missing provided extended overwater operations are not conducted.	
61-06	Megaphone	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided:	
					a) Inoperative megaphone is removed from passenger cabin,	
					b) Associated placard is removed or obscured, and	
					c) Required distribution is maintained.	
		C	-	0	(O) May be inoperative or missing provided:	
					a) No passengers are carried,	
					b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and	
					c) Alternate procedures are established and used.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
61-07	Flight Attendant Flashlight/Flashlight Holder					
1)	Flashlight	C	-	0	(O) May be inoperative or missing provided each installed flight attendant flashlight is replaced with a flashlight of equivalent characteristics and is readily available.	
		C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
2)	Holder	C	-	0	(M)(O) May be inoperative or missing provided alternate stowage provisions are provided.	
62-01	Emergency Locator Transmitter (ELT)					
1) ***	Survival Type ELT	D	-	-	Any in excess of those required by 14 CFR may inoperative or missing.	
2) ***	Fixed ELT System	A	-	-	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	-	(M) May be missing provided: a) Placard stating "ELT NOT INSTALLED" is placed in view of the pilot, and b) Repairs are made within 90 days.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Emergency Locator Transmitter (ELT) (Cont'd)					
2) ***	Fixed ELT System (Cont'd)	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be missing provided placard stating "ELT NOT INSTALLED" is placed in view of the pilot.	
3) ***	Low Frequency Underwater Locating Beacon (LF-ULB)	D	1	0	(M) May be inoperative provided: a) It is not required by regulations, and b) Placard is displayed in the flight deck indicating the date the LF-ULB has been removed.	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
63-01	Escape Slide	C	6	1	(M)(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, c) Each person has unobstructed access from their seat to an operative exit, either regular or emergency, d) Inoperative exits are conspicuously identified as inoperative, e) Any emergency exit sign and floor proximity light associated only with the inoperative exits are covered to obscure the signs and lights, f) Safety briefing includes the location of the inoperative exit(s) and instructions not to use the inoperative exit(s), and g) Alternate procedures are established and used.	
1)	Door Slide Sensor/Target	C	8	-	(O) May be inoperative provided: a) Associated door slide is ARMED before each flight, and b) Associated door mechanical slide flag indicates ARMED. NOTE: If the door mechanical slide flag does not indicate ARMED, the door is considered to be inoperative. Apply the emergency exits MMEL item.	
63-02	Overwing Emergency Exit Slide Condition Indication	C	-	0	(M) May be inoperative provided associated overwing emergency exit slide pressure is verified to be operative before each flight.	

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TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Overhead Control Panel Pushbutton Annunciator (PBA) Switch Lights (Light Function Only)					
1)	Left Engine Bottle (L ENG BTL) 1(2), Right Engine Bottle (R ENG BTL) 1(2), Auxiliary Power Unit Bottle (APU BTL) "AVAIL"	C	5	0	May be inoperative.	
2)	Left Engine Bottle (L ENG BTL) 1(2), Right Engine Bottle (R ENG BTL) 1(2), Auxiliary Power Unit Bottle (APU BTL) – Amber Light Bar	C	5	0	May be inoperative.	
3)	CARGO Bottle (BTL) "AVAIL"	C	1	0	May be inoperative.	
4)	CARGO Bottle (BTL) Amber Light Bar	C	1	0	May be inoperative.	

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TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Fire Detection and Extinguishing (FIDEX) Control Unit (Cont'd)					
2)	Channel B	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Other FIDEX control unit channel is verified operative, b) Aft lavatory(ies) is/are not used by passengers for any purpose, c) Aft lavatory doors are locked closed and placarded "INOPERATIVE – DO NOT ENTER", d) Aft lavatory(ies) is/are used only by crewmembers, e) In-flight service waste bags are not stored in the aft lavatories, and f) Aft lavatory waste receptacles are empty. <p>NOTE: The above-mentioned provisos are not intended to preclude crewmember lavatory inspections, which are detailed in the (O) procedures.</p>	
3)	Communication Channel A	C	1	0	(O) A429 input to channel A may be inoperative provided A429 input to channel B is operative.	
4)	Communication Channel B	C	1	0	(O) A429 input to channel B may be inoperative provided A429 input to channel A is operative.	
5)	Channel A Protection Function Degradation	C	1	0	(O) May be inoperative.	
6)	Channel B Protection Function Degradation	C	1	0	(O) May be inoperative.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Engine Fire Detection Loop	C	4	2	(O) Except for ER operations, one loop per engine may be inoperative.	
12-00	Auxiliary Power Unit (APU) Fire Detection Loop	C	2	1	(O) Except for ER operations, one loop may be inoperative.	
		C	2	0	(M) Except for ER operations, both may be inoperative provided: <ol style="list-style-type: none"> a) APU is used for ground operations only, b) APU is continuously monitored, c) APU external control system is operative, and d) APU is shut down before taxi. 	
14-00	Main Landing Gear Bay Overheat Detection Loop					
1)	26 FIRE SYSTEM FAULT – MLG OVHT DET REDUND LOSS (Info)	C	-	-	(O) Except for ER operations, may be displayed.	
		C	-	-	(O) May be displayed provided INFO message 32 BRAKE FAULT – BRAKE TEMP SENSOR INOP is not displayed.	
2)	Both loops inoperative	B	2	0	(M)(O) Both may be inoperative provided: <ol style="list-style-type: none"> a) Brake temperature monitoring system (BTMS) is operative, b) Main landing gear brakes temperature is monitored, and c) Affected landing gear bay is inspected before each flight. <p>NOTE: In case of engine failure after V₁, performance is the prime consideration, and the landing gear should be retracted normally until performance penalty with gear down is not a problem.</p>	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
15-01	Smoke Detector, Aft Cargo	C	4	3	(O) One may be inoperative.	
		C	4	-	(O) May be inoperative provided procedures are established and used to ensure the aft cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
15-05	Overhead CARGO BTL Panel					
1)	Forward (FWD) FIRE Pushbutton Annunciator (PBA) Switch Guard	C	1	0	(O) May be damaged or missing provided live animals or temperature sensitive cargo is not carried in forward cargo compartment.	
2)	AFT FIRE Pushbutton Annunciator (PBA) Switch Guard	C	1	0	(O) May be damaged or missing provided live animals or temperature sensitive cargo is not carried in aft cargo compartment.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
16-01	Lavatory Smoke Detection System	C	-	0	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> a) Associated FIREX control unit channel is operative, b) Associated lavatory is not used by passengers for any purpose, c) Associated lavatory waste receptacle is empty, d) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", e) Associated lavatory is used only by crewmembers, f) In-flight service waste bags are not stored in associated lavatory, and g) For ER operations with passengers, there are at least two serviceable lavatories on the aircraft. NOTE: The above-mentioned provisos are not intended to preclude crewmember lavatory inspections, which are detailed in the (O) procedures.	
17-01	Smoke Detector, Forward Cargo	C	4	3	(O) One may be inoperative.	
		C	4	-	(O) May be inoperative provided procedures are established and used to ensure the forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
17-01	Smoke Detector, Forward Cargo (Cont'd)					
18-01	Equipment Bay Smoke Detector	C	2	1	(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Both engine bleed systems are operative, b) Both air conditioning packs are operative, c) Crossbleed valve is operative, and d) Both fire system control unit channels are operative. 	
20-01	Portable Fire Extinguisher	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: <ol style="list-style-type: none"> a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained. 	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
21-05	Engine Fire Extinguisher					
1)	Bottle 1/2 Squib – Left Engine Port Redundancy	C	-	-	(O) Redundancy may be lost as indicated by INFO message 26 FIRE SYSTEM FAULT – L ENG BTL SQUIB REDUND LOSS provided: a) L ENG BTL FAULT (Advisory) is not displayed, and b) None of the FIREX circuit breakers is tripped.	
2)	Bottle 1/2 Squib – Right Engine Port Redundancy	C	-	-	(O) Redundancy may be lost as indicated by INFO message 26 FIRE SYSTEM FAULT – R ENG BTL SQUIB REDUND LOSS provided: a) R ENG BTL FAULT (Advisory) is not displayed, and b) None of the FIREX circuit breakers is tripped.	
22-01	APU Fire Extinguisher Bottle					
1)	Squib	C	2	1	(O) One may be inoperative.	
		C	2	0	Both may be inoperative provided auxiliary power unit (APU) is considered inoperative and is not used.	
2)	Pressure Switch	C	1	0	May be inoperative provided auxiliary power unit (APU) is considered inoperative and is not used.	
22-10	Overhead ENGINE and Auxiliary Power Unit (APU) FIRE Panel					
1)	APU FIRE Pushbutton Annunciator (PBA) Switch Guard	C	1	0	May be inoperative, damaged or missing.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
25-01	Cargo Bay Fire Extinguisher, High Rate Discharge (HRD)					
1)	Pressure Switch	C	1	0	(O) May be inoperative provided procedures are established and used to ensure that both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
25-02	Cargo HRD Fire Extinguisher Cartridge Squib					
1)	Forward (FWD) Bay Port					
a)	One bridgewire inoperative	C	2	1	(O) One may be inoperative.	
b)	Both bridgewires inoperative	C	2	0	(O) Both may be inoperative provided procedures are established and used to ensure the forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
(Continued)						

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
25-02	Cargo HRD Fire Extinguisher Cartridge Squib (Cont'd)					
2)	AFT Bay Port					
a)	One bridgewire inoperative	C	2	1	(O) One may be inoperative.	
b)	Both bridgewires inoperative	C	2	0	(O) Both may be inoperative provided procedures are established and used to ensure the aft cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
25-04	Cargo Bay Fire Extinguisher, Low Rate Discharge (LRD) 1					
1)	Pressure Switch	C	1	0	(O) May be inoperative provided procedures are established and used to ensure both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

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TABLE KEY

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
25-06	Cargo Low Rate Discharge (LRD) 1 Fire Extinguisher Squib					
1)	Forward (FWD) Bay Port					
a)	One bridgewire inoperative	C	2	1	One may be inoperative.	
b)	Both bridgewires inoperative	C	2	0	(O) Both may be inoperative provided procedures are established and used to ensure forward cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
25-08	Cargo Low Rate Discharge (LRD) 1 Fire Extinguisher Squib					
1)	AFT Bay Port					
a)	One bridgewire inoperative	C	2	1	(O) One may be inoperative.	
b)	Both bridgewires inoperative	C	2	0	(O) Both may be inoperative provided procedures are established and used to ensure aft cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-00	Lavatory Fire Extinguishing System	C	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system is operative.	
		C	-	-	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: <ul style="list-style-type: none"> a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", c) Lavatory is used only by crewmembers, and d) For ER operations with passengers, there are at least two serviceable lavatories on the aircraft. <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p>	

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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Primary Flight Control – Input Power - Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – INPUT POWER REDUND LOSS. NOTE: INFO message 24 ELECTRICAL FAULT – CDC PWR MODULE INOP will also be displayed.	
00-01	Overhead Control Panel Cutout Switch Light (Light Function Only) PFCC 1(2)(3) “OFF”	D	3	0	All may be inoperative.	
00-02	Primary Flight Control Computer (PFCC) 1(2)(3) Cutout Switch Guard	C	3	1	May be damaged or missing provided at least one operative PFCC has a switch guard.	
00-03	Pitch Trim Switch Inputs to Inceptor Interface Modules (IIM)/Motor Control Electronics (MCE) - Redundancy	C	-	-	(O) Redundancy on one pitch trim switch inputs may be lost, provided opposite side pitch trim switch inputs are verified operative.	
00-05	Aileron Trim Switch Inputs to Inceptor Interface Modules (IIM) and Alternate Flight Control Unit (AFCU) - Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – AILERON TRIM SW REDUND LOSS.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
01-05	Primary Flight Control Computer (PFCC) Cutout Switch					
1)	Primary Flight Control Computer (PFCC) 1(2) Cutout Switch	C	2	1	(M) One may be inoperative provided: a) Associated PFCC is deactivated, and b) Remaining two PFCCs are verified operative.	
2)	Primary Flight Control Computer (PFCC) 3 Cutout Switch	C	1	0	(M)(O) May be inoperative provided: a) Associated PFCC 3 is deactivated, b) Remaining two PFCCs are verified operative, and c) APU is operated continuously during flight and APU generator is verified operative.	
03-01	Sidestick Control					
1)	Shaker Motor	B	2	1	(O) One may be inoperative provided: a) The remaining stick shaker is verified operative, and b) Pilot flying has an operative sidestick shaker.	
2)	Autopilot (AP) Detent	C	2	0	(O) All may be inoperative provided: a) Autoland operations are not conducted, and b) Sidestick movement is verified operative.	
3)	Pitch and Roll Sensors – Redundancy	C	-	-	(O) Redundancy may be lost as indicated by one or both of the following INFO messages: <ul style="list-style-type: none"> • 27 FLT CTRL FAULT – L SIDESTICK SNSR REDUND LOSS. • 27 FLT CTRL FAULT – R SIDESTICK SNSR REDUND LOSS. 	

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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
04-01	Inceptor Interface Module (IIM) Inputs - Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – IIM INPUT REDUND LOSS.	
04-03	Aileron and Rudder Trim Panel Lighting Plate	C	1	0	May be inoperative.	
04-05	Primary Flight Control Computer (PFCC)					
1)	Primary Flight Control Computer (PFCC) 1(2)	C	2	1	(O) May be inoperative provided: a) Affected PFCC is selected OFF, and b) Remaining two PFCCs are verified operative.	
2)	Primary Flight Control Computer (PFCC) 3	C	1	0	(O) May be inoperative provided: a) Affected PFCC 3 is selected OFF, b) Remaining two PFCCs are verified operative, and c) APU is operated continuously during flight and APU generator is verified operative before flight.	
3)	Input – Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – PFCC INPUT REDUND LOSS.	
4)	Full Authority Digital Engine Controller (FADEC) Input - Redundancy	C	-	-	(O) Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – PFCC FADEC INPUT REDUND LOSS provided ground lift dump (GLD) logic is verified operative.	
(Continued)						

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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
04-05	Primary Flight Control Computer (PFCC) (Cont'd)					
5) ***	Radio Altimeter Data Input- Redundancy (Three RAD ALT Installation)	C	-	-	(O) Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – PFCC RAD ALT INPUT REDUND LOSS provided: a) LAND 3 operations (CAT III – fail operational) are not conducted, and b) Each PFCC is verified to have two RAD ALT inputs operative.	
6)	Inertial Reference System (IRS) Input - Redundancy	C	-	-	(O) Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – PFCC IRS INPUT REDUND LOSS provided: a) Inertial reference system (IRS), Attitude and Heading Reference System (AHRS), and integrated standby instrument (ISI) inputs are verified operative, and b) Autoland operations are not conducted.	
7)	Attitude and Heading Reference System (AHRS) Input	C	3	0	(O) All may be inoperative provided inertial reference system (IRS) and integrated standby instrument (ISI) inputs are verified operative.	
8)	Integrated Standby Instrument (ISI) Input	C	3	0	(O) May be inoperative provided inertial reference system (IRS) and Attitude and Heading Reference System (AHRS) inputs are verified operative.	

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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
04-07	Remote Electronic Unit (REU)					
1)	Spoiler REU Communication - Redundancy	A	-	-	Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – SPOILER REU CCDL REDUND LOSS provided: a) Aircraft is not powered down, b) Electronic FCS test (PBIT) is not performed, and c) May be inoperative for a maximum of 1 calendar-day.	
2)	Inceptor Interface Module (IIM) Aeronautical Radio Incorporated (ARINC) Input – Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – DIRECT MODE COM REDUND LOSS.	
05-01	Alternate Flight Control Unit (AFCU)					
1)	Input - Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – AFCU SFECU INPUT REDUND LOSS.	
2)	Output to Data Concentrator Module Cabinet (DMC) – Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – DMC AFCU INPUT REDUND LOSS.	
21-00	Rudder Pedal Adjustment System – Handle	D	2	0	(O) May be inoperative provided rudder pedals adjustment system is verified operative.	
21-01	Rudder Pedal System – Position Sensor – Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – RUDDER PEDAL SNSR REDUND LOSS.	
51-10	Flap Power Drive Unit (PDU) Channel – Protection Function	C	1	0	(O) May be dispatched with PDU fault (protection function degraded).	

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TABLE KEY

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
53-01	High Lift Select Lever (HLSL)					
1)	Flap Channel 2 Sensor	B	2	1	(M)(O) One HLSL sensor related to flap channel 2 may be inoperative provided: <ol style="list-style-type: none"> a) Both slat channels are operative, b) Flap channel 1 is operative, c) SFECU flap channel 2 is deactivated, and d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). NOTE: Flap will operate at half speed.	
2)	Slat Channel 1 Sensor	B	2	1	(M)(O) One HLSL sensor related to slat channel 1 may be inoperative provided: <ol style="list-style-type: none"> a) Both flap channels are operative, b) Slat channel 2 is operative, c) SFECU slat channel 1 is deactivated, and d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). NOTE: Slat will operate at half speed.	

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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
53-01	High Lift Select Lever (HLSEL) (Cont'd)					
3)	Panel Lightplate	C	1	0	May be inoperative.	
4)	Slat/Flap Alternate Switch – Micro Switch	C	8	7	(O) One may be inoperative provided slat/flap alternate switch is verified operative before the first flight of each flight-day.	
53-10	Slat/Flap Electronic Control Unit (SFECU)					
1)	Lane of Data Concentrator Unit (DCU) Module Cabinet (DMC) Communication	C	8	4	(O) One bus lane per SFECU channel may be inoperative.	
2)	Flap Channel	B	2	1	(M)(O) One flap channel may be inoperative provided: a) Both slat channels are operative, b) Associated SFECU flap channel is deactivated, and c) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). NOTE: Flap will operate at half speed.	
(Continued)						

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
53-10	Slat/Flap Electronic Control Unit (SFECU) (Cont'd)					
3)	Slat Channel	B	2	1	(M)(O) One slat channel may be inoperative provided: <ol style="list-style-type: none"> a) Both flap channels are operative, b) Associated SFECU slat channel is deactivated, and c) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). <p style="margin-left: 40px;">NOTE: Slat will operate at half speed.</p>	
53-15	Flap Outboard Brake Proximity Sensor	C	2	1	(O) One may be inoperative provided both LGSCUs are operative.	
53-50	Flap Skew Detection System Channel (Flap Skew Sensor)	B	2	1	(O) One may be inoperative.	
61-01	Ground Spoiler (GS) System	C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Ground spoiler actuators are retracted and ground spoiler control module is disabled, b) GS lock-down mechanism is confirmed operative, c) Inoperative ground spoiler surfaces are verified retracted prior to each flight, d) All multifunction spoiler surfaces are operative, and e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). 	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Multifunction Spoiler (MFS) #1 System	A	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) MFS 1 REU is deactivated, b) Ground spoiler system is operative, c) Left and right MFS 1 PCU lock-down mechanisms are confirmed operative, d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), e) Autoland operations are not conducted, f) Aircraft is not powered down, g) Electronic FCS test (PBIT) is not performed, and h) May be inoperative for 1 calendar-day.	
66-01	Flight Spoiler Control Lever – Sensor – Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 27 FLT CTRL FAULT – SPOILER LEVER SNSR REDUND LOSS.	
66-02	Flight Spoiler Control Panel Lightplate	C	1	0	May be inoperative.	
81-10	Slat Power Drive Unit (PDU) Channel – Protection Function	C	1	0	(O) May be dispatched with PDU fault (protection function degraded).	
83-15	Slat Outboard Brake Proximity Sensor	C	2	1	(O) One may be inoperative provided both LGSCUs are operative.	
83-50	Slat Skew Detection Proximity Sensor	B	32	31	(O) One may be inoperative provided both LGSCUs are operative.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Fuel System Synoptic Page Indication	C	-	-	Indications other than fuel quantity and fuel temperature on FUEL synoptic page may be inoperative with no limitations. NOTE 1: Any portion of FUEL synoptic page that is operative may be used. NOTE 2: For fuel quantity indications, refer to item 28-41-01, and for temperature indications, refer to item 28-41-03.	
11-15	Water Drain Valve	C	6	3	(M) One or more may be inoperative provided: a) Water drain valve at each collector tank is operative, b) One water drain valve in center tank is operative, and c) There is no evidence of leakage.	
		C	6	2	(M) One or more may be inoperative provided: a) Water drain valve at each collector tank is operative, b) There is no evidence of leakage, and c) Center tank remains empty.	
12-05	Fuel Tank Pressure Relief Valve	C	3	0	(M)(O) One or more may be inoperative provided: a) Affected valve is verified closed, b) Fuel venting system is verified operative, c) Fuel gauging sensors are verified operative, and d) Fuel quantity indications on engine indicating and crew alerting system (EICAS) are operative.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-40	Engine Inlet Fuel Pressure Switch	C	2	0	(O) Except for ER operations, one or both may be inoperative provided: a) Both boost pumps are verified operative, b) Fuel gravity transfer is verified operative, and c) L BOOST PUMP and R BOOST PUMP are selected ON during entire flight.	
21-55	Auxiliary Power Unit (APU) Fuel Feed Shutoff Valve (SOV)	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU fuel feed shutoff valve (SOV) is deactivated, b) APU fuel feed shutoff valve (SOV) is verified CLOSED, and c) APU is considered inoperative.	
22-03	Overhead FUEL Control Panel Pushbutton Annunciator (PBA) Switch Light (Light Function Only)					
1)	FUEL Gravity Transfer (GRAV XFR) "ON"	C	1	0	May be inoperative.	
22-04	Center Tank Fuel Transfer System	C	2	0	(M)(O) Except for ER operations, one or both may be inoperative provided center tank is empty.	
22-15	Gravity Transfer Shutoff Valve (SOV)	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Defuel/isolation transfer SOV is operative, b) Left boost pump and right boost pump are operative, c) Center/right/left fuel tank refuel systems are operative, and d) Gravity transfer SOV is secured CLOSED.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
23-02	AC Boost Pump					
1)	Left Boost Pump	B	1	0	(M)(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Left AC boost pump is selected to AUTO before flight, b) Left AC boost pump is deactivated, c) Right AC boost pump is selected to AUTO before flight, d) Left and right engine feed primary ejector pumps are verified operative before each flight, e) R boost pump is verified operative, f) Fuel gravity transfer is verified operative, g) Procedures are established and used to correct aircraft lateral fuel imbalance when required, h) APU is started before departure and operated continuously throughout the flight, i) Both wing tanks fuel quantity of at least 5,400 lbs is maintained throughout the flight, and j) Flight is conducted at or below 22,000 ft. MSL and bulk fuel temperature at takeoff is verified to be below 25 °C. <p>NOTE: As long as there is fuel in the center tank throughout the flight, 5,400 lbs wing tanks fuel quantity is achieved automatically.</p>	
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
23-02	AC Boost Pump (Cont'd)					
2)	Right Boost Pump	C	1	0	(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Right AC boost pump is selected to AUTO before flight, b) Right AC boost pump is deactivated, c) Left AC boost pump is selected to AUTO before flight, d) Left and right engine feed primary ejector pumps are verified operative before each flight, e) L boost pump is verified operative, f) Fuel gravity transfer is verified operative, g) Procedures are established and used to correct aircraft lateral fuel imbalance when required, h) Both wing tanks fuel quantity of at least 5,400 lbs is maintained throughout the flight, and i) Flight is conducted at or below 22,000 ft. MSL and bulk fuel temperature at takeoff is verified to be below 25 °C. <p>NOTE: As long as there is fuel in the center tank throughout the flight, 5,400 lbs wing tanks fuel quantity is achieved automatically.</p>	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
23-05	Defuel/Isolation Transfer Shutoff Valve (SOV)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Affected valve is secured CLOSED, b) AC boost pumps are operative, and c) Gravity transfer SOV is verified operative before each flight.	
1)	Position Indication (Micro Switch)	C	1	0	(M)(O) May be inoperative provided: a) Associated valve is verified operative once each flight-day, b) All fuel tank quantity indications on engine indicating and crew alerting system (EICAS) are operative, and c) Gravity transfer SOV is operative.	
23-20	Refuel/Defuel Adapter Cap					
1)	Right Wing Side	C	1	0	(M) Except for ER operations, may be inoperative or missing provided there is no evidence of fuel leaking from the refuel/defuel adaptor while the manual fuel transfer is operated once each flight-day.	
2) ***	Left Wing Side	C	1	0	(M) Except for ER operations, may be inoperative or missing provided there is no evidence of fuel leaking from the refuel/defuel adaptor while the manual fuel transfer is operated once each flight-day.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
23-25	Refuel Shutoff Valve (SOV)					
1)	Left/Right Wing Tank	B	2	1	Except for ER operations, one may be inoperative closed provided: a) Boost pumps are operative, b) Gravity transfer shutoff valve (SOV) is operative, and c) Both center tank fuel transfer systems are operative. NOTE: Refueling of affected wing tank will not be possible.	
2)	Center Tank	C	1	0	Except for ER operations, may be inoperative closed. NOTE 1: Refueling the center tank will not be possible. NOTE 2: Remaining fuel may be used.	
23-30	Refuel/Defuel Control Panel					
1)	Fuel Quantity Display Indication	C	4	0	(O) One or more may be inoperative provided: a) Pressure refueling system manual mode is operative and used, and b) Fuel quantity for each fuel tank is verified on engine indicating and crew alerting system (EICAS) during refueling.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
23-30	Refuel/Defuel Control Panel (Cont'd)					
2)	Pre Select Quantity	C	1	0	(O) May be inoperative provided pressure refueling system manual mode is operative and used.	
3)	Auto Mode	C	1	0	May be inoperative provided pressure refueling system manual mode is operative and used.	
4)	Manual Mode	C	1	0	May be inoperative provided pressure refueling system auto mode is operative and used.	
5)	Start/Stop Selector	C	1	0	May be inoperative provided pressure refueling system manual mode is operative and used.	
6)	Manual REFUEL/DEFUEL Switch (DEFUEL Position)	C	1	0	(O) May be inoperative provided: a) Defuel/isolation transfer shutoff valve (SOV) is verified closed before each flight, and b) Alternate defueling procedures are established and used.	
7)	Door Switch	C	1	0	(O) May be inoperative open provided fueling door is verified closed before each flight.	
23-31 ***	Flight Deck Virtual Refuel Panel	D	1	0	May be inoperative.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Engine Indicating and Crew Alerting System (EICAS) Fuel Quantity Indication System					
1)	Wing Tank	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Fuel quantity and balance are verified before each flight, b) FUEL USED on fuel synoptic page is operative, c) Flight management systems (FMS 1 and FMS 2) are operative, d) Fuel quantity indication for the center tank is operative, e) Gravity transfer shutoff valve (SOV) is operative, f) Manual fuel transfer system is operative, g) Center tank fuel transfer systems are operative, h) Low fuel indication is verified operative, i) Left wing remote data concentrator (RDC) channels are verified operative, j) Right wing RDC channels are verified operative, k) Both fuel flows are verified operative, and l) Alternate procedures for monitoring fuel load during refueling are established and used. <p>NOTE: Total fuel quantity will not be indicated.</p>	
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Engine Indicating and Crew Alerting System (EICAS) Fuel Quantity Indication System (Cont'd)					
2)	Center Tank	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Center tank fuel transfer systems are operative, b) Center tank is verified empty before each flight, and c) Center tank is not refueled. NOTE: Total fuel quantity will not be indicated.	
41-03	Fuel Temperature Sensor	C	2	1	(O) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Fuel temperature is displayed on fuel synoptic page for one wing tank, and b) Total air temperature (TAT) is operative. 	
41-15	Fuel Quantity Computer (FQC)					
1)	Channel	C	2	1	(O) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) All fuel quantity indications on engine indicating and crew alerting system (EICAS) are operative, and b) FUEL USED readout on fuel synoptic page is operative. 	
2)	Configuration Strapping Function	C	1	0	Except for ER operations, may be inoperative provided all fuel tank quantity and total fuel quantity indications on engine indicating and crew alerting system (EICAS) are operative.	
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
41-15	Fuel Quantity Computer (FQC) (Cont'd)					
3)	Gauging Sensor	C	58	-	(O) Except for ER operations, one or more may be inoperative provided: <ol style="list-style-type: none"> a) Fuel quantity gauging circuit is verified operative, b) Both fuel flows are verified operative, c) All fuel tank quantity indications on engine indicating and crew alerting system (EICAS) are operative, and d) FUEL USED readout on fuel synoptic page is operative. 	
4)	Kilogram-Pound (kg-lb) Miscompare Function	C	1	0	(O) Except for ER operations, may be inoperative provided alternate procedures are established and used.	
41-20	Fuel Remote Data Concentrator (RDC)					
1)	Center Tank RDC Channel	C	2	1	(O) May be inoperative provided: <ol style="list-style-type: none"> a) All fuel tank quantity indications on EICAS are operative, b) Both left wing RDC channels are verified operative, c) Both right wing RDC channels are verified operative, d) Both FQC channels are verified operative, and e) FMS FUEL USED is operative. 	

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TABLE KEY

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
41-20	Fuel Remote Data Concentrator (RDC) (Cont'd)					
2)	Left Wing RDC Channel	C	2	1	(O) Except for ER operations, may be inoperative provided: a) All fuel tank quantity indications on EICAS are operative, b) Right wing tank RDC channels are verified operative, c) Center tank RDC channels are verified operative, d) Fuel quantity computer channels are verified operative and e) Flight management system (FMS) FUEL USED function is operative.	
3)	Right Wing RDC Channel	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) All fuel tank quantity indications on engine indicating and crew alerting system (EICAS) are operative, b) Left wing tank RDC channels are verified operative, c) Center tank RDC channels are verified operative, d) Fuel quantity computer (FQC) channels are verified operative and e) Flight management system (FMS) FUEL USED function is operative.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Power Transfer Unit (PTU) Switch					
1)	AUTO Position	C	1	0	(O) May be inoperative provided: a) PTU is verified operative in the ON position before each flight, and b) PTU is selected ON before takeoff and landing.	
11-02	Alternating Current (AC) Motor Pump (ACMP) No. 2B Switch					
1)	AUTO Position	C	1	0	(O) May be inoperative provided ACMP 2B is selected ON during entire flight.	
11-03	Alternating Current (AC) Motor Pump (ACMP) No. 3A Switch					
1)	AUTO Position	C	1	0	(O) May be inoperative provided ACMP 3A is selected ON during entire flight.	
11-04	Alternating Current (AC) Motor Pump (ACMP) No. 3B Switch					
1)	AUTO Position	C	1	0	(O) May be inoperative provided ACMP 3B is selected ON during entire flight.	
11-05	Pressure Filter Manifold					
1)	Differential Pressure Indicator (DPI), Systems 1, 2, and 3	C	3	2	(M) One may be inoperative provided: a) Case drain and return filters DPI of associated system are verified for non-activated condition, and b) Associated filter element is replaced.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
11-06	Case Drain Filter Manifold					
1)	Differential Pressure Indicator (DPI), Systems 1, 2, and 3	C	6	0	(M) One or more may be inoperative provided: a) Pressure and return filters DPI of associated system are verified for non-activated condition, b) Associated filter element is replaced, and c) Associated synoptic page pressure indication is operative.	
11-07	Return Filter Manifold					
1)	Differential Pressure Indicator (DPI), Systems 1, 2, and 3	C	3	0	(M) One or more may be inoperative provided: a) Pressure and case drain filters DPI of associated system are verified for non-activated condition, and b) Associated filter element is replaced.	
11-30	Hydraulic Reservoir Quantity Level Transducer (Systems 1, 2, and 3)	C	3	0	(M) One or more may be inoperative provided: a) Affected hydraulic reservoir quantity level transducer is deactivated, and b) Associated hydraulic system reservoir quantity is visually verified once each flight-day.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
12-03	Alternating Current Motor Pump (ACMP)					
1)	ACMP 3A	C	1	0	(M)(O) May be inoperative provided: a) ACMP 3A is deactivated, b) ACMP 3B is verified inoperative, c) Power transfer unit (PTU) is verified operative, d) ACMP 2B is verified operative, and e) ACMP 3B is operated continuously during flight and remains ON during landing.	
2)	ACMP 3B	C	1	0	(M)(O) May be inoperative provided: a) ACMP 3B is deactivated, b) ACMP 3A is verified inoperative, c) Power transfer unit (PTU) is verified operative, d) ACMP 2B is verified operative, and e) ACMP 3A is operated continuously during flight and remains ON during landing.	
12-30	Maintenance Free Accumulator (MFA) (System 1 and System 2)	C	2	0	(M) One or both may be inoperative provided: a) Associated hydraulic reservoir bleed/relief valve is operative, and b) Associated reservoir is bled.	
12-32	Hydraulic Reservoir Bleed/Relief Valve	C	3	2	(M) One may be inoperative provided affected hydraulic reservoir bleed/relief valve has no evidence of leakage.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
12-52	Hydraulic Accumulator Pressure Gauge System No. 3	C	2	0	(O) One or both may be inoperative provided: a) Associated accumulator is verified to not have degraded pressure before each flight, and b) Associated accumulator pressure transducer is verified operative before each flight.	
13-01	Overhead Hydraulic (HYD) Control Panel Pushbutton Annunciator (PBA) Switchlight (Light Function Only)					
1)	HYD 1(2) SOV – “CLSD”	C	2	0	(O) One or both may be inoperative provided associated valve position is verified on EICAS, if commanded closed.	
14-03	Ground Servicing Panel					
1)	Fill Quick Disconnect	C	3	0	(M) One or more may be inoperative provided affected fill quick disconnects have no evidence of leakage.	
14-05	Ground Servicing Panel					
1)	Pressure Quick Disconnect	C	3	0	(M) One or more may be inoperative provided affected pressure quick disconnects have no evidence of leakage.	
14-07	Ground Servicing Panel					
1)	Return Quick Disconnect	C	3	0	(M) One or more may be inoperative provided affected return quick disconnects have no evidence of leakage.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
14-09	Ground Servicing Panel					
1)	Cap, Connection	D	9	0	(M) One or more may be damaged or missing.	
30-00	Hydraulic System (HYD) Synoptic Page Indication	C	-	-	Indications other than firewall shutoff valve (FWSOV) positions, temperature, pressure, and quantity on HYD synoptic page may be inoperative. NOTE 1: Any portion of HYD synoptic page that is operative may be used. NOTE 2: For pressure indications, refer to item 29-31-02, and for quantity indications, refer to item 29-11-30.	
31-01	Hydraulic Accumulator Pressure Transducer System 3	C	2	0	(M) One or both may be inoperative provided: a) Affected system 3 hydraulic accumulator pressure transducer is deactivated, and b) Associated accumulator is verified operative before each flight.	
31-02	Hydraulic System Pressure Transducer	B	3	2	(M)(O) One may be inoperative provided: a) Affected hydraulic system pressure transducer is deactivated, and b) Associated hydraulic pumps pressure switches are operative.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
31-03	Hydraulic Pump Pressure Switch					
1)	Hydraulic System 1 Pump Pressure Switch	C	2	1	(M)(O) One may be inoperative provided: a) Affected hydraulic pump pressure switch is deactivated, b) Associated pump pressure transducer is operative, c) Associated hydraulic pump is verified operative before each flight, and d) PTU and ACMP 2B are selected ON if right engine taxi is conducted.	
2)	Hydraulic System 2 Pump Pressure Switch	C	2	1	(M)(O) One may be inoperative provided: a) Affected hydraulic pump pressure switch is deactivated, b) Associated pump pressure transducer is operative, c) Associated hydraulic pump is verified operative before each flight, and d) ACMP 2B is selected ON if EDP 2A pressure switch is inoperative and left engine taxi is conducted.	
3)	Hydraulic System 3 Pump Pressure Switch	C	2	1	(M)(O) One may be inoperative provided: a) Affected hydraulic pump pressure switch is deactivated, b) Associated pump pressure transducer is operative, and c) Associated hydraulic pump is verified operative before each flight.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Anti-Ice Indication on AIR Synoptic Page	C	-	0	May be inoperative provided: a) Associated system is operative, and b) Procedures do not require their use. NOTE: Any portion of AIR synoptic page which operates normally may be used.	
00-01	Overhead Control Panel PBA Switchlight (Light Function Only)					
1)	L SIDE "OFF"	C	1	0		
2)	L WSHLD "OFF"	C	1	0		
3)	R WSHLD "OFF"	C	1	0		
4)	R SIDE "OFF"	C	1	0		

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Wing Anti-Ice System	C	2	1	(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Associated bleed system is selected OFF, b) Crossbleed valve (CBV) is verified operative, c) Flight is conducted in single bleed configuration at or below FL 310, d) Both air conditioning packs are operative, e) Equipment bay smoke detectors are verified operative, f) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and g) FLAP 4 landings are prohibited in icing conditions. <p>NOTE: Affected wing anti-ice system is available from crossbleed.</p>	
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Wing Anti-Ice System (Cont'd)					
1)	High Pressure Valve (HPV)	C	2	1	(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Associated bleed system is selected OFF, b) Crossbleed valve (CBV) is verified operative, c) Flight is conducted under single bleed configuration at or below FL 310, d) Equipment bay smoke detectors are verified operative, e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and f) FLAP 4 landings are prohibited in icing conditions. 	
(Continued)						

AIRCRAFT:
 BD-500-1A10, BD-500-1A11

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Wing Anti-Ice System (Cont'd)					
2)	Temperature Sensor	A	2	1	(O) Except for ER operations beyond 120 minutes, both temperature sensor elements on left or right side may be inoperative provided: <ul style="list-style-type: none"> a) WING ANTI-ICE is selected OFF, b) Associated wing anti-ice valve is verified closed, c) INFO message 30 WING A/ICE FAULT – L(R) WING A/ICE PRESS SNSR INOP is not displayed for the same side, d) Airplane is not operated in known or forecast icing conditions, e) L ICE DET FAIL (Caution) is not displayed, f) R ICE DET FAIL (Caution) is not displayed, and g) Repairs are made after one flight. 	
		C	2	1	(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Wing Anti Ice (WAI) system is selected OFF, b) Crossbleed Valve (CBV) is selected MAN CLSD, c) Associated wing anti-ice valve is verified closed, d) L ICE DET FAIL (Caution) is not displayed, e) R ICE DET FAIL (Caution) is not displayed, f) Same side engine bleed pressure regulating shutoff valve (PRSOV) and air conditioning pack are selected OFF, 	
(Continued)						

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Wing Anti-Ice System (Cont'd)					
2)	Temperature Sensor (Cont'd)				g) PRSOV is verified closed, h) Airplane is not operated in known or forecast icing conditions, i) Flight is conducted in single bleed and single pack configuration at or below FL 310, j) Both equipment bay smoke detectors are operative, and k) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). NOTE: If APU bleed air is used during takeoff or in-flight operation is conducted in accordance with AFM chapter 2, APU BLEED AIR limitations.	
(Continued)						

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Wing Anti-Ice System (Cont'd)					
3)	Temperature Sensor Element	C	4	2	(O) One temperature sensor element on left and/or right side may be inoperative.	
4)	Temperature Control Function	C	2	1	(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Associated bleed system is selected OFF, b) Crossbleed valve (CBV) is verified operative, c) Flight is conducted in single bleed configuration at or below FL 310, d) Both air conditioning packs are operative, e) Equipment bay smoke detectors are verified operative, f) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems inoperative), and g) FLAP 4 landings are prohibited in icing conditions. 	
5)	AUTO Mode Function	C	1	0	(O) May be inoperative provided wing anti-ice system is operated manually.	

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
11-09	Wing Anti-Ice Valve (WAIV)	C	2	0	(M)(O) Except for ER operations beyond 120 minutes, one or both may be inoperative provided: <ol style="list-style-type: none"> a) Both wing anti-ice (WAI) pressure sensors are verified operative before each flight, b) Both wing anti-ice (WAI) temperature sensors are verified operative before each flight, c) Both ice detection systems are verified operative before each flight, d) Wing anti-ice (WAI) system is selected OFF before each flight, e) Affected wing anti-ice valve(s) (WAIV(s)) is secured CLOSED, and f) Aircraft is not operated in known or forecast icing conditions. 	
12-01	Wing Anti Ice Pressure Sensor	C	2	1	(M)(O) Except for ER operations, may be inoperative provided: <ol style="list-style-type: none"> a) Wing anti-ice (WAI) system is selected OFF, b) Crossbleed valve (CBV) is selected MAN CLSD, c) Associated WAI valve is secured closed, d) Both ice detection systems are operative, e) Same side engine bleed pressure regulating shutoff valve (PRSOV) and air conditioning pack are considered inoperative, and f) Aircraft is not operated in known or forecast icing conditions. 	

(Continued)

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Wing Anti Ice Pressure Sensor (Cont'd)					
1)	30 WING A/ICE FAULT – L WING A/ICE PRESS SNSR INOP (INFO message)	C	-	-	(O) Except for ER operations, may be displayed provided: a) Wing anti-ice (WAI) system is selected OFF, b) Left wing anti ice valve (WAIV) is verified closed, c) L ICE DET FAIL (Caution) is not displayed, d) R ICE DET FAIL (Caution) is not displayed, e) Left wing anti-ice temperature sensor is verified operative, f) Aircraft is not operated in known or forecast icing conditions.	
2)	30 WING A/ICE FAULT – R WING A/ICE PRESS SNSR INOP (INFO message)	C	-	-	(O) Except for ER operations, may be displayed provided: a) Wing anti-ice (WAI) system is selected OFF, b) Right wing anti ice valve (WAIV) is verified closed, c) L ICE DET FAIL (Caution) is not displayed, d) R ICE DET FAIL (Caution) is not displayed, e) Right wing anti-ice temperature sensor is verified operative, f) Aircraft is not operated in known or forecast icing conditions.	

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
21-00	Engine Cowl Anti-Ice System					
1)	AUTO Function	C	2	0	(O) One or both may be inoperative provided associated engine cowl anti-ice system is operated manually as required in flight.	
22-01	Engine Cowl Anti-Ice Valve (CAIV)	B	4	2	(M) One cowl anti-ice valve (CAIV) per engine may be inoperative provided: <ul style="list-style-type: none"> a) Affected valve(s) is secured open, and b) Remaining outside engine cowl anti-ice valve is verified operative. NOTE: It is possible that the message L(R) ENGINE FAULT (Advisory) will remain active even with affected valve deactivated and no action is required.	
41-08	Windshield Heating System					
1)	Windshield Heat System	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Airplane is not operated in known or forecast icing conditions, b) Affected heat controller is deactivated, c) Approach minimums do not require its use, and d) APPR 2 (CAT II) and autoland operations are not conducted. 	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Windshield Wiper System	C	2	0	(O) One or both may be inoperative provided: a) Flight is not conducted in precipitation within 5 nautical miles of the airport of takeoff or intending landing, b) Approach minimums do not require their use, and c) APPR 2 (CAT II) and autoland operations are not conducted.	
1)	OFF (Park Position)	C	2	0	May be inoperative provided the wipers can be parked out of the pilots' view.	
		C	2	0	(M) One or both may be inoperative provided: a) Affected wiper is removed, and b) Affected wiper system is considered inoperative.	
2)	Intermittent (INT) Mode	C	2	0	One or both may be inoperative provided associated SLOW mode or associated FAST mode is operative.	
3)	SLOW Mode	C	2	0	One or both may be inoperative provided associated FAST mode is operative.	
4)	FAST Mode	C	2	0	One or both may be inoperative provided associated SLOW mode is operative.	
71-00	Drain Mast Heater System	C	2	1	(M)(O) May be inoperative provided: a) Water supply to the associated galley and lavatory is secured OFF, and b) Procedures are established and used to ensure associated sink is not used.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
81-01	Ice Detector System (IDS)	C	2	0	(O) One or both may be inoperative provided: a) Wing and cowl anti-ice systems are operative, b) Alternate procedures are established and used, and c) Flights are conducted at or below FL 350.	
		C	2	0	(O) Except for ER operations beyond 120 minutes, one or both may be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Wing anti-ice system is elected to OFF.	
		C	2	1	(O) May be inoperative provided wing and cowl anti-ice systems are verified operative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
00-02	Reversion Switch Panel (RSP) (Light Function Only)					
1)	Display Tune Inhibit (DSPL TUNE INHIBIT) Light Bar	C	1	0	(O) May be inoperative provided display tuning inhibit is verified operative.	
2)	Left and Right Cursor Inhibit (L CURSOR R/INHIB) Light Bar	C	2	0	One or both may be inoperative provided associated cursor inhibit function is verified operative.	
10-01	Control Panel					
1)	Overhead Eyebrow Panel Channel	C	3	1	May be inoperative provided: a) Operations are not conducted at night, and b) Passenger address system is operative.	
2)	Panel Interface Module (PIM)					
a)	Overhead	C	3	2	(O) One may be inoperative provided: a) Remaining two overhead PIMs are verified operative, b) At least two left outboard overhead panel channels are verified operative, c) At least two right outboard overhead panel channels are verified operative, d) At least two left inboard overhead panel channels are verified operative, e) At least two right inboard overhead panel channels are verified operative, and f) At least two left overhead eyebrow panel channels are verified operative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Control Panel (Cont'd)					
2)	Panel Interface Module (PIM) (Cont'd)					
b)	Lighting Panel	C	1	0	(O) May be inoperative provided: a) Trim panel PIM is verified operative, and b) Engine panel PIM is verified operative.	
c)	Trim Panel	C	1	0	(O) May be inoperative provided: a) Lighting panel PIM is verified operative, and b) Engine panel PIM is verified operative.	
d)	Engine Panel	C	1	0	(O) May be inoperative provided: a) Lighting panel PIM is verified operative, and b) Trim panel PIM is verified operative.	
3)	Remote Data Concentrator (RDC)	C	3	2	(O) One may be inoperative provided remaining two RDCs are verified operative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Glareshield Panel					
1)	Outboard (OUTBD), Inboard (INBD) Dimming Rotary Knob	C	4	2	(O) One on each side may be inoperative provided: a) Light intensity is acceptable to flightcrew, and b) Affected dimming rotary knobs are verified operative in the OFF position.	
2)	Chronometer (CHRONO) Pushbutton	D	2	1		
		C	2	0	Both may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crewmembers.	
21-01	Clock Indications on Adaptive Flight Display (AFD)					
1)	Universal Time Coordination Display (UTC), Chronometer (CHR)	C	2	0	Aircraft clock may be inoperative provided a clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation is readily available to all flight deck crewmembers.	
2)	Automatic Updated Function	C	2	0	(O) May be inoperative provided: a) Manual mode is operative, and b) Alternate procedures are established and used.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Flight Data Recorder (FDR) System	A	1	0	May be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	
1)	FDR Recording Parameters Required by Regulation	A	-	-	Up to three required parameters may be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
2)	FDR Recording Parameters Not Required by Regulation	A	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.	
40-90	Aircraft Personality Module (APM)					
1)	APM 1	A	1	0	(O) May be inoperative provided: a) APM 2 is verified operative, b) Aircraft electrical power is not interrupted, and c) Repairs are made after 1 flight-day.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
40-90	Aircraft Personality Module (APM) (Cont'd)					
2)	APM 2	C	1	0	(O) May be inoperative provided APM 1 is verified operative.	
41-01	Integrated Processing Cabinet (IPC)					
1)	Fan	C	4	3	(O) One may be inoperative.	
41-02	Data Concentrator Module Cabinet (DMC)					
1)	Fan	C	4	3	(O) One may be inoperative provided ground ambient temperature is less than ISA +10 °C.	
41-17	Master Warning/Master Caution Switch/Light					
1)	Warning Light (Light Function Only)	C	2	1		
2)	Warning Alarm Cancel Function	B	2	1		
3)	Caution Light (Light Function Only)	C	2	1		
4)	Caution Alarm Cancel Function	B	2	1		

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
60-00	Control Tuning Panel (CTP)					
1)	Whole Unit	C	2	1	(O) One may be inoperative provided: a) Left cursor control panel (CCP 1) and right cursor control panel (CCP 2) are operative, b) Left multifunction keyboard panel (MKP 1) and right multifunction keyboard panel (MKP 2) are operative, c) Radio tuning reversion is verified operative, d) All RIU channels are operative, and e) Affected CTP is selected OFF.	
2)	Display Access Keys: Left (L), Right (R), MAP, Flight Management System (FMS), Communication, Navigation, and Surveillance (CNS), Checklist (CHKL), Synoptic (SYN), DATA	C	16	8	(O) Any button may be inoperative provided: a) The same display key is operative on the opposite CTP, b) On-side cursor control panel (CCP) is operative, and c) Alternate procedures are established and used.	
3)	Map Range Rotary Knob	C	2	1	One may be inoperative provided associated cursor control panel (CCP) double stack knob (DSK) knob is operative.	
a)	Map Range Rotary Knob – Standby/Weather Radar (STBY/WXR) ON Pushbutton	C	2	1	One may be inoperative provided weather mode is selectable on CTP weather page.	
4)	Navigation (NAV SRC) Pushbutton	C	2	1	(O) One may be inoperative provided: a) Operative button is on pilot flying (PF) side, and b) Alternate procedures are established and used.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
60-00	Control Tuning Panel (CTP) (Cont'd)					
5)	Barometer (BARO) Rotary Knob	C	2	1	(O) One may be inoperative provided alternate procedures are established and used.	
a)	BARO Unit Selector (inHg/Hpa)	C	2	1	One may be inoperative provided the required barometric reference unit for the intended flight is available.	
b)	BARO Standard Pushbutton	C	2	0		
6)	Traffic (TFC) Pushbutton	C	2	1		
7)	Weather (WX) Pushbutton	C	2	1		
8)	Terrain (TERR) Pushbutton	C	2	1	One may be inoperative.	
9)	Bright/Off (BRT/OFF) Rotary Knob Dimming Function	C	2	1	One may be inoperative provided: a) Brightness level is acceptable to affected flightcrew member, b) Affected control tuning panel (CTP) and radio tuning system application are operative, and c) OFF position is verified operative.	
10)	TUNE/MENU Pushbutton	C	2	1		
11)	Identification (IDENT) Pushbutton	C	2	1	(O) May be inoperative provided IDENT is provided by other means.	
12)	"1/2" Pushbutton	C	2	1		
(Continued)						

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
60-00	Control Tuning Panel (CTP) (Cont'd)					
13)	TUNE/DATA Rotary Knob	C	2	1	(O) May be inoperative provided: a) Associated CCP is operative, b) Radio tuning system application (RTSA) is operative, and c) Alternate procedures are established and used.	
14)	Display Option (Bezel) Pushbutton (Line Select Key)	C	14	7	(O) Any button may be inoperative provided alternate procedures are established and used.	
60-30	Center Console Display Lighting Control Panel					
1)	Lower Display/Integrated Standby Instrument (LWR DSPL/ISI) Dimming Rotary Knob	C	1	0	May be inoperative provided: a) LWR DSPL and ISI light intensities are acceptable to flightcrew, and b) LWR DSPL can be turned OFF.	
61-01	Adaptive Flight Display					
1)	Display Unit #3 (DU3)	C	1	0	(O) May be inoperative provided: a) Affected display is deactivated, and b) All other displays are operative.	
2)	Display Unit #4 (DU4)	C	1	0	(O) May be inoperative provided: a) Affected display is deactivated, and b) All other displays are operative.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Adaptive Flight Display (Cont'd)					
3)	Display Unit #5 (DU5)	C	1	0	(O) May be inoperative provided: a) Affected display is deactivated, and b) All other displays are operative.	
61-05	Cursor Control Panel (CCP)					
1)	Double Stack Knob (DSK)	C	2	1	Any or all functions of one DSK knob may be inoperative provided all functions of associated multifunction keyboard panel are operative.	
2)	MENU Pushbutton	C	2	1	(O) One may be inoperative provided all quick access keys (MAP, FMS, CNS, CHKL, SYN, DATA) are operative on the affected side CTP and MKP.	
3)	Display Select – Upper and Lower (DSPL SEL – UPR & LWR) Pushbutton	C	4	1	May be inoperative provided one LWR pushbutton is operative.	
4)	Cursor Select Button	C	4	2	One may be inoperative on each CCP.	
		C	4	2	Both may be inoperative on one CCP provided associated DSK ENTER pushbutton and associated MKP ENTER pushbutton are operative.	
5)	Trackball	B	2	1	(O) One may be inoperative provided: a) All multifunction keyboard panels (MKP) switches are operative, and b) Affected CCP trackball is inhibited using associated CURSOR inhibit (INHIB) pushbutton.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
61-07	Multifunction Keyboard Panel (MKP)					
1)	Whole Unit	C	2	1	One may be inoperative provided: a) All switches on both cursor control panels (CCP) are operative, and b) Radio tuning capability is operative on both control tuning panels (CTP).	
2)	Readout Line	D	2	0	One or both may be inoperative. NOTE: Failure of readout line does not prevent data entry.	
3)	Flight Management System (FMS) Key: Message (MSG), ROUTE, Direct (D->), Departure/Arrival (DEP/ARR), Pushbutton	C	8	0	One or more may be inoperative. NOTE: Any portion that remains operative may be used.	
4)	Alphanumeric, Arrow, Previous (PREV) NEXT, Clear/Delete (CLR/DEL), Cancel (CNCL), Execute (EXEC), ENTER Key	C	100	50	Any key may be inoperative provided: a) All keys on opposite MKP are operative, and b) Affected side cursor control panel (CCP) is fully operative. NOTE: Any key that is operative may be used.	
5)	Direct Access Key: MAP, Flight Management System (FMS), Communication, Navigation, and Surveillance (CNS), Checklist (CHKL), Synoptic (SYN), DATA	C	12	6	Any button may be inoperative provided: a) The same display key is available on the opposite MKP, and b) Associated cursor control panel (CCP) is operative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
61-09	Reversion Switch Panel (RSP)					
1)	Left and Right Cursor Inhibit (L&R CURSOR INHIB) Pushbutton	C	2	0	(O) One or both may be inoperative provided cursor Trackball on associated cursor control panel (CCP) is verified operative.	
2)	Left and Right Inertial Reference Systems (L&R IRS) Pushbutton	C	2	1	(O) One may be inoperative provided: a) All inertial reference systems (IRS) are operative, and b) Remaining IRS pushbutton is verified operative.	
74-00	Electronic Checklist (ECL) Function	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: The ECL is considered inoperative if the ECL part numbers do not match the latest available Airplane Flight Manual issue.	
		D	1	0	May be inoperative provided alternate procedures do not require its use. NOTE: The ECL is considered inoperative if the ECL part numbers do not match the latest available Airplane Flight Manual issue.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Main Instrument Panel PBA Switch Light (Light Function Only)					
1)	NOSE STEER "OFF"	C	1	0		
2)	GEAR AURAL "CNCL"	C	1	0		
3)	ALTN BRAKE "ON"	C	1	0		
00-02	External Service Control Panel PBA Switch Light (Light Function Only)					
1)	TOW PWR "ON"	C	1	0	(M) May be inoperative provided alternate procedure for towing or pushback is established and used.	
		C	1	0	(M) May be inoperative provided TOW STATUS "NO TOW", "TOW" switch light is operative.	
2)	External Service Control Panel Light TOW STATUS "NO TOW", "TOW"	C	2	0	(M) May be inoperative provided: a) TOW PWR switch on external service control panel is operative, b) Parking brake and nose wheel steering are verified to be in OFF position before towing or pushback operations, and c) Alternate procedure for towing or pushback is established and used.	

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PAGE NO. 32-2

DATE: XX/XX/XXXX

AIRCRAFT:
 BD-500-1A10, BD-500-1A11

TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
30-00	Landing Gear Actuation System, Alternate Extension System	A	1	0	(M)(O) Except for ER operations and extended overwater operations, may be inoperative provided: <ol style="list-style-type: none"> a) There is no evidence of external leakage of hydraulic fluid, b) Nose and main landing gear are secured in down position for dispatch, c) Landing gear control valve is deactivated, d) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and e) Repairs are made within 1 flight-day. 	
31-05	Landing Gear Control Lever – Redundancy	C	-	-	(O) Except for ER operations, redundancy may be lost as indicated by INFO message 32 GEAR FAULT – LGCL REDUND LOSS.	
31-12	Landing Gear Control Valve (LGCV) – Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 32 GEAR FAULT – LGCV REDUND LOSS.	
40-05	Brake System In-Flight Test Function	C	1	0	(O) May be inoperative.	

AIRCRAFT:
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TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
43-03	Electric Motor Actuator Controller (EMAC)	C	8	6	(M)(O) One EMAC per landing gear may be inoperative provided: a) Associated EMAs are retracted and deactivated, and b) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operation with Airplane Systems Inoperative).	
43-05	Electric Motor Actuator (EMA)	C	16	12	(M)(O) Up to two EMAs per landing gear may be inoperative provided: a) Affected EMA is retracted and deactivated, and b) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).	
43-10	Brake Data Concentrator Unit (BDCU)					
1)	Alternate Channel	C	2	1	(O) One may be inoperative provided: a) Both BDCU normal channels are operative, and b) All pedal position transducer channels are operative.	
2)	Redundancy	C	-	-	(O) Redundancy may be lost as indicated by INFO message 32 BRAKE FAULT – BRAKE CODE 2 INOP provided: a) All BDCU normal and alternate channels are operative, and b) All pedal position transducer channels are operative.	
(Continued)						

AIRCRAFT:
 BD-500-1A10, BD-500-1A11

TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
43-10	Brake Data Concentrator Unit (BDCU) (Cont'd)					
3)	Gear Retraction Braking Function	D	2	1	(O) One may be inoperative.	
4)	Weight on Wheel (WOW) Disagree	C	2	1	(O) May be dispatched with BDCU WOW fault provided: a) Autobrake system is considered inoperative, and b) Braking is not applied until touchdown.	
5)	Throttle Quadrant Assembly (TQA) Rotary Voltage Differential Transducer (RVDT) Channel C Input	C	2	1	(O) One may be inoperative provided autobrake system is considered inoperative.	
43-14	Pedal Position Transducer (PPT)					
1)	LH Pilot Side (Two per PPT)	C	4	2	(O) One channel of each pedal position transducer on the pilot (LH pilot) side may be inoperative provided: a) Both BDCU alternate channels are operative, b) All co-pilot (RH pilot) side PPTs are operative, and c) The co-pilot (RH pilot) is in command for takeoff and landing.	
2)	RH Co-Pilot Side (Two per PPT)	C	4	2	(O) One channel of each pedal position transducer on the co-pilot (RH pilot) side may be inoperative provided: a) Both BDCU alternate channels are operative, b) All pilot (LH pilot) side PPTs are operative, and c) The pilot (LH pilot) is in command for takeoff and landing.	

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PAGE NO. 32-5

DATE: 07/25/2019

AIRCRAFT:
 BD-500-1A10, BD-500-1A11

TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
43-15	Autobrake System (ABS)	C	1	0	(O) May be inoperative provided AUTOBRAKE control knob is selected OFF.	
44-02	Wheel Speed Transducer (WST) – Channel (Two Per Sensor)	C	8	6	(M)(O) One channel per landing gear may be inoperative provided: a) Associated EMAC is deactivated, and b) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).	
45-01	External PARK BRK Switch	D	1	0	(O) May be inoperative provided cockpit PARK BRAKE switch is operative.	
46-02	Brake Temperature Monitoring System (BTMS)	C	1	0	(M)(O) May be inoperative provided operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).	

AIRCRAFT:
 BD-500-1A10, BD-500-1A11

TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
47-01	Tire Pressure Monitoring Unit (TPMU)	C	-	-	(M) May be inoperative as indicated by INFO message 32 TIRE PRESS FAULT – TPMU INOP provided that the tire pressure on each wheel is checked once each flight-day.	
		D	1	0	(M)(O) May be inoperative provided: a) Tire pressure indication system (TPIS) is deactivated, and b) Tire pressure on each wheel is checked once each flight-day.	
47-05	Nose Wheel Tire Pressure Indication System (TPIS)	C	2	0	(M) One or both may be inoperative provided: a) One or both of the following INFO messages is displayed: <ul style="list-style-type: none"> • 32 TIRE PRESS FAULT – L NOSE TPIS INOP • 32 TIRE PRESS FAULT – R NOSE TPIS INOP b) Tire pressure on each affected wheel is checked once each flight-day.	
		D	2	0	(M)(O) One or both may be inoperative provided: a) Tire pressure indication system (TPIS) is deactivated, and b) Tire pressure on each wheel is checked once each flight-day.	

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
47-10	Main Wheel Tire Pressure Indication System (TPIS)	C	4	0	(M) One or more may be inoperative provided: a) One or more of the following INFO messages is displayed: <ul style="list-style-type: none"> • 32 TIRE PRESS FAULT – L MLG INDB TPIS INOP • 32 TIRE PRESS FAULT – R MLG INDB TPIS INOP • 32 TIRE PRESS FAULT – L MLG OUTBD TPIS INOP • 32 TIRE PRESS FAULT – R MLG OUTBD TPIS INOP b) Tire pressure on each affected wheel is checked once each flight-day.	
		D	4	0	(M)(O) One or more may be inoperative provided: a) Tire pressure indication system (TPIS) is deactivated, and b) Tire pressure on each wheel is checked once each flight-day.	

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
49-20	Brake Wear Monitoring System					
1)	Brake Wear Annunciation	C	4	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Brake Wear Pin	C	4	0	May be inoperative or missing provided EICAS brake wear annunciation is operative.	
		C	4	0	(M) May be inoperative or missing provided alternate procedures are established and used.	
51-01	Nose Wheel Steering Tiller					
1) ***	Right Tiller	C	1	0	May be inoperative provided left tiller is operative.	
2)	Left Tiller	C	1	0	May be inoperative provided right tiller is installed and operative.	
3)	Redundancy				Deleted, Revision 3.	
51-06	Nose Wheel Steering System – Redundancy	C	-	-	Redundancy may be lost as indicated by INFO message 32 NOSE STEER FAULT – STEER REDUND LOSS.	
51-37	Steering Disconnect					
1)	PEDALS DISC on Tiller	C	-	0	(O) May be inoperative provided: a) NOSE STEER PBA is verified to be operative, and b) PEDAL STEER DISC status message is not displayed.	

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<p>AIRCRAFT: BD-500-1A10, BD-500-1A11</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
51-38	Towing Control Box "NO TOWING", "TOW" Light	C	2	0	(O) May be inoperative provided: a) NOSE STEER PBA is selected OFF before towing airplane, and b) Parking brake and steering status are verified before towing airplane.	
51-40	Towing Lug on Nose Landing Gear (NLG)	C	1	0	(M) May be inoperative provided alternate towing procedures are established and used.	
		C	1	0	(O) May be missing provided alternate towing procedures are established and used.	
61-01	Landing Gear Steering Control Unit (LGSCU) System					
1)	28V DC Essential Bus Power Supply	C	2	1	(O) One may be inoperative provided both 28V DC normal bus power supplies are operative.	
2)	28V DC Normal Bus Power Supply	C	2	1	(O) One may be inoperative provided both 28V DC essential bus power supplies are operative.	
61-05	Landing Gear Proximity Sensors					
1)	Downlock Sensor	C	6	3	(O) One per landing gear may be inoperative provided both LGSCUs are operative.	
2)	Uplock Sensor	C	6	3	(O) One per landing gear may be inoperative provided both LGSCUs are operative.	
3)	Weight on Wheel (WOW) Proximity Sensor	C	6	3	(O) One per landing gear may be inoperative provided both LGSCUs are operative.	

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
00-00	External Service Control Panel Pushbutton Annunciator (PBA) Switch Light (Light Function Only)					
1)	"LAMP TEST"	C	1	0	May be inoperative provided associated system on external service panel is considered inoperative.	
11-01	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, c) Main instrument flood lights and dome lights are operative, and d) Lighting configuration and intensity is acceptable to flightcrew. NOTE: Individual button/switch lights and/or annunciations/ indications are excluded from this relief.	
		D	-	-	May be inoperative provided operations are not conducted between sunset to sunrise.	
13-15	Entry Light	C	6	0	One or more may be inoperative.	

AIRCRAFT:
 BD-500-1A10, BD-500-1A11

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Cabin Interior Light System (Ceiling Light/Sidewall Light)	C	-	-	(O) Up to 50% of total length of ceiling upwash lights and of sidewall downwash lights may be inoperative provided: <ol style="list-style-type: none"> a) Sufficient lighting is operative for cabin crew to perform required duties, b) No more than two adjacent ceiling light assemblies in the longitudinal or lateral direction are inoperative, and c) Photoluminescent escape route marking system is charged for 30 minutes prior to first flight of each day. 	
22-01	Area Call Panel Light System	C	3	0	(O) One or more may be inoperative provided alternate procedures are established and used.	
24-00	Passenger Lighted Information Sign System	C	-	-	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Associated passenger seat or lavatory from which a passenger lighted information sign is not readily legible is not occupied, b) Associated seat or lavatory is blocked and placarded "DO NOT OCCUPY", and c) For ER operations with passengers, there are at least two serviceable lavatories on the aircraft. <p>NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.</p>	
(Continued)						

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
24-00	Passenger Lighted Information Sign System (Cont'd)					
		C	-	-	(O) May be inoperative and associated passenger seat or lavatory occupied provided: a) Passenger address (PA) system is operative, and b) PA system is used to notify passengers and cabin crew when associated sign(s) is selected ON or OFF.	
		C	-	-	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
1)	Aural Tone Function	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Automatic Function	C	-	-	(O) May be inoperative provided: a) Manual control function is operative, and b) Alternate procedures are established and used.	
31-01	Cargo Compartment Light System	D	-	-	Individual lights may be inoperative provided sufficient lighting is available for ground personnel to perform their duties.	
32-00	Service and Maintenance Light System	D	19	0	Individual lights may be inoperative provided sufficient lighting is available for ground personnel to perform their duties.	

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
32-03	Wing Inspection Light System	C	2	0	One or both may be inoperative provided ground deicing procedures do not require their use.	
41-03	Landing Light System					
1)	Nose Light	C	1	0	May be inoperative provided: a) Both wing-to-body fairing landing lights are operative, and b) Nose taxi light is operative.	
		D	1	0	May be inoperative provided operations are not conducted between sunset to sunrise.	
2)	Wing-to Body Fairing Light	C	2	1	One may be inoperative provided: a) Associated wing-to-body taxi light is operative, and b) Nose landing light is operative.	
		D	2	0	Both may be inoperative provided operations are not conducted between sunset to sunrise.	
41-06	Taxi Light System					
1)	Nose Taxi Light	C	1	0	May be inoperative provided: a) Both wing-to-body fairing taxi lights are operative, and b) Nose landing light is operative.	
		D	1	0	May be inoperative provided operations are not conducted between sunset to sunrise.	
2)	Wing-to-Body Fairing Light	C	2	1	One may be inoperative provided nose taxi light is operative.	
		D	2	0	Both may be inoperative provided operations are not conducted between sunset to sunrise.	

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
42-02	Navigation Light System	C	6	3	Any light may be inoperative provided the following minimum configuration is complied with: a) One green light at right wingtip position, b) One red light at left wingtip position, and c) One white aft navigation light.	
		C	6	0	One or more may be inoperative provided operations are not conducted between sunset to sunrise.	
44-02	White Strobe Light System	C	3	0	One or more may be inoperative provided both red beacon lights are operative.	
44-07	Red Beacon Light System	C	2	0	(O) One or both may be inoperative provided: a) All white strobe lights are operative, and b) Alternate procedures are established and used.	
46-01 ***	Logo Light System	D	2	0	One or both may be inoperative.	
50-01	Aisle Overhead Emergency Light	C	8	6	One or two nonadjacent lights may be inoperative.	
		C	8	0	(O) Three or more may be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
50-02	Exit Identifier Sign System	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
50-03	Exit Locator Sign System	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
50-04	Exit Marking Sign System	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
54-01	Floor Proximity Emergency Escape Path Marking					
1)	Photoluminescent System	C	-	-	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
55-02	Exterior Emergency Lights System					
1)	Overwing Emergency Light	A	4	0	(O) May be inoperative for 1 flight-day provided: a) Airplane crew are only occupants of airplane, and b) Alternate procedures are established and used. NOTE: Operator's MEL must state maximum number of airplane crew permitted.	
		C	4	0	(O) One or more may be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
		C	4	0	One or more may be inoperative provided operations are not conducted between sunset to sunrise.	
(Continued)						

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
55-02	Exterior Emergency Lights System (Cont'd)					
2)	Door Emergency Light	A	4	0	(O) One or more may be inoperative for 1 flight-day provided: a) Airplane crew are only occupants of airplane, and b) Alternate procedures are established and used. NOTE: Operator's MEL must state maximum number of airplane crew permitted.	
		C	4	0	(O) One or more may be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
		C	4	0	One or more may be inoperative provided operations are not conducted between sunset to sunrise.	

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PAGE NO. 34-1

DATE: XX/XX/XXXX

AIRCRAFT:
 BD-500-1A10, BD-500-1A11

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Air Data System Probe (ADSP)					
1)	DMC Input	C	4	3	(O) DMC input to one ADSP may be inoperative provided: a) Air data system (ADS) main channels for ADS 1 and ADS 2 are operative, b) Affected air data system (ADS) is verified to be degraded, c) If ADSP 3 is degraded, integrated standby instruments (ISI) is manually reverted to ADS 4, and d) Autoland operations are not conducted.	
2)	Main Channel (ADSP 1)	B	1	0	(O) ADSP 1 may be inoperative provided: a) Main channel of ADSP 1 is deactivated, b) Left primary flight display (L PFD) is reverted to ADS 4, c) Sideslip compensation functions for the three remaining main channels are operative, and d) Autoland operations are not conducted.	
(Continued)						

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Air Data System Probe (ADSP) (Cont'd)					
3)	Main Channel (ADSP 2)	B	1	0	(O) ADSP 2 may be inoperative provided: a) Main channel ADSP 2 is deactivated, b) Right primary flight display (R PFD) is reverted to ADS 4, c) Sideslip compensation functions for the three remaining main channels are operative, and d) Autoland operations are not conducted.	
4)	Sideslip Compensation Function (ADSP 1)	B	1	0	(O) ADS 1 sideslip compensation function may be inoperative provided: a) Main channel of ADS 1 is deactivated, and b) Autoland operations are not conducted.	
5)	Sideslip Compensation Function (ADSP 2)	B	1	0	(O) ADS 2 sideslip compensation function may be inoperative provided: a) Main channel of ADS 2 is deactivated, and b) Autoland operations are not conducted.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11-02	Total Air Temperature (TAT) Probe					
1)	34 ADS FAULT – ADS 1 TAT ELEMENT INOP (Info)	C	-	-	May be displayed provided none of the following INFO messages are displayed: <ul style="list-style-type: none"> • 34 ADS FAULT – ADS 2 TAT ELEMENT INOP • 34 ADS FAULT – R TAT HEATER INOP • 73 L ENGINE FAULT – P2/T2 HEATER INOP • 73 R ENGINE FAULT – P2/T2 HEATER INOP • 73 L ENGINE FAULT – FADEC FAULT 1 • 73 R ENGINE FAULT – FADEC FAULT 1 • 73 L ENGINE FAULT – FADEC FAULT 2 • 73 R ENGINE FAULT – FADEC FAULT 2 	
2)	34 ADS FAULT – ADS 2 TAT ELEMENT INOP (Info)	C	-	-	May be displayed provided none of the following INFO messages are displayed: <ul style="list-style-type: none"> • 34 ADS FAULT – ADS 1 TAT ELEMENT INOP • 34 ADS FAULT – L TAT HEATER INOP • 73 L ENGINE FAULT – P2/T2 HEATER INOP • 73 R ENGINE FAULT – P2/T2 HEATER INOP • 73 L ENGINE FAULT – FADEC FAULT 1 • 73 R ENGINE FAULT – FADEC FAULT 1 • 73 L ENGINE FAULT – FADEC FAULT 2 • 73 R ENGINE FAULT – FADEC FAULT 2 	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11-02	Total Air Temperature (TAT) Probe (Cont'd)					
3)	34 ADS FAULT – ADS 3 TAT ELEMENT INOP (Info)	C	-	-	May be displayed provided none of the following INFO messages are displayed: <ul style="list-style-type: none"> • 34 ADS FAULT – ADS 4 TAT ELEMENT INOP • 34 ADS FAULT – R TAT HEATER INOP • 73 L ENGINE FAULT – P2/T2 HEATER INOP • 73 R ENGINE FAULT – P2/T2 HEATER INOP • 73 L ENGINE FAULT – FADEC FAULT 1 • 73 R ENGINE FAULT – FADEC FAULT 1 • 73 L ENGINE FAULT – FADEC FAULT 2 • 73 R ENGINE FAULT – FADEC FAULT 2 	
4)	34 ADS FAULT – ADS 4 TAT ELEMENT INOP (Info)	C	-	-	May be displayed provided none of the following INFO messages are displayed: <ul style="list-style-type: none"> • 34 ADS FAULT – ADS 3 TAT ELEMENT INOP • 34 ADS FAULT – L TAT HEATER INOP • 73 L ENGINE FAULT – P2/T2 HEATER INOP • 73 R ENGINE FAULT – P2/T2 HEATER INOP • 73 L ENGINE FAULT – FADEC FAULT 1 • 73 R ENGINE FAULT – FADEC FAULT 1 • 73 L ENGINE FAULT – FADEC FAULT 2 • 73 R ENGINE FAULT – FADEC FAULT 2 	

(Continued)

AIRCRAFT:
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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11-02	Total Air Temperature (TAT) Probe (Cont'd)					
5)	Sensing Element Air Data System (ADS) ADS 1 and ADS 2	C	2	0	(O) Both may be inoperative provided: <ul style="list-style-type: none"> a) Left and right engine T2 probes are operative, b) Left and right TAT heaters are operative, and c) ADS 3 and ADS 4 TAT sensing elements are operative. 	
11-03	Overhead Control Panel Pushbutton Annunciator (PBA) Switch Light					
1)	PROBE HEAT Ground On ("GND ON") (Light Function Only)	C	1	0	May be inoperative.	
2)	PROBE HEAT Ground On ("GND ON") (Override Function)	C	1	0	May be inoperative provided ground operations do not require its use.	
11-04	Angle of Attack (AOA) Vane					
1)	Vane Heater	C	2	1	(O) One may be inoperative provided <ul style="list-style-type: none"> a) ADSP 1 and ADSP 2 are operative, and b) ADSP 1 and ADSP 2 sideslip compensation functions are operative. 	
2)	Case Heater	C	2	0	(O) One or both may be inoperative.	

AIRCRAFT:
 BD-500-1A10, BD-500-1A11

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11-05	Air Data System (ADS) Heater					
1)	Reduced Air Data Smart Probe (ADSP) Heater – Redundancy	C	-	-	Redundancy may be lost as indicated by one or more of the following INFO messages: <ul style="list-style-type: none"> • 34 ADS FAULT – ADS HEATER 1 REDUND LOSS, • 34 ADS FAULT – ADS HEATER 2 REDUND LOSS, • 34 ADS FAULT – ADS HEATER 3 REDUND LOSS, • 34 ADS FAULT – ADS HEATER 4 REDUND LOSS, • 34 ADS FAULT – ADS SENSE LINE HEATER 1 INOP, • 34 ADS FAULT – ADS SENSE LINE HEATER 2 INOP, • 34 ADS FAULT – ADS SENSE LINE HEATER 3 INOP, or • 34 ADS FAULT – ADS SENSE LINE HEATER 4 INOP. 	
2)	Left Total Air Temperature (TAT) Heater	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Right TAT heater is operative, b) ADS 2 TAT and ADS 4 TAT sensing elements are operative, and c) Left and right engine T2 probes are operative. 	
3)	Right Total Air Temperature (TAT) Heater	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Left TAT Heater is operative, b) ADS 1 TAT and ADS 3 TAT sensing elements are operative, and c) Left and right engine T2 probes are operative. 	

AIRCRAFT:
 BD-500-1A10, BD-500-1A11

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11-06	Air Data System (ADS) Sense Line Heater - Redundancy	C	-	-	Redundancy may be lost as indicated by one or more of the following INFO messages: <ul style="list-style-type: none"> • 34 ADS FAULT – ADS SENSE LINE HEATER 1 INOP • 34 ADS FAULT – ADS SENSE LINE HEATER 2 INOP • 34 ADS FAULT – ADS SENSE LINE HEATER 3 INOP • 34 ADS FAULT – ADS SENSE LINE HEATER 4 INOP 	
22-00	Nonstabilized Magnetic Compass (Standby)	B	1	0	May be inoperative provided three inertial reference system (IRS) stabilized compass systems are operative.	
		B	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Any combination of two inertial reference system (IRS) stabilized compass systems operate normally, and b) Aircraft is operated: <ol style="list-style-type: none"> 1) With dual independent navigation capability, and 2) Under positive radar control by air traffic control (ATC) during the enroute flight phase, or one of the navigation systems is using Global Positioning System (GPS). 	
		C	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two IRS stabilized directional gyro systems are installed and operative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
32-01 ***	Head-Up Display (HUD)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) APPR 2 operations (CAT II) are conducted in accordance with Airplane Flight Manual (AFM) Supplement 8 (Category II and Category III, Autoland Operations).	
		D	-	0	(O) May be inoperative provided: a) Procedures do not require its use, and b) APPR 2 operations (CAT II) are conducted in accordance with Airplane Flight Manual (AFM) Supplement 8 (Category II and Category III, Autoland Operations).	
1) ***	HUD Fan	D	-	0	(O) May be inoperative provided: a) Procedures do not require its use, and b) APPR 2 operations (CAT II) are conducted in accordance with Airplane Flight Manual (AFM) Supplement 8 (Category II and Category III, Autoland Operations).	
32-05 ***	HUD					
1) ***	Low Visibility Takeoff Function	C	-	0	(O) May be inoperative provided takeoff minima do not require low visibility takeoffs using HUD LVTO guidance.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Weather Radar System (WXR)	C	1	0	(O) Except for ER operations, may be inoperative provided it is not required by 14 CFR. NOTE: Any WXR modes or functions which are operative may be used.	
1)	Automatic Scan Function	C	1	0	(O) May be inoperative provided the manual tilt function is verified operative.	
2)	Control Function (Left and Right)	D	2	1	(O) One may be inoperative.	
		C	2	0	(O) Except for ER operations, both may be inoperative provided weather radar system is not required by 14 CFR.	
3)	Turbulence Function	C	1	0	(O) May be inoperative. NOTE: Any WXR modes which are operative may be used.	
4)	Predictive Windshear Function	B	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Terrain Awareness and Warning System (TAWS) windshear warning and guidance system (reactive) operates normally.	
		B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	

(Continued)

AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Weather Radar System (WXR) (Cont'd)					
5)	Weather Radar Overlay	D	2	1	(O) One may be inoperative.	
6)	Weather Radar Bus to Data Concentrator Unit (DCU) Module Cabinet (DMC)	C	1	0	(O) Except for ER operations, may be inoperative provided weather radar is not required by 14 CFR. NOTE: Any WXR modes which are operative may be used.	
42-00	Terrain Awareness and Warning System (TAWS) - Class A	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Repairs are made within 2 flight-days, and c) RNP AR approach operations are not conducted.	
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Repairs are made within 2 flight-days, and c) RNP AR approach operations are not conducted.	
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Repairs are made within 2 flight-days, and c) RNP AR approach operations are not conducted.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, b) Repairs are made within 2 flight-days, and c) RNP AR approach operations are not conducted.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-00	Terrain Awareness and Warning System (TAWS) – Class A (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
c)	Glideslope Deviation (Mode 5)	B	1	0	May be inoperative provided RNP AR approach operations are not conducted.	
d)	Advisory Callout (Mode 6)	B	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) RNP AR approach operations are not conducted.	
		C	-	0	(O) May be inoperative provided: a) Advisory callouts not required by 14 CFR, b) Alternate procedures are established and used, and c) RNP AR approach operations are not conducted.	
e)	Windshear Mode (Reactive) (Mode 7)	B	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) RNP AR approach operations are not conducted.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery techniques.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Weather radar windshear detection system (predictive) operates normally, and c) RNP AR approach operations are not conducted.	
(Continued)						

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-00	Terrain Awareness and Warning System (TAWS) – Class A (Cont'd)					
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function	B	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) RNP AR approach operations are not conducted.	
3)	Terrain Display (Overlay and Map)	B	-	0	May be inoperative provided RNP AR approach operations are not conducted.	
42-03	Overhead Control Panel Pushbutton Annunciator (PBA) Switchlight (Light Function Only)					
1)	Terrain Awareness and Warning System (TAWS) GEAR Inhibit (“INHIB”)	C	1	0	(O) May be inoperative provided the TAWS GEAR “INHIB” PBA switch function is verified operative.	
2)	Terrain Awareness and Warning System (TAWS) Terrain Inhibit (TERR “INHIB”)	C	1	0	(O) May be inoperative provided the TAWS TERR “INHIB” PBA switch function is verified operative.	
3)	Terrain Awareness and Warning System (TAWS) FLAP Inhibit (“INHIB”)	C	1	0	(O) May be inoperative provided the TAWS FLAP “INHIB” PBA switch function is verified operative.	
4)	Terrain Awareness and Warning System (TAWS) Glideslope Cancel (GS “CNCL”)	C	1	0	May be inoperative.	
(Continued)						

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
43-00	Traffic Alert and Collision Avoidance System (TCAS II)	B	1	0	(O) May be inoperative provided: a) System is deactivated, b) Transponder 2 is considered inoperative, and c) Enroute or approach procedures do not require its use.	
		C	1	0	(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated, c) Transponder 2 is considered inoperative, and d) Enroute or approach procedures do not require its use.	
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System	C	2	1	One may be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
2)	Resolution Advisory (RA) Display System	C	2	1	One may be inoperative on the non-flying pilot side.	
		C	2	0	(O) One or both may be inoperative provided: a) Traffic alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
(Continued)						

AIRCRAFT:
 BD-500-1A10, BD-500-1A11

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
43-00	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
3)	Traffic Advisory (TA) Display System	C	2	0	(O) One or both may be inoperative provided: <ul style="list-style-type: none"> a) Resolution advisory (RA) visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. 	
4)	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
43-03	Traffic Surveillance System (TSS) Fan	C	1	0	May be inoperative.	
44-01	Radio Altimeter (RA) System					
1)	Radio Altimeter (RA) System #1 Inoperative (Aircraft with Two Radio Altimeters)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Faulty radio altimeter system #1 is deactivated, b) Radio altimeter system #2 is verified operative, c) Autothrottle function is operative, d) Weight-on-wheels function is operative, e) Operations do not require its use, f) Autoland operations are not conducted, and g) RNP AR approach operations are not conducted. 	
(Continued)						

AIRCRAFT:
 BD-500-1A10, BD-500-1A11

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
44-01	Radio Altimeter (RA) System (Cont'd)					
2) ***	Radio Altimeter (RA) System #1 Inoperative (Aircraft with Three Radio Altimeters)	C	1	0	(M)(O) May be inoperative provided: a) Radio altimeter system #2 and radio altimeter system #3 are verified operative, b) Faulty radio altimeter system #1 is deactivated, c) Operations do not require its use, and d) LAND 3 operations (CAT III – fail operational) are not conducted.	
3)	Radio Altimeter (RA) System #2 Inoperative (Aircraft with Two Radio Altimeters)	C	1	0	(O) May be inoperative provided: a) Faulty radio altimeter system #2 is deactivated, b) Radio altimeter system #1 is verified operative, c) Autothrottle function is operative, d) Weight-on-wheels function is operative, e) Operations do not require its use, f) Autoland operations are not conducted, and g) RNP AR approach operations are not conducted.	
4) ***	Radio Altimeter (RA) System #2 Inoperative (Aircraft with Three Radio Altimeters)	C	1	0	(O) May be inoperative provided: a) Radio altimeter system #1 and radio altimeter system #3 are verified operative, b) Faulty radio altimeter system #2 is deactivated, c) Operations do not require its use, and d) LAND 3 operations (CAT III – fail operational) are not conducted.	
(Continued)						

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
44-01	Radio Altimeter (RA) System (Cont'd)					
5) ***	Radio Altimeter (RA) System #3 Inoperative (Aircraft with Three Radio Altimeters)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Radio altimeter system #1 and radio altimeter system #2 are verified operative, b) Faulty radio altimeter system #3 is deactivated, c) Operations do not require its use, and d) LAND 3 operations (CAT III – fail operational) are not conducted. 	
6) ***	Two Radio Altimeter (RA) Systems Inoperative (Aircraft with Three Radio Altimeters)	C	3	1	(M)(O) Two radio altimeters may be inoperative provided: <ul style="list-style-type: none"> a) Both affected radio altimeters are deactivated, b) Remaining radio altimeter is verified operative, c) Autothrottle function is operative, d) Weight-on-wheels function is operative, e) Operations do not require their use, and f) LAND 3 operations (CAT III – fail operational) are not conducted. 	

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Inertial Reference System (IRS)	C	3	2	(O) One may be inoperative provided: <ul style="list-style-type: none"> a) IRS 1 is operative, b) Right primary flight display (R PFD) is reverted to IRS 3 if IRS 2 is inoperative, c) Attitude and Heading Reference System (AHRS) is operative, d) Integrated and standby instrument (ISI) attitude indications are operative, e) ISI inputs to primary flight control computers (PFCC) are operative, f) Operations do not require its use, and g) Autoland operations are not conducted. 	
46-00 ***	Surface Management System (SMS)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided routine procedures do not require its use.	
1)	Airport Moving Map (AMMA-6000) Database -APT/RWY 1 -APT/MAP 1	C	2	0	One or both databases may be out of currency provided the SMS airport moving map is not used.	

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
51-00	Very High Frequency Navigation (VHF NAV) System (VOR/ILS)	C	-	1	(O) May be inoperative provided: a) The navigation systems required for each segment of the intended flight route are operative, b) Alternate procedures are established and used, where applicable, c) VHF NAV 1 is operative, and d) APPR2 operations (CATII) and autoland operations to be conducted as per Airplane Flight Manual (AFM) Supplement 8 (Category II and Category III, Autoland Operations).	
1) ***	Very High Frequency Navigation (VHF NAV) System No. 3 (VOR/ILS)	D	1	0	(O) May be inoperative provided: a) Procedures do not require its use, b) LAND 3 operations (CAT III – CAT III fail operative) are not conducted, and c) VHF NAV 1 and VHF NAV 2 are verified operative.	
51-14	Marker Beacon (MB)	C	-	-	(O) May be inoperative provided routine procedures do not require its use.	
		D	-	0	May be inoperative provided routine procedures do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-00 ***	Automatic Direction Finder System (ADF)	D	-	-	One or more may be inoperative provided: a) Navigation systems required for each segment of the intended flight route are operative, and b) Alternate procedures are established and used, where applicable.	
53-00	Distance Measuring Equipment (DME) System	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
54-01	Air Traffic Control (ATC) Transponder and Automatic Altitude Reporting System	D	2	1	(O) Any in excess of those required by 14 CFR may be inoperative.	
		B	2	0	(O) Both may be inoperative provided: a) Automatic Dependent Surveillance-Broadcast (ADS-B Out) is considered inoperative, b) Traffic Alert and Collision Avoidance System (TCAS/ACAS) is considered inoperative, c) Operations do not require its use, and d) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
1)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	2	1	(O) One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
54-01	Air Traffic Control (ATC) Transponder and Automatic Altitude Reporting System (Cont'd)					
1)	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)	C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	2	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
54-02	Air Traffic Control (ATC) Transponder and Automatic Altitude Reporting System					
1)	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	One or more may be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
55-01	Global Positioning System (GPS)	C	2	0	(O) One or both may be inoperative provided: a) Enroute operations do not require its use, and b) Approach minimums do not require dual GPS.	
		D	2	0	One or both may be inoperative provided: a) It is not used routinely, and b) RNP AR operations are not conducted.	
61-01	Flight Management System (FMS)	C	2	1	(O) One may be inoperative provided: a) Enroute operations do not require its use, and b) RNP AR operations are not conducted.	
70-01	Display Fan					
1)	Left Display	C	4	3	(O) One may be inoperative.	
2)	Lower Display	C	2	1	(O) One may be inoperative.	
3)	Right Display	C	4	3	(O) One may be inoperative.	

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
11-05	Oxygen Pressure Switch	C	1	0	(M)(O) May be inoperative provided: a) Bottle control valve is verified OPEN, b) Oxygen bottle pressure gauge is operative, c) Oxygen bottle pressure is checked before each flight, and d) Crew oxygen masks are verified operative before each flight.	
		A	1	0	(M)(O) May be inoperative and observer seat occupied provided: a) CREW OXY LO PRESS caution message is displayed, b) Oxygen bottle pressure gauge is operative, c) Oxygen pressure is checked to be above minimum required oxygen pressure before each flight, d) Crew oxygen Engine Indicating and Crew Alerting System (EICAS) pressure readout is verified operative before each flight, e) Crew oxygen EICAS pressure is monitored during flight, f) Crew oxygen masks are verified operative before each flight, and g) Repairs are made within 1 flight-day.	
(Continued)						

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AIRCRAFT: BD-500-1A10, BD-500-1A11	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
11-05	Oxygen Pressure Switch (Cont'd)	B	1	0	(M)(O) May be inoperative provided: a) CREW OXY LO PRESS caution message is displayed, b) Oxygen bottle pressure gauge is operative, c) Oxygen pressure is checked to be above minimum required oxygen pressure before each flight, d) Crew oxygen Engine Indicating and Crew Alerting System (EICAS) pressure readout is verified operative before each flight, e) Crew oxygen EICAS pressure is monitored during flight, f) Crew oxygen masks are verified operative before each flight, and g) Observer seat is not occupied.	
11-07	Flight Deck Oxygen System					
1)	Ground Service Panel Pressure Indicator	C	1	0	(O) May be inoperative provided Engine Indicating and Crew Alerting System (EICAS) pressure indication is operative and checked before each flight.	
		C	1	0	(M) May be inoperative provided oxygen bottle pressure gauge is operative and checked before each flight.	
2)	Oxygen Bottle Pressure Gauge	C	1	0		
3)	Engine Indicating and Crew Alerting System (EICAS) Oxygen Pressure Indication	C	1	0	(O) May be inoperative provided ground service panel pressure gauge is operative and checked before each flight.	
(Continued)						

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
11-07	Flight Deck Oxygen System (Cont'd)					
3)	Engine Indicating and Crew Alerting System (EICAS) Oxygen Pressure Indication (Cont'd)	C	1	0	(M) May be inoperative provided oxygen bottle pressure gauge is operative and checked before each flight.	
11-08	Filler Valve (Ground Service Panel)	C	1	0	(M)(O) May be inoperative provided: a) There is no evidence of leakage, and b) Engine Indicating and Crew Alerting System (EICAS) oxygen pressure indication is operative and checked before each flight.	
13-03	Overboard Discharge Indicator (Disc)	C	1	0	(M)(O) May be damaged or missing provided one of ground service panel pressure indicator or crew oxygen bottle pressure gauge is operative and checked before each flight.	
21-00	Passenger Cabin Oxygen System	B	1	0	(O) May be inoperative provided: a) Minimum enroute altitude does not exceed 14,000 ft. above mean sea level (MSL), b) Both air conditioning packs are operative, c) Pressurization system is operative, d) Operations are conducted at or below FL 250, e) Portable oxygen units are provided for all crewmembers and 10% of passengers for 30 minutes (supplemental oxygen), and f) Passengers are appropriately briefed.	
(Continued)						

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
21-00	Passenger Cabin Oxygen System (Cont'd)	B	1	0	May be inoperative provided flight is conducted pressurized at or below 10,000 ft.	
1)	Automatic Deployment Function	B	1	0	May be inoperative provided: a) Alternate flight deck deployment system is verified operative, and b) Operations are conducted at or below FL 300.	
21-01	Individual Passenger Oxygen Box Unit	D	-	-	(M) May be inoperative with no flight altitude restriction provided: a) Affected seats or banks of seats are blocked and placarded "INOPERATIVE" to prevent occupancy, b) No more than two consecutive banks of seats and their adjacent banks of seats have inoperative Individual passenger oxygen box units, and c) Units at assigned flight attendant locations are operative.	
21-04	Passenger Service Unit (PSU) Oxygen Release Tool	D	3	0	(O) One or more may be inoperative or missing.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Forward Galley Oxygen System					
1)	Galley Drop-Down Oxygen Unit	B	-	-	(O) May be inoperative and associated galley area occupied provided: a) Adjacent flight attendant oxygen units are operative for associated galley area occupants, and b) Procedures are established and used to alert crewmembers of inoperative oxygen units.	
		B	-	-	(O) May be inoperative and associated galley area occupied provided: a) Flight attendant portable oxygen bottles are operative for associated galley, and b) Procedures are established and used to alert crewmembers of inoperative oxygen units.	
23-01	Lavatory Oxygen Dispensing Unit	C	-	0	(M) May be inoperative provided: a) Associated lavatory is not used for any purpose, b) Associated lavatory door is locked and placarded "INOPERATIVE – DO NOT ENTER", and c) For ER operations with passengers, there are at least two serviceable lavatories on the aircraft.	
					NOTE: This does not preclude storage of in-flight service waste bags in associated lavatory.	
					(Continued)	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Lavatory Oxygen Dispensing Unit (Cont'd)	C	-	-	May be inoperative provided operations are conducted at or below FL 250.	
25-01	Overhead Control Panel Pushbutton Annunciator (PBA) Switch Light (Light Function Only)					
1)	Passenger Oxygen Deploy (PAX OXY "DPLY")	C	1	0		
30-01	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	
31-01	Portable Oxygen Dispensing Unit (Bottle and Mask)	D	-	-	(M)(O) Any in excess of those required by 14 CFR may be inoperative or missing provided: <ol style="list-style-type: none"> a) Required distribution of operative units is maintained throughout the aircraft, b) Inoperative portable oxygen dispensing unit is removed from passenger cabin and its location is placarded "INOPERATIVE" or it remains in its installed location and its installed location is placarded "INOPERATIVE", and c) Procedures are established and used to alert crewmembers of inoperative or missing equipment. 	

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Bleed System Indication on AIR Synoptic Page	C	-	0	May be inoperative provided: a) Associated system is operative, and b) Procedures do not require their use. NOTE: Any portion of AIR synoptic page which operates normally may be used.	
00-01	Overhead Control Panel Pushbutton Annunciator (PBA) Switch Light (Light Function Only)					
1)	L(R) BLEED "FAIL"	C	2	0	May be inoperative.	
2)	L(R) BLEED "OFF"	C	2	0	May be inoperative.	
3)	APU BLEED "FAIL"	C	1	0	May be inoperative.	
4)	APU BLEED "OFF"	C	1	0	May be inoperative.	

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-92	Fan Air Valve (FAV) (Cont'd)					
2)		C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) Associated FAV is secured CLOSED, b) Associated bleed system is selected OFF and not used, c) Integrity of the associated engine bleed duct is verified, d) Flight is conducted at or below FL 310, e) Both air conditioning packs are operative, f) Both equipment bay smoke detectors are operative, g) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), h) FLAP 4 landings are prohibited in icing conditions, and i) Crossbleed valve (CBV) is verified operative. 	
					(Continued)	

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-92	Fan Air Valve (FAV) (Cont'd)					
5)		B	2	0	(M)(O) Except for ER operations, both may be inoperative provided: a) Both LH and RH bleed systems are selected OFF and not used, b) Both FAVs are secured CLOSED, c) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL, d) Airplane is not operated in known or forecast icing conditions, e) No passengers are carried, and f) Fuel tank inerting system (FTIS) is considered inoperative.	

AIRCRAFT:
 BD-500-1A10, BD-500-1A11

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-00	Bleed Air System (Cont'd)					
1)	Engine (Cont'd)	B	2	0	(M)(O) Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Both LH and RH bleed systems are selected OFF and not used, b) Both LH and RH high pressure shutoff valves (HPV) are secured CLOSED, c) Both LH and RH pressure regulating shutoff valves (PRSOV) are secured CLOSED, d) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL, e) Airplane is not operated in known or forecast icing conditions, f) No passengers are carried, and g) Fuel tank inerting system (FTIS) is considered inoperative. 	
2)	Pressure Sensor	C	2	1	One may be inoperative provided the associated side bleed system is considered inoperative.	
(Continued)						

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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-00	Bleed Air System (Cont'd)					
3)	Temperature Sensor Element - Redundancy	C	-	-	(O)Redundancy may be lost.	
4)	Temperature Sensor Element	C	4	2	(O) Except for ER operations, both temperature sensor elements on left or right side may be inoperative provided: <ul style="list-style-type: none"> a) Associated bleed system is selected OFF, b) Crossbleed valve (CBV) is verified operative, c) Flight is conducted at or below FL 310, d) Equipment bay smoke detectors are verified operative, e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and f) FLAP 4 landings are prohibited in icing conditions. 	

AIRCRAFT:
 BD-500-1A10, BD-500-1A11

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Engine Bleed Pressure Regulating Shutoff Valve (PRSOV) (Cont'd)	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Associated bleed system is selected OFF, b) Crossbleed valve (CBV) is verified operative, c) Flight is conducted at or below FL 310, d) Equipment bay smoke detectors are verified operative, e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and f) FLAP 4 landings are prohibited in icing conditions.	
		B	2	0	(M)(O) Except for ER operations, both may be inoperative provided: a) Both valves are secured CLOSED, b) L BLEED and R BLEED are selected OFF, c) Flight is conducted unpressurized at or below 10,000 ft. MSL, d) Airplane is not operated in known or forecast icing conditions, e) No passengers are carried, and f) Fuel tank inerting system (FTIS) is considered inoperative.	
(Continued)						

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Engine Bleed Pressure Regulating Shutoff Valve (PRSOV) (Cont'd)	C	2	0	(M)(O) Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Both valves are secured CLOSED, b) APU bleed system is operated during flight, c) Both air conditioning packs are operative, d) Flight is conducted at or below 23,000 ft., per Airplane Flight Manual (AFM) Chapter 2 "APU Bleed Air Limitations", e) Passenger load is limited per Airplane Flight Manual (AFM) Chapter 2 "APU Bleed Air Limitations", f) Airplane is not operated in known or forecast icing conditions, and g) Both equipment bay smoke detectors are operative. 	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-05	High Pressure Shutoff Valve (HPV)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Associated bleed system is selected OFF, b) Associated high pressure shutoff valve (HPV) is secured CLOSED, c) Associated pressure regulating shutoff valve (PRSOV) is secured CLOSED, d) Crossbleed valve (CBV) is verified operative, e) Flight is conducted at or below FL 310, f) Both equipment bay smoke detectors are operative, g) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operation with Airplane Systems Inoperative), and h) FLAP 4 landings are prohibited in icing conditions. 	
(Continued)						

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 BD-500-1A10, BD-500-1A11

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-05	High Pressure Shutoff Valve (HPV) (Cont'd)	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Associated bleed system is selected OFF, b) Crossbleed valve (CBV) is verified operative, c) Flight is conducted at or below FL 310, d) Equipment bay smoke detectors are verified operative, e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and f) FLAP 4 landings are prohibited in icing conditions.	
		B	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Both LH and RH bleed systems are selected OFF and not used, b) Both LH and RH high pressure shutoff valves (HPV) are secured CLOSED, c) Both LH and RH pressure regulating shutoff valves (HPV) are secured CLOSED, d) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL, e) Airplane is not operated in known or forecast icing conditions, f) No passengers are carried, and g) Fuel tank inerting system is considered inoperative.	

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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
17-01	High Pressure Ground Connection (HPGC) Valve	C	1	0	(O) May be inoperative closed provided: a) HPGC is not used, b) Auxiliary power unit (APU) is operative, and c) APU bleed is operative.	
21-00	Leak Detection Zone Loop - Redundancy	C	-	-	(O) Redundancy may be lost.	

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Individual Component of Potable Water System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system that operates normally may be used.	
1)	Water Pump	C	2	1		
2)	Water Heater	C	-	0		
3)	Potable Water Mixer	C	-	0	(M) May be inoperative provided associated water heater is deactivated.	
10-02	Potable Water System	B	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
30-01	Individual Component of Lavatory Waste System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE 1: Any portion of system that operates normally may be used. NOTE 2: For the waste tank ultrasonic point level sensor (100%), refer to item 38-32-03.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
30-02	Lavatory Waste System	C	-	-	(M) Except for ER operations with passengers, associated lavatory system may be inoperative provided: <ul style="list-style-type: none"> a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded "INOPERATIVE – DO NOT ENTER" or equivalent. NOTE: These provisions are not intended to prohibit inspections by crewmembers.	
		C	-	2	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded "INOPERATIVE – DO NOT ENTER" or equivalent. NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

(Continued)

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TABLE KEY

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
30-02	Lavatory Waste System (Cont'd)					
1)	Vacuum Generator	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Vacuum generator is deactivated, and b) Lavatories are not used on the ground or at flight altitudes below 16,000 ft. NOTE: The pilot in command will control lavatory access via fasten seat belts until aircraft is above 16,000 ft.	
		B	1	0	(M)(O) May be inoperative provided: a) Vacuum generator is deactivated, and b) Lavatories are not used on the ground or at flight altitudes below 16,000 ft. NOTE: The pilot in command will control lavatory access via fasten seat belts until aircraft is above 16,000 ft.	
32-03	Waste Tank Ultrasonic Point Level Sensor (100%)	C	1	0	(M) May be inoperative or showing misleading full tank, provided it is deactivated.	

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
10-00 ***	Cabin Management System (CMS) Customer Service Display	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
11-05	Crew Terminal (CT) Screen					
1)	Screen Lock/ Screensaver, Fasten Seat Belt, No PED, Wrench Icon Header Button	D	-	0	(M) May be inoperative provided alternate procedures are established and used.	
2)	Cabin Ready Header Button	D	-	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Back, MAINT, Status Footer Button	D	-	0	(M) May be inoperative provided alternate procedures are established and used.	
4)	Home Footer Button	D	-	0	May be inoperative provided cabin management system (CMS) footer button is operative.	
5)	Cabin Management System (CMS) Footer Button	D	-	0	May be inoperative provided home footer button is operative.	
6) ***	Customer Service Display (CSD) Page	D	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any part of the CSD page that is operative may be used.	
7)	Prerecorded Announcement Messages (PRAM) Page	D	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any part of the PRAM page that is operative may be used.	
(Continued)						

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
11-05	Crew Terminal (CT) Screen (Cont'd)					
8)	Temperature Page	D	-	0	May be inoperative. NOTE: Any part of the temperature page that is operative may be used.	
9)	Galley Page	D	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any part of the galley page that is operative may be used.	
10)	Doors Page	D	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any part of the doors page that is operative may be used.	
11)	Lavatory Page					
a)	Water Level Indication	D	-	0	(M) May be inoperative provided alternate procedures are established and used. NOTE: Any part of the lavatory page that is operative may be used.	
b)	Waste Status Service Indication	D	-	0	(M) May be inoperative provided alternate procedures are established and used. NOTE: Any part of the lavatory page that is operative may be used.	
(Continued)						

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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
11-05	Crew Terminal (CT) Screen (Cont'd)					
11)	Lavatory Page (Cont'd)					
c)	Purge Command	D	-	0	(M) May be inoperative provided alternate procedures are established and used. NOTE: Any part of the lavatory page that is operative may be used.	
12)	Messages Page	D	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any part of the messages page that is operative may be used.	
13) ***	eLog Page	D	-	0	(M)(O) May be inoperative provided alternate procedures are established and used. NOTE: Any part of the eLog page that is operative may be used.	
11-09	Cabin Management System (CMS) Backup Function					
1)	Cabin Handset	D	-	-	(O) May be inoperative provided alternate procedures are established and used.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
11-13	Cabin Management System (CMS) Passenger Service Unit Controller	C	-	-	May be inoperative provided: a) Associated ordinance signs are considered inoperative, b) Associated cabin speakers are considered inoperative, c) Associated lavatory speakers are considered inoperative, d) Associated reading lights are considered inoperative, and e) Associated attendant call lights are considered inoperative.	
20-01	In Seat Power System					
1)	Advanced Master Control Unit (AMCU) Relay	D	2	0	(M) One or both may be inoperative provided affected relay is isolated from the electrical power.	
21-00 ***	Cabin Management System (CMS) Printer	D	1	0	May be inoperative.	

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45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
01-01	Cockpit Health Monitoring Unit (HMU) Maintenance Panel					
1)	Aircraft Maintenance Switch	C	1	0	May be inoperative in normal (NORM) or maintenance (MAINT) positions. NOTE: If the switch fails stuck in MAINT position, status message A/C MAINTENANCE SW will be displayed on the Engine Indicating and Crew Alerting System (EICAS).	
		C	1	0	(O) May be inoperative in UPLOAD position provided: a) Channel switch is operative, and b) Channel switch is verified selected OFF. NOTE: If the switch fails stuck in UPLOAD position, status message A/C MAINTENANCE SW will be displayed on the Engine Indicating and Crew Alerting System (EICAS).	
2)	Channel Switch	C	1	0	May be inoperative.	
01-02	Configuration Manager System Application (CMSA)	C	1	0	May be inoperative provided routine maintenance procedures do not require loading integrated modular avionics software.	
04-01	Onboard Data Loader (ODL)	C	1	0	May be inoperative provided maintenance procedure does not require its use.	

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---------------------------------------	--

45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
40-00	Cockpit Printer	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of printer which operates normally may be used.	
45-00	Onboard Maintenance System (OMS)	C	1	0	May be inoperative.	

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Information Management System (IMS)	C	1	0	May be inoperative provided repairs are made prior to database update requirements. NOTE 1: Any portion of system which operates normally may be used. NOTE 2: Printer will become unavailable. NOTE 3: Onboard data loader (ODL) will become unavailable.	
10-01	Health Management Unit (HMU)	A	1	0	(M)(O) May be inoperative or removed provided repairs are made before completion of the next heavy maintenance visit.	
1) ***	WiFi Antenna	D	1	0	May be inoperative.	
2)	Battery Latch	C	1	0	(M) May be inoperative provided HMU battery power input is deactivated.	
		D	1	0	(M) May be inoperative provided: a) HMU battery power input is deactivated, and b) Procedures do not require its use.	
3)	Global System for Mobile Communications (GSM) Antenna	C	1	0	May be inoperative.	
		D	1	0	May be inoperative provided procedures do not require its use.	
4)	Channel	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used.	
(Continued)						

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---------------------------------------	--

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Health Management Unit (HMU) (Cont'd)					
4)	Channel (Cont'd)	A	2	0	(O) One or both may be inoperative provided repairs are made before completion of the next heavy maintenance visit.	
5) ***	High Load Event Indication Function (HLEIF)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
					NOTE: Flightcrews follow normal reporting procedures for hard landing or other high load events such as those generated by strong vertical/lateral wind gusts in flight.	
11-01	Aircraft Network Switch (ANS)	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any portion of ANS which operates normally may be used.	
20-00 ***	Electronic Flight Bag (EFB) System					
1)	Aircraft Information Server (AIS)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
2)	Expansion Module Unit (EMU)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
					(Continued)	

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
20-00 ***	Electronic Flight Bag (EFB) System (Cont'd)					
2)	Expansion Module Unit (EMU) (Cont'd)	D	2	0	May be inoperative provided procedures do not require its use.	
3)	Electronic Display Unit (EDU) Mounting Bracket	C	2	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	2	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
4)	Keyboard	D	2	0	(O) May be inoperative provided alternate procedures are established and used.	
5)	Keyboard Sliding Tray	D	2	0	(M)(O) May be inoperative provided: a) Associated tray/keyboard is secured by an alternate means acceptable to flightcrew or removed from the aircraft, and b) Alternate procedures are established and used.	
(Continued)						

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
20-00 ***	Electronic Flight Bag (EFB) System (Cont'd)					
6)	Laptop Docking Station (LDS)	C	2	0	(M)(O) May be inoperative provided: a) Associated laptop and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used. NOTE: Any LDS function which operates normally may be used.	
		D	2	0	(M) May be inoperative provided: a) Associated laptop and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
7)	Cellular Wireless Terminal LAN Unit (cTWLU)	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		A	1	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made before the completion of the next base maintenance check as per latest maintenance planning document (MPD).	
(Continued)						

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
20-00 ***	Electronic Flight Bag (EFB) System (Cont'd)					
8)	Crew Wireless LAN Unit (CWLU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided operations do not require its use.	
9)	WLAN Antenna	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided operations do not require its use.	
10)	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	NOTE: Any function, program, or document which operates normally may be used. May be inoperative provided operations do not require its use.	
11)	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided operations do not require its use.	
12)	Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided operations do not require its use.	
(Continued)						

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
20-00 ***	Electronic Flight Bag (EFB) System (Cont'd)					
13)	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
61-11 ***	Integrated Flight Information System (IFIS) Enhanced Function	C	-	0	Any or all functions may be inoperative provided alternate source(s) of current approved flight documentation and navigation charts is available. NOTE: Any current and operative functions may continue to be used.	
		D	-	0	Any or all functions may be inoperative provided routine operations do not require its use. NOTE: Any current and operative functions may continue to be used.	
1)	Document Reader Function	C	-	-	Any or all functions may be inoperative provided alternate source(s) of current approved flight documentation is available.	
2)	Database Applications (Chart, Enhanced Map, Graphical Weather, Enroute Chart, etc.)	C	-	-	(O) Any or all individual databases may be inoperative provided alternate procedures are established and used.	

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TABLE KEY

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47. Inert Gas System

Sequence No.	Item	1	2	3	4	Change Bar
30-00	Fuel Tank Inerting System (FTIS)	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Dual flow shutoff valve (DFSOV) is verified closed, and c) Inlet isolation valve (IIV) is verified closed.	
		C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Dual flow shutoff valve (DFSOV) is verified closed, and c) Temperature isolation valve (TIV) is verified closed.	
1)	Air Separation Module (ASM)	C	1	0	(O) May be inoperative.	
2)	Oxygen Sensor	C	1	0	(O) May be inoperative.	
3)	Ground Cooling Fan (GCF)	C	1	0	(O) May be inoperative.	
4)	Health Monitoring Test	C	1	0	(O) May be inoperative.	
5)	Over Temperature Analog Backup Circuit	C	2	1	(O) May be inoperative.	
(Continued)						

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TABLE KEY

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

47. Inert Gas System

Sequence No.	Item	1	2	3	4	Change Bar
30-00	Fuel Tank Inerting System (FTIS) (Cont'd)					
6)	47 FUEL INERTING FAULT - FUEL INERTING SHUTDOWN (Info)	C	-	-	May be displayed, provided none of the following INFO messages are displayed: <ul style="list-style-type: none"> • 47 FUEL INERTING FAULT - DUAL FLOW SOV INOP • 47 FUEL INERTING FAULT - INLET ISOL VLV INOP 	
		C	-	-	May be displayed, provided none of the following INFO messages are displayed: <ul style="list-style-type: none"> • 47 FUEL INERTING FAULT - DUAL FLOW SOV INOP • 47 FUEL INERTING FAULT - TEMP ISOL VLV INOP 	
7)	47 FUEL INERTING FAULT - TEMP ISOL VLV INOP (Info)	C	-	-	May be displayed, provided none of the following INFO messages are displayed: <ul style="list-style-type: none"> • 47 FUEL INERTING FAULT - DUAL FLOW SOV INOP • 47 FUEL INERTING FAULT - INLET ISOL VLV INOP 	
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47. Inert Gas System

Sequence No.	Item	1	2	3	4	Change Bar
30-00	Fuel Tank Inerting System (FTIS) (Cont'd)					
8)	47 FUEL INERTING FAULT - INLET ISOL VLV INOP (Info)	C	-	-	May be displayed, provided none of the following INFO messages are displayed: <ul style="list-style-type: none"> • 47 FUEL INERTING FAULT - DUAL FLOW SOV INOP • 47 FUEL INERTING FAULT - TEMP ISOL VLV INOP 	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Overhead Control Panel – Auxiliary Power Unit (APU) “FAIL” Light	C	1	0	May be inoperative.	
00-03	Auxiliary Power Unit (APU) System	C	1	0	(O) Except for ER operations, may be inoperative.	
1)	APU Line Replaceable Units - Redundancy	C	-	-	(O) Redundancy may be lost and APU used.	
2)	APU Primary Power				Deleted, Revision 3.	
3)	Exhaust Gas Temperature Sensor				Deleted, Revision 3.	
4)	Signal from Data Concentrator Module Cabinet (DMC) Channel				Deleted, Revision 3.	
5)	APU Secondary Power Relay				Deleted, Revision 3.	
14-19	Auxiliary Power Unit (APU) Inlet Door Actuator	C	1	0	(M)(O) Except for ER operations, may be inoperative in closed position provided APU is considered inoperative.	
		C	1	0	(M)(O) May be inoperative and APU used provided: a) Door is secured in open position, and b) APU is operated continuously during flight.	
		C	1	0	(M)(O) Except for ER operations, may be inoperative and APU is not used provided: a) Door is secured in open position, and b) Airspeed is limited to 250 KIAS.	

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---------------------------------------	--

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
51-03	Auxiliary Power Unit (APU) Bleed Air Valve	C	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured closed, and b) APU BLEED is selected OFF. NOTE: APU is still available as source of electrical power, if required.	
62-05	Auxiliary Power Unit (APU) Shutdown Switch					
1)	External Service Panel	C	1	0	(O) May be inoperative open provided alternate procedures are established and used.	
		C	1	0	Except for ER operations, may be inoperative closed provided APU is considered inoperative.	
2)	APU Compartment	C	1	0	(O) May be inoperative open provided alternate procedures are established and used.	
		C	1	0	Except for ER operations, may be inoperative closed provided APU is considered inoperative.	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
91-12	Auxiliary Power Unit (APU)/Generator Oil System					
1)	Filter Delta Pressure Switch (APU Generator, APU Lube)	C	2	0	(M) Except for ER operations, one or more may be inoperative and APU used provided: a) Associated filter is verified to be free of contamination once prior to first flight of relief period, and b) APU operates normally.	
		C	2	0	(M) May be inoperative and APU used provided: a) Associated filter is verified to be free of contamination prior to each flight, and b) APU operates normally.	
2)	APU OIL LO QTY (Advisory)	A	-	-	(M) Except for ER operations, may be displayed provided: a) APU is only operated for ground operations. b) APU is considered inoperative for flight, and c) APU oil level is serviced within 10 APU hours.	

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50. Cargo and Accessory Compartments

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Cargo Compartment Lining					
1)	Flat and Curved Floor Panel Assembly	C	-	-	(M)(O) Liner panels may be damaged provided: a) Damage is not through the lining panel, and b) Cargo is not carried in the associated compartment or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
2)	Bulkhead, Ceiling, Sidewall Aft Cargo Compartment Lining Panel Assembly	C	-	-	(M)(O) Liner panels may be damaged or missing provided: a) Aft cargo compartment fire extinguisher system is deactivated, b) Aft cargo compartment smoke detection system is deactivated, and c) Cargo is not carried in the aft cargo compartment or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
(Continued)						

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TABLE KEY

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50. Cargo and Accessory Compartments

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Cargo Compartment Lining (Cont'd)					
3)	Bulkhead, Ceiling, Sidewall Forward Cargo Compartment Lining Panel Assembly	C	-	-	(M)(O) Liner panels may be damaged or missing provided: <ol style="list-style-type: none"> a) Forward cargo compartment fire extinguisher system is deactivated, b) Forward cargo compartment smoke detection system is deactivated, and c) Cargo is not carried in the forward cargo compartment or is verified to contain only empty cargo handling equipment, ballast, and/or Fly Away Kits. 	
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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TABLE KEY

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50. Cargo and Accessory Compartments

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Cargo Net					
1)	Door Net (Including Associated Equipment)	D	2	0	One or both may be inoperative or missing provided associated cargo compartment remains empty. NOTE: Associated equipment includes snap latches, restraint net brackets, and floor pan fitting rings/posts.	
		D	2	0	(O) One or both may be inoperative or missing provided cargo is secured in associated cargo compartment. NOTE: Associated equipment includes snap latches, restraint net brackets, and floor pan fitting rings/posts.	
2)	Load Dividing Net (Including Associated Equipment)	A	-	-	(M) May be inoperative, damaged or missing provided: a) Acceptable cargo loading limits from an approved source (i.e. cargo loading manual, cargo handling manual, or weight and balance document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit (HMV).	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Passenger/Service Door Hold-Open Mechanism	C	4	1	(O) May be inoperative provided alternate procedures are established and used.	
11-02	Emergency Opening Assist Means (EOAM)					
1)	Dampening Function	D	4	0		
21-01	Overwing Emergency Exit Door (OWEED) Hold-Open Mechanism	C	-	0	May be inoperative.	
30-01	Cargo Compartment Door Actuator (CCDA) – Electrical Actuator					
1)	Electrical Actuator (Manually Operated) (A/C with MODSUM #500T101352)	C	2	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Alternate procedures are established and used to operate associated cargo compartment door, b) Associated cargo compartment door is verified CLOSED, LATCHED, and LOCKED prior to each flight, and c) Placard is installed near (or over) the associated cargo door handle to notify ground personnel about the door condition and the need to take special precaution when opening the door with the actuator removed. 	
					NOTE 1: Associated cargo compartment door must only be lifted through the drive port of actuator. NOTE 2: Associated cargo door must only be operated by maintenance personnel.	
(Continued)						

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Cargo Compartment Door Actuator (CCDA) – Electrical Actuator (Cont'd)					
2)	Electrical Actuator (Actuator Removed)	C	2	0	(M) May be inoperative provided: a) Affected actuator is removed, b) Alternate procedures are established and used to operate associated cargo compartment door, c) Associated cargo compartment door is verified CLOSED, LATCHED, and LOCKED prior to each flight, and d) Placard is installed near (or over) the associated cargo door handle to notify ground personnel about the door condition and the need to take special precaution when opening the door with the actuator removed. NOTE 1: Associated cargo compartment door must only be lifted with the ground support equipment (GSE) tool. NOTE 2: With the electrical actuator removed, cargo door will swing out under its own weight once unlatched. Special caution must be taken not to harm ground personnel. NOTE 3: Associated cargo door must only be operated by maintenance personnel.	

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---------------------------------------	--

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
30-02	Cargo Compartment Door Actuator (CCDA) System	C	2	0	(M) One or both may be inoperative provided affected door remains CLOSED, LATCHED, and LOCKED. NOTE: Affected door is not to be operated until system is repaired.	
51-01	Enhanced Flight Deck Security Door					
1)	Primary Locking System Flight Deck Remote Access System (FDRAS)	C	1	0	(O) May be inoperative provided: a) Primary locking system (FDRAS) is deactivated, b) Secondary locking system operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the door using the secondary locking system.	
2)	Secondary Locking System (Door Manual Latch)	C	1	0	May be inoperative provided primary locking system (FDRAS) operates normally.	
51-05	Flight Deck Remote Access System (FDRAS)					
1)	FDRAS Control Panel Command Button (UNLOCK/DENY)	C	2	0	May be inoperative provided primary locking system (FDRAS) is considered inoperative.	
(Continued)						

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
51-05	Flight Deck Remote Access System (FDRAS) (Cont'd)					
2)	FDRAS Control Panel Maintenance Lock Function (External Key)	D	-	0		
3)	FDRAS Attendant Keypad Flight Attendant Position					
a)	Call Button	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
b)	Light	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
70-01	Passenger/Service Door Proximity Sensor Indication	C	8	0	(O) May be inoperative provided: a) Associated door is verified operative before each flight, b) Associated door is CLOSED, LATCHED, and LOCKED before each flight, c) Associated door lock flag indicates LOCKED before each flight, d) Associated door external and internal handles are verified stowed before each flight, and e) Associated door external pressure vent panel is verified closed before each flight.	
70-02	Overwing Emergency Exit Door (OWEED) Proximity Sensor Indication	C	-	0	(O) May be inoperative provided: a) Associated overwing door is CLOSED and LATCHED before each flight, and b) Associated overwing door internal handle is verified stowed before each flight.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-03	Equipment Bay Door Proximity Sensor Indication	C	3	0	(M) May be inoperative provided: a) Associated equipment bay door is verified CLOSED and LATCHED before each flight, and b) EQUIP BAY DOOR caution message is not displayed.	
70-04	Cargo Compartment Door Proximity Sensor Indication	C	4	0	(O) May be inoperative provided: a) Associated cargo door is CLOSED, LATCHED, and LOCKED before each flight, b) Associated cargo door mechanical lock flag indicates LOCKED before each flight, c) Associated cargo door external handle is verified stowed before each flight, and d) Associated cargo door external pressure vent panel is verified closed before each flight.	

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71. Powerplant

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Fan Cowl Hold-Open Rod	D	8	-	(M) May be inoperative provided: a) If required, alternate maintenance procedures are established and used for maintenance purposes, and b) Rods are able to be secured in normal flight position prior to closing fan cowl doors.	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Full-Authority Digital Engine Control (FADEC) System					
1)	System Fault	A	2	-	May be dispatched with system faults provided repairs are made in accordance with times established by engine manufacturer.	
2)	Redundancy	D	-	-	Redundancy may be lost as indicated by one or both of the following INFO messages: <ul style="list-style-type: none"> • 73 INFO NOTE – L ENG CTRL SYS REDUND LOSS, or • 73 INFO NOTE – R ENG CTRL SYS REDUND LOSS. 	
21-03	Electronic Engine Control (EEC) – Aircraft 28V DC Backup Power Supply to EEC Channel	C	4	3	(M)(O) One may be inoperative.	
21-21	Engine P2/T2 Probe Heater System	C	2	1	(O) Except for ER operations, one may be inoperative provided flight is not conducted in known or forecast icing conditions.	
21-22	Engine P25/T25 Probe	C	2	0	(O) One or both may be inoperative.	
21-24	Engine T3 Temperature Probe	C	2	0	(O) One or both may be inoperative.	
31-21	Fuel Mass Flow Meter	C	2	1	(O) Except for ER operations, one may be inoperative provided: <ol style="list-style-type: none"> a) All fuel quantity probes are operative, b) All fuel tank fuel quantity indications are operative, c) Associated engine EICAS fuel flow readouts are considered degraded, and d) Fuel used displayed on fuel synoptic page is considered degraded. 	

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TABLE KEY

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
34-01	L(R) Engine Fuel Filter Protective Function Degradation (Impending Bypass)	A	2	1	(O) Except for ER operations, may be degraded provided: a) Opposite engine fuel filter delta pressure sensor (FFDPS) is verified operative, b) Opposite engine fuel filter is not degraded, and c) Repairs are made within 17.5 engine flight-hours (EFH).	
		C	2	1	(M)(O) Except for ER operations, may be degraded provided: a) Opposite engine fuel filter delta pressure sensor (FFDPS) is verified and operative, b) Opposite engine fuel filter is not degraded, and c) Affected fuel filter is replaced once before each flight-day.	
34-02	Engine Fuel Filter Impending Bypass Indication – Delta Pressure Sensor	C	2	1	(M) One may be inoperative (as annunciated by 73 L(R) ENGINE FAULT – FUEL FILTER PRESS SNSR INOP) provided associated fuel filter is replaced once each flight-day.	

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TABLE KEY

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

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Ignition System	C	4	3	(O) One may be inoperative.	

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75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
24-01	Active Clearance Control (ACC) Valve					
1)	A/C equipped with PW1519G engines	C	2	0	(M)(O) One or both may be inoperative in closed position provided: a) Associated engine must have at least 14 °C of EGT margin, and b) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).	
2)	A/C equipped with PW1521G-3, PW1521GA, PW1524G-3, or PW1524G engines	C	2	0	(M)(O) One or both may be inoperative in closed position provided: a) Associated engine must have at least 12 °C of EGT margin, and b) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).	

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76. Engine Control

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Throttle Quadrant Assembly (TQA) – Thrust Reverser Balk Function	C	2	1	(O) One may be inoperative provided operations are not dependent on its use. NOTE: Maximum reverse thrust is available by extra pilot effort (at a nominal force of 25 lbs).	
11-03	Engine Run Switch Guard	C	3	0	May be damaged or missing.	
11-04	Throttle Quadrant Assembly – Thrust Reverser Finger Lift	C	2	1	(O) May be inoperative provided: a) Affected thrust reverser is considered inoperative, b) Associated throttle lever is verified not able to move into reverse thrust range, and c) Opposite thrust reverser is operative.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
11-01	N _f (Fan) Speed Sensor				Deleted, Revision 3.	
31-01	Prognostics Health Monitoring Unit (PHMU)	C	2	1	(O) One may be inoperative provided: a) Associated engine oil filter bypass indication is operative, b) Associated oil debris monitor is considered inoperative, c) Associated engine vibration monitoring system is considered inoperative, and d) Opposite engine auxiliary oil system monitoring is operative.	
32-01	Engine Vibration Monitoring System – Forward (N ₁) Vibration Sensor	C	2	1	(M) One may be inoperative provided associated aft (N ₂) vibration sensor is operative.	
32-02	Engine Vibration Monitoring System – Aft (N ₂) Vibration Sensor	C	2	0	(M) One or both may be inoperative provided associated forward (N ₁) vibration sensor is operative.	
32-03	Engine Vibration Monitoring System	C	2	0	(M)(O) Except for ER operations, one or both may be inoperative provided: a) An approved maintenance reliability program (which includes engine vibration monitoring) is in place, and b) Aircraft is not operated in known or forecast icing conditions.	

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78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Thrust Reverser System - Redundancy	C	-	-	Redundancy may be lost as indicated by one or both of the following INFO messages: <ul style="list-style-type: none"> • 78 L ENGINE FAULT – REVERSER REDUND LOSS, or • 78 R ENGINE FAULT – REVERSER REDUND LOSS. 	
30-02	Thrust Reverser System	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative thrust reverser is stowed and locked, and b) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operation with Airplane Systems Inoperative).	
32-01	Powered Door Opening System (PDOS)	D	2	0	(M) May be inoperative (if installed) provided alternate procedures are established and used.	
36-04	Pre-Cooler Exit (PCE) Door	C	2	0	(O) One or both may be inoperative in open position provided operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative).	
		C	2	0	Except for ER operations, one or both may be inoperative in closed position provided both engine bleed systems operate normally.	
(Continued)						

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
36-04	Pre-Cooler Exit (PCE) Door (Cont'd)	C	2	0	Except for ER operations, both may be inoperative in closed position provided: a) One engine bleed is operative, and b) Aircraft is not operated in known or forecast icing conditions.	
		C	2	1	Except for ER operations, one may be operative in closed position provided opposite engine bleed is operative.	
38-00 ***	Door Opening System (DOS)	D	2	0	May be inoperative (if installed).	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Oil System					
1)	Left Engine Oil	A	1	0	(O) Except for ER operations, oil quality may be degraded provided: <ol style="list-style-type: none"> a) Both engine vibration monitoring systems are verified operative, b) Left engine oil filter delta pressure sensor (OFDPS) is verified operative, c) Left engine oil filter is verified not indicating contaminated, d) Right engine oil filter delta pressure sensor (OFDPS) is verified operative, e) Right engine oil filter is verified not indicating contaminated, f) Right engine oil debris monitor (ODM) is verified operative, g) Right engine oil quality is not degraded, and h) Repairs are made within six flight cycles (maximum 20 flight-hours in total) or 6 flight-hours, whichever is less restrictive. 	
					NOTE: If INFO messages 79 L ENGINE FAULT-OIL FILTER IMPENDING BYPASS and 79 L ENGINE FAULT-OIL DEBRIS ABOVE LIMIT are both displayed, see item 79-21-06.	
					(Continued)	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Oil System (Cont'd)					
2)	Right Engine Oil	A	1	0	(O) Except for ER operations, oil quality may be degraded provided: <ul style="list-style-type: none"> a) Both engine vibration monitoring systems are verified operative, b) Right engine oil filter delta pressure sensor (OFDPS) is verified operative, c) Right engine oil filter is verified not indicating contaminated, d) Left engine oil filter delta pressure sensor (OFDPS) is verified operative, e) Left engine oil filter is verified not indicating contaminated, f) Left engine oil debris monitor (ODM) is verified operative, g) Left engine oil quality is not degraded, and i) Repairs are made within six flight cycles (maximum 20 flight-hours in total) or 6 flight-hours, whichever is less restrictive. 	
					NOTE: If INFO messages 79 R ENGINE FAULT-OIL FILTER IMPENDING BYPASS and 79 R ENGINE FAULT-OIL DEBRIS ABOVE LIMIT are both displayed, see item 79-21-06.	
20-01	Fan Drive Gear System (FDGS) Auxiliary Oil System Monitoring – Auxiliary Oil Pressure (AOP) Sensor	C	2	1	(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Associated engine oil debris monitor (ODM) is operative and there is no debris above limit indication, and b) Opposite engine PHMU is operative. 	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Engine Oil Filter Bypass Indication – Engine Oil Filter Delta Pressure (OFDP) Sensor				Moved to item 79-33-23, Revision 2.	
1)	Left Engine Oil Filter Protective Function Degradation				Deleted, Revision 2.	
2)	Right Engine Oil Filter Protective Function Degradation				Deleted, Revision 2.	
21-06	Engine Oil Filter Element					
1)	Left Engine Oil Filter	A	1	0	(O) Except for ER operations, may be partially contaminated provided: <ul style="list-style-type: none"> a) Both engine vibration monitoring systems are verified operative, b) Left engine oil debris monitor (ODM) is verified operative, c) Left engine oil quality is not degraded, d) Right engine oil filter delta pressure sensor (OFDPS) is verified operative, e) Right engine oil filter is verified not indicating contaminated, f) Right engine ODM is verified operative, g) Right engine oil quality is not degraded, and h) Repairs are made within 30 flight-hours. 	
(Continued)						

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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Engine Oil Filter Element (Cont'd)					
1)	Left Engine Oil Filter (Cont'd)	A	1	0	(M)(O) May be partially contaminated with oil quality degraded provided: <ul style="list-style-type: none"> a) Both engine vibration monitoring systems are verified operative before each flight, b) Left engine oil debris monitor (ODM) is verified operative before each flight, c) Right engine oil filter delta pressure sensor (OFDPS) is verified operative before each flight, d) Right engine oil filter is verified not indicating contaminated before each flight, e) Right engine ODM is verified operative before each flight, f) Right engine oil quality is verified not degraded before each flight, g) Left engine magnetic chip collectors are verified within acceptable limits for fine surface contamination, h) Left oil filter contamination area is verified within acceptable limits, and i) Repairs are made within five flight cycles or 10 flight-hours, whichever is less restrictive. 	
(Continued)						

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Engine Oil Filter Element (Cont'd)					
2)	Right Engine Oil Filter	A	1	0	(O) Except for ER operations, may be partially contaminated provided: <ul style="list-style-type: none"> a) Both engine vibration monitoring systems are verified operative, b) Right engine oil debris monitor (ODM) is verified operative, c) Right engine oil quality is not degraded, d) Left engine oil filter delta pressure sensor (OFDPS) is verified operative, e) Left engine oil filter is verified not indicating contaminated, f) Left engine ODM is verified operative, g) Left engine oil quality is not degraded, and h) Repairs are made within 30 flight-hours. 	
(Continued)						

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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Engine Oil Filter Element (Cont'd)					
2)	Right Engine Oil Filter (Cont'd)	A	1	0	(M)(O) May be partially contaminated with oil quality degraded provided: <ul style="list-style-type: none"> a) Both engine vibration monitoring systems are verified operative before each flight, b) Right engine oil debris monitor (ODM) is verified operative before each flight, c) Left engine oil filter delta pressure sensor (OFDPS) is verified operative before each flight, d) Left engine oil filter is verified not indicating contaminated before each flight, e) Left engine ODM is verified operative before each flight, f) Left engine oil quality is verified not degraded before each flight, g) Right engine magnetic chip collectors are verified within acceptable limits for fine surface contamination, h) Right oil filter contamination area is verified within acceptable limits, and i) Repairs are made within five flight cycles or 10 flight-hours, whichever is less restrictive. 	

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TABLE KEY			
1.	REPAIR CATEGORY		
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3.	NO. REQUIRED FOR DISPATCH		
4.	REMARKS OR EXCEPTIONS		

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
21-15	Variable Oil Reduction Valve (VORV) – VORV Linear Variable Differential Transducer (LVDT) Channel	C	4	2	(O) One channel per engine may be inoperative.	
31-01	Oil Quantity Indication System	C	2	1	(M) One may be inoperative provided: a) Associated oil quantity is verified via sight glass before each flight, and b) There is no evidence of abnormal consumption or leakage.	
31-02	Oil Tank Sight Glass	D	2	1	(M) One may be inoperative provided: a) Associated EICAS oil level indication is operative, and b) There is no evidence of physical damage to the sight glass.	
33-23	Engine Oil Filter Bypass Indication – Engine Oil Filter Delta Pressure (OFDP) Sensor	C	2	1	(M) One may be inoperative provided associated oil filter is replaced once each flight-day.	
35-01	Oil Debris Indicating System – Oil Debris Monitor (ODM)	C	2	0	(O) Except for ER operations, one or both may be inoperative.	
		C	2	0	(O) One or both may be inoperative provided same side engine oil filter delta pressure sensor(s) is operative.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Starter Air Valve	C	2	1	(M)(O) One may be inoperative CLOSED provided: a) Alternate starting procedures are established and used, b) Associated valve is manually closed after engine start, and c) Associated engine air turbine starter (ATS), for in-flight relights, is considered inoperative.	
11-01	Starter Speed Sensor	C	2	1	(M)(O) One may be inoperative provided: a) Alternate starting procedures are established and used, b) Associated valve is manually closed after engine start, and c) Associated engine air turbine starter (ATS), for in-flight relights, is considered inoperative.	