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

# Master Minimum Equipment List (MMEL)

Revision: 2
Date: XX/XX/XXXX

## Dassault Aviation
### Falcon 6X

Flight Operations Evaluation Board (FOEB)

Approved by the Aircraft Evaluation Division
Federal Aviation Administration (FAA)
General Aviation Branch
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AIRCRAFT:
Falcon 6X

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## LOG OF REVISIONS

| REV NO. | DATE |
|---|---|
| Original | 08/22/2023 |
| 1 | 02/06/2024 |
| 2 | XX/XX/XXXX |

The following changes are the Highlights of Changes for **Revision 2**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 03/23/26.

| ATA 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 |
| 21-26-00 | Added item. |
| 21-26-10 | Modified item. |
| 21-32-00 | Added item. |
| 21-32-00-10 | Added sub item. |
| 21-32-00-20 | Added sub item. |
| 21-32-00-70 | Added sub item. |
| 21-32-20 | Added item. |
| 21-51-00 | Added item. |
| 21-51-10 | Added item. |
| 21-61-00 | Added item. |
| 21-61-00-09 | Added sub item. |
| 21-61-00-10 | Added sub item. |
| 21-61-00-20 | Added sub item. |
| 21-61-00-30 | Added sub item. |
| 21-61-00-40 | Added sub item. |
| 21-61-00-80 | Added sub item. |
| 21-61-00-81 | Added sub item. |
| 21-61-00-95 | Added sub item. |
| 21-63-00 | Added item. |

**HIGHLIGHTS OF CHANGE**

| ATA NO. | EXPLANATION OF CHANGE |
|---|---|
| ATA 21 | AIR CONDITIONING (Cont'd) |
| 21-63-01 | Added item. |
| 21-64-01 | Added item. |
| 21-64-01-10 | Added item. |
| ATA 23 | COMMUNICATIONS |
| 23-11-00 | Added item. |
| 23-11-00-10 | Added item. |
| 23-12-00 | Modified item. |
| ATA 24 | ELECTRICAL POWER |
| 24-31-21 | Added item. |
| ATA 25 | EQUIPMENT/FURNISHINGS |
| 25-20-00 | Added item. |
| ATA 26 | FIRE PROTECTION |
| 26-00-40 | Modified item. |
| 26-00-40-10 | Modified sub item. |
| 26-00-40-20 | Modified sub item. |
| ATA 27 | FLIGHT CONTROLS |
| 27-21-01 | Added item. |
| 27-40-00 | Added item. |
| 27-40-00-10 | Added sub item. |
| 27-61-10 | Added item. |
| 27-80-10 | Added item. |
| 27-91-00 | Added item. |
| 27-92-00 | Added item. |

**HIGHLIGHTS OF CHANGE**

| ATA NO. | EXPLANATION OF CHANGE |
|---|---|
| ATA 27 FLIGHT CONTROLS (Cont'd) | |
| 27-92-00-10 | Added sub item. |
| 27-93-00 | Added item. |
| 27-93-00-10 | Added sub item. |
| 27-93-00-20 | Added sub item. |
| 27-94-00 | Added item. |
| 27-94-00.-10 | Added sub item. |
| 27-94-00-20 | Added sub item. |
| 27-94-00-30 | Added sub item. |
| 27-96-00 | Added item. |
| 27-96-00-10 | Added sub item. |
| 27-97-00 | Added item. |
| 27-97-00-10) | Added sub item. |
| 27-97-10 | Added item. |
| ATA 28 FUEL | |
| 28-21-01 | Added item. |
| 28-21-01-10 | Added sub item. |
| 28-21-01-20 | Added sub item. |
| 28-21-08 | Modified item. |
| 28-30-10 | Added item. |
| 28-41-02 | Modified item. |
| 28-41-19-10 | Modified sub item. |
| 28-41-19-20 | Modified sub item. |
| 28-50-00-20 | Added sub item. |

**HIGHLIGHTS OF CHANGE**

| ATA NO. | EXPLANATION OF CHANGE |
|---|---|
| ATA 30 | ICE AND RAIN PROTECTION |
| 30-11-03 | Added item. |
| 30-12-01 | Modified item. |
| 30-12-04 | Modified item. |
| 30-12-05 | Modified item. |
| 30-12-06 | Modified item. |
| 30-30-32 | Deleted item. |
| 30-30-32-10 | Deleted item. |
| 30-41-00-30 | Modified item. |
| 30-80-00 | Modified item. |
| ATA 31 | INDICATING/RECORDING SYSTEMS |
| 31-41-00 | Modified item. |
| 31-42-09 | Added sub item. |
| ATA 32 | LANDING GEAR |
| 32-50-05 | Added item. |
| 32-50-05-10 | Added sub item. |
| 32-50-05-20 | Added sub item. |
| 32-61-00 | Added sub item. |
| 32-61-00-10 | Added sub item. |
| ATA 33 | LIGHTS |
| 33-10-00 | Modified item. |
| ATA 34 | NAVIGATION |
| 34-10-01-20 | Modified sub item. |
| 34-31-01 | Added item. |
| 34-31-01-10 | Added sub item. |

**HIGHLIGHTS OF CHANGE**

| ATA NO. | EXPLANATION OF CHANGE |
|---|---|
| ATA 34 NAVIGATION (Cont'd) | |
| 34-31-01-20 | Added sub item. |
| 34-32-00 | Added item. |
| 34-32-00-20 | Added sub item. |
| 34-32-00-30 | Added sub item. |
| 34-41-10 | Added item. |
| 34-45-00-90 | Added sub item. |
| 34-51-00-10 | Modified sub item. |
| ATA 36 PNEUMATIC | |
| 36-10-00 | Added item. |
| 36-10-01 | Added item. |
| 36-10-03 | Added item. |
| 36-10-10 | Added item. |
| 36-10-10-10 | Added sub item. |
| 36-10-35 | Added item. |
| 36-10-40 | Added item. |
| 36-21-01 | Added item. |
| 36-21-09 | Added item. |
| 36-21-20 | Added item. |
| 36-21-20-10 | Added sub item. |
| 36-21-20-20 | Added sub item. |
| 36-22-01 | Added item. |
| 36-22-01-10 | Added item. |
| 36-22-01-20 | Added sub item. |
| 36-22-01-21 | Added sub item. |

**HIGHLIGHTS OF CHANGE**

| ATA NO. | EXPLANATION OF CHANGE |
|---|---|
| ATA 36 | PNEUMATIC (Cont'd) |
| 36-22-01-30 | Added sub item. |
| 36-22-01-35 | Added sub item. |
| 36-22-01-40 | Added sub item. |
| 36-22-10 | Added item. |
| ATA 38 | WATER/WASTE |
| 38-10-00 | Modified item. |
| 38-10-10 | Modified item. |
| 38-13-00 | Modified item. |
| 38-31-01 | Modified item. |
| 38-32-00 | Added item. |
| 38-32-01 | Modified item. |
| 38-35-00-15 | Modified item. |
| 38-36-00-15 | Modified item. |
| 38-90-15 | Added item. |
| ATA 45 | CENTRAL MAINTENANCE SYSTEM |
| 45-45-00-30 | Modified sub item. |
| 45-45-00-40 | Modified sub item. |
| ATA 46 | INFORMATION SYSTEMS |
| 46-20-00 | Added item. |
| 46-20-00-20 | Added item. |
| 46-20-00-30 | Added item. |
| ATA 47 | INERT GAS SYSTEM |
| 47-30-00 | Modified item. |

**HIGHLIGHTS OF CHANGE**

| ATA NO. | EXPLANATION OF CHANGE |
|---|---|
| ATA 73 | ENGINE FUEL AND CONTROL |
| 73-20-00 | Added item. |
| 73-20-00-10 | Added sub item. |
| 73-20-00-20 | Added sub item. |
| 73-20-01 | Added item. |
| 73-20-01-10 | Added sub item. |
| 73-20-01-20 | Added sub item. |
| ATA 78 | ENGINE EXHAUST |
| 78-30-00 | Modified item. |

## DEFINITIONS

Refer to the current FAA MMEL Policy Letter (PL)-25, MMEL and MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website at https://drs.faa.gov.

## 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 Dynamic Regulatory System (DRS) website at https://drs.faa.gov.

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List Dassault Aviation Falcon 6X (M) and (O) Procedures, published by the aircraft manufacturer.

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 21-22-05 | Lounge Valve | D | 2 | 0 | One or more may be inoperative.<br><br>NOTE: Cabin temperature may be slightly different from the requested setting. | |
| 21-22-09 | Cabin Cold Air Valve (CaCAV) | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) CaCAV is secured in open position,<br>b) Cabin Trim Air Valve (CaTAV) is operative,<br>c) Cockpit Trim Air Valve (CoTAV) is operative, and<br>d) SAT limitation is applied for the entire flight.<br><br>NOTE 1: Thermal comfort in cockpit and cabin can be slightly degraded.<br><br>NOTE 2: Pressure in cockpit and cabin gasper line is lower than in nominal configuration. | |
| 21-22-13 | Gasper Differential Pressure Sensor (CGPS) | C | 1 | 0 | May be inoperative.<br><br>NOTE 1: Thermal comfort in cockpit and cabin can be slightly degraded.<br><br>NOTE 2: Pressure in cockpit and cabin gasper outlets is lower than in nominal configuration. | |
| 21-23-01 | Cockpit Cabin Intercommunication Valve (CCIV) | C | 1 | 0 | (M) May be inoperative provided it is secured in open position. | |

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## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-23-05 | Cockpit Cold Air Valve (CoCAV) | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) CoCAV is secured in open position,<br>b) Cabin Trim Air Valve (CaTAV) is operative,<br>c) Cockpit Trim Air Valve (CoTAV) is operative, and<br>d) SAT limitation is applied for the entire flight.<br><br>NOTE 1: Thermal comfort in cockpit and cabin can be slightly degraded.<br><br>NOTE 2: Pressure in gasper line is lower than nominal configuration. | |
| 21-23-25 | Cockpit Cold Airflow Sensor (CoCFS) | C | 1 | 0 | May be inoperative.<br><br>NOTE 1: Thermal comfort in cockpit and cabin can be slightly degraded.<br><br>NOTE 2: Pressure in cockpit and cabin gasper outlets is lower than in nominal configuration. | |
| 21-23-29 | Cockpit Differential Pressure Sensor (CoDPS) | C | 1 | 0 | May be inoperative.<br><br>NOTE 1: Thermal comfort in cockpit and cabin can be slightly degraded.<br><br>NOTE 2: Pressure in cockpit and cabin gasper outlets is lower than in nominal configuration. | |
| 21-24-00 | Underfloor Evacuation Valve (EXV) | C | 1 | 0 | May be inoperative in open position provided flight altitude is limited to 10,000 ft or below. | |

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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-24-05 | Underfloor Temperature Sensor | | | | | |
| 21-24-05-10 | Channel | C | 2 | 1 | One may be inoperative. | |
| 21-26-00 | Emergency Shut-Off Valve (ESOV) | C | 1 | 0 | (O) May be inoperative in open position provided HEATING test is performed before each departure.<br><br>NOTE: Thermal comfort in the galley can be slightly degraded. | \| |
| | | C | 1 | 0 | (M)(O) May be inoperative in closed position provided:<br>a) It is secured in open position, and<br>b) HEATING test is performed before each departure.<br><br>NOTE: Thermal comfort in the galley can be slightly degraded. | \| |
| 21-26-10 | Entryway Fan | C | 1 | 0 | (O) May be inoperative provided:<br>a) HEATING preflight test is performed, and<br>b) ISOL: COND FAN HEATER pushbutton is set to OFF position.<br><br>NOTE: Galley temperature can be slightly degraded. | \| |
| 21-31-01 | Nose Cone Ventilation Fan | C | 1 | 0 | (O) May be inoperative provided no nose cone zone and equipment overheat CAS message is displayed before takeoff.<br><br>NOTE: With an OAT above 10 °C, time between power-up and takeoff should be as short as possible. | |

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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 |
|---|---|---|---|---|---|---|
| 21-32-00 | Cabin Pressure Control System (CPCS) | | | | | \| |
| 21-32-00-10 | Automatic Mode | C | 1 | 0 | (O) May be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) CPCS Manual Mode is verified operative, and<br>c) DUMP Mode is verified operative. | \| |
| 21-32-00-20 | Automatic Back-Up Mode | C | 1 | 0 | (O) May be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) CPCS Manual Mode is verified operative, and<br>c) DUMP Mode is verified operative. | \| |
| 21-32-00-70 | High Differential Pressure | B | 1 | 0 | May be inoperative provided:<br>a) Flight level is limited to FL 300 or below, and<br>b) DUMP Mode is verified operative. | \| |
| 21-32-20 | Pressurization Ground Valve (GV) | C | 1 | 0 | (O) May be inoperative in closed position provided:<br>a) Flight level is limited to FL 300 or below,<br>b) Pressurization Outflow Valve (OFV) is verified operative, and<br>c) Consider flight planning with diversion routes lower than 15,000 ft ASL. | \| |
| | | C | 1 | 0 | (M)(O) May be inoperative in open position provided:<br>a) Flight level is limited to FL 300 or below,<br>b) Valve is secured in closed position,<br>c) Pressurization Outflow Valve (OFV) is verified operative, and<br>d) Consider flight planning with diversion routes lower than 15,000 ft ASL. | \| |

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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 |
|---|---|---|---|---|---|---|
| 21-51-00 | Pack Inlet Flow Sensor (PIFS) | A | 2 | 1 | (M)(O) RH PIFS may be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) Flight is not conducted into known or forecast icing conditions,<br>c) A/I: WINGS 1 and A/I: WINGS 2 pushbuttons are set to OFF position for the entire flight,<br>d) ENG2 BLEED pushbutton is set to OFF position for the entire flight,<br>e) CREW ECS pushbutton is set to OFF position for the entire flight,<br>f) APU BLEED pushbutton is set to OFF position,<br>g) X BLEED pushbutton is set to Dark – Auto,<br>h) Aircraft speed remains at or above 250 kts during holding operations,<br>i) Opposite bleed air system and air conditioning system are operative,<br>j) Ram air scoop and B/U pack are verified operative,<br>k) Entryway Heater is verified operative,<br>l) Fuel Tank Inerting System (FTIS) is considered inoperative (refer to item 47-00-00),<br>m) FTIS C/B is pulled and collared,<br>n) All cockpit and cabin internal door(s) and curtain(s) remain open and are placarded “DOOR TO REMAIN OPEN AT ALL TIMES” or “CURTAIN TO REMAIN OPEN AT ALL TIMES”,<br><br>(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 |
|---|---|---|---|---|---|---|
| 21-51-00 | Pack Inlet Flow Sensor (PIFS) (Cont'd) | | | | o) Disregard BLEED 2: CTRL FAIL CAS message, if displayed, and<br>p) Repairs are made within 3 consecutive calendar-days.<br><br>NOTE: Engines shall be started on ground using ASU (Air Starter Unit). | \| |
| 21-51-10 | Pack Flow Control Valve (FCV) | A | 2 | 1 | (M)(O) RH FCV may be inoperative in open position provided:<br>a) Flight level is limited to FL 300 or below,<br>b) Flight is not conducted into known or forecast icing conditions,<br>c) Engine BLEED 2 pushbutton is set to OFF position for the entire flight,<br>d) CREW ECS is set to OFF position for the entire flight,<br>e) A/I: WINGS1 and A/I: WINGS2 pushbuttons are set to Off position for the entire flight,<br>f) APU BLEED pushbutton is set to OFF position,<br>g) X BLEED pushbutton is set to Dark - Auto,<br>h) Aircraft speed remains at or above 250 kts during holding operations,<br>i) Opposite bleed air system and air conditioning system are operative,<br>j) Ram air scoop and B/U pack are verified operative,<br>k) Entryway Heater is verified operative,<br>l) Fuel Tank Inerting System (FTIS) is considered inoperative (refer to item 47-00-00),<br><br>(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 |
|---|---|---|---|---|---|---|
| 21-51-10 | Pack Flow Control Valve (FCV) (Cont'd) | | | | m) FTIS C/B is pulled and collared,<br>n) All cockpit and cabin internal door(s) and curtain(s) remain open and are placarded "DOOR TO REMAIN OPEN AT ALL TIMES" or "CURTAIN TO REMAIN OPEN AT ALL TIMES",<br>o) Disregard CAS message BLEED 2: CTRL FAIL, if displayed, and<br>p) Repairs are made within 3 consecutive calendar-days.<br><br>NOTE: Engines shall be started on ground using ASU (Air Starter Unit). | \| |
| 21-51-11 | Cold Recirculation Shut Off Valve (RSOV) | C | 1 | 0 | (M) May be inoperative provided it is secured in closed position.<br><br>NOTE: Cabin and cockpit cooling performance on ground and below FL 150 is degraded. | |
| 21-52-08 | ECS Pack Temperature Control Valve (TCV) | | | | | |
| 21-52-08-10 | Redundancy Function | C | 1 | 0 | May be inoperative. | |
| 21-52-10 | ECS Pack Discharge Sensor | | | | | |
| 21-52-10-20 | Pressure Sensor (PDPS) | C | 1 | 0 | (O) May be inoperative provided ground operations are limited to 30 minutes. | |
| 21-52-10-30 | PDPS Redundancy Function | C | 1 | 0 | May be inoperative. | |
| 21-52-20 | Pack Compressor Outlet Temperature Sensor (CDTS) | C | 1 | 0 | May be inoperative. | |
| 21-52-20-10 | Redundancy Function | D | 1 | 0 | May be inoperative. | |

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## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-52-30 | ECS Pack Altitude Valve (ATV) | C | 1 | 0 | May be inoperative in closed position provided flight level is limited to FL 370 or below. | |
| 21-52-30-10 | Redundancy Function | C | 1 | 0 | May be inoperative. | |
| 21-53-00 | Emergency Ram Air Valve (ERAV) | B | 1 | 0 | (O) May be inoperative provided:<br>a) Entryway Heater Isolation Function is verified operative,<br>b) Air Conditioning System is verified operative,<br>c) Bleed Air System is verified operative, and<br>d) Flight planning with diversion airport at less than 30 minutes is applied. | |
| 21-53-05 | Emergency Ram Air Scoop | | | | | |
| 21-53-05-10 | Actuator | B | 1 | 0 | (O) May be inoperative provided:<br>a) Entryway Heater and Heater Isolation Function are verified operative,<br>b) Air Conditioning System is verified operative,<br>c) Bleed Air System is verified operative, and<br>d) Flight planning with diversion airport at less than 30 minutes is applied. | |
| 21-53-05-20 | Switch | C | 1 | 0 | May be inoperative.<br><br>NOTE: CAS message COND: RAM SCOOP OPEN will not be triggered when RAM AIR SCOOP FRESH AIR pushbutton is set to ON position. | |
| | | C | 1 | 0 | May be inoperative provided COND: RAM SCOOP NOT CLOSED CAS message is disregarded when RAM AIR SCOOP FRESH AIR pushbutton is set to OFF position. | |

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4. REMARKS OR EXCEPTIONS

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-61-00 | Integrated Air System Controller (IASC) | | | | | \| |
| 21-61-00-09 | Maintenance Mode | C | 2 | 1 | One may be inoperative provided both Engine Bleed Air Systems (BAS) are operative. | \| |
| 21-61-00-10 | Channel A | A | 2 | 1 | (M)(O) IASC 2 Channel A may be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) Engine BLEED 2 pushbutton is set to OFF position for the entire flight,<br>c) CREW ECS pushbutton is set to OFF position for the entire flight,<br>d) APU BLEED pushbutton is set to OFF position,<br>e) A/I: WINGS1 and A/I: WINGS2 pushbuttons are set to OFF position for the entire flight,<br>f) XBLEED pushbutton is set to Dark - Auto position,<br>g) Aircraft speed remains at or above 250 kts during holding operations,<br>h) Opposite bleed air system and air conditioning system are operative,<br>i) Ram air scoop and B/U pack are verified operative,<br>j) Entryway Heater is verified operative,<br>k) Fuel Tank Inerting System (FTIS) is considered inoperative (refer to item 47-00-00),<br>l) FTIS C/B is pulled and collared,<br><br>(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 |
|---|---|---|---|---|---|---|
| 21-61-00-10 | Channel A (Cont'd) | | | | m) All cockpit and cabin internal door(s) and curtain(s) remain open and are placarded "DOOR TO REMAIN OPEN AT ALL TIMES" or "CURTAIN TO REMAIN OPEN AT ALL TIMES",<br>n) Disregard BLEED 2: CTRL FAIL CAS message, if displayed,<br>o) Flight is not conducted into known or forecast icing conditions, and<br>p) Repairs are made within 3 consecutive calendar-days.<br><br>NOTE: Engines shall be started on ground using ASU (Air Starter Unit). | \| |
| 21-61-00-20 | Channel B | B | 2 | 1 | (M)(O) One may be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) Flight is not conducted into known or forecast icing conditions,<br>c) Associated IASC Channel A is verified operative,<br>d) Associated C/B is pulled and collared, and<br>e) A/I: WINGS 1 and A/I: WINGS 2 pushbuttons are set to OFF position for the entire flight. | \| |
| 21-61-00-30 | Protection Function 1B | B | 1 | 0 | (O) May be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) CPCS Manual Mode is verified operative,<br>c) Ground Valve is verified operative, and<br>d) DUMP Mode is verified operative. | \| |

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**TABLE KEY**
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-61-00-40 | Protection Function 2B | B | 1 | 0 | (O) May be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) CPCS Manual Mode is verified operative,<br>c) Ground Valve is verified operative, and<br>d) DUMP Mode is verified operative. | \| |
| 21-61-00-80 | OCP ECS Command Disagree | C | 2 | 1 | (O) May be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) Associated ECS pushbutton is set to OFF position,<br>c) Opposite Trim Air Valve is verified operative,<br>d) Ram air scoop and B/U pack are verified operative, and<br>e) All cockpit and cabin internal door(s) and curtain(s) remain open and are placarded “DOOR TO REMAIN OPEN AT ALL TIMES or CURTAIN TO REMAIN OPEN AT ALL TIMES”. | \| |
| 21-61-00-81 | OCP ECS B/U Command Disagree | C | 1 | 0 | (O) May be inoperative provided flight level is limited to FL 300 or below. | \| |
| 21-61-00-95 | WoW signal disagree | A | 1 | 0 | (O) May be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) WAI is not used on ground, and<br>c) Repairs are made within 10 consecutive calendar-days.<br><br>NOTE: APU Bleed on ground is not available except for engine start. | \| |

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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 |
|---|---|---|---|---|---|---|
| 21-62-30 | Entryway Heater | C | 1 | 0 | May be inoperative provided Entryway Fan is considered inoperative (refer to item 21-26-10). | |
| 21-62-30-10 | Isolation Function | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Associated C/B is pulled and collared, and<br>b) Entryway Fan is verified operative.<br><br>NOTE: Galley temperature can be slightly degraded. | |
| 21-62-30-20 | Temperature Sensor | C | 4 | 3 | One may be inoperative. | |
| 21-63-00 | Hot Air Temperature Sensor (DTS) | C | 2 | 1 | (O) One may be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) Associated ECS pushbutton is set to OFF position,<br>c) Opposite Trim Air Valve is verified operative,<br>d) Ram air scoop and B/U pack are verified operative, and<br>e) All cockpit and cabin internal door(s) and curtain(s) remain open and are placarded “DOOR TO REMAIN OPEN AT ALL TIMES or CURTAIN TO REMAIN OPEN AT ALL TIMES”. | \| |

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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 |
|---|---|---|---|---|---|---|
| 21-63-01 | Cockpit Trim Air Valve (CoTAV) | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) CREW ECS pushbutton is set to OFF position,<br>c) Cockpit Trim Air Valve is secured in closed position,<br>d) Cabin Trim Air Valve (CaTAV) is verified operative,<br>e) Ram air scoop and B/U pack are verified operative, and<br>f) All cockpit and cabin internal door(s) and curtain(s) remain open and are placarded "DOOR TO REMAIN OPEN AT ALL TIMES or CURTAIN TO REMAIN OPEN AT ALL TIMES". | \| |
| 21-63-09 | Cockpit Ventilated Temperature Sensor (VENTS) | C | 1 | 0 | (O) May be inoperative provided:<br>a) CREW TEMP MAN pushbutton is set to ON position, and<br>b) CCIV is verified operative. | |
| 21-64-01 | Cabin Trim Air Valve (CaTAV) | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) PAX ECS pushbutton is set to OFF position,<br>c) Cabin Trim Air Valve is secured in closed position,<br>d) Cockpit Trim Air Valve (CoTAV) is verified operative,<br>e) Ram air scoop and B/U pack are verified operative, and<br>f) All cockpit and cabin internal door(s) and curtain(s) remain open and are placarded "DOOR TO REMAIN OPEN AT ALL TIMES or CURTAIN TO REMAIN OPEN AT ALL TIMES". | \| |
| 21-64-01-10 | Redundancy Function | 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

## 21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 21-64-09 | Fwd/Aft Lounge Ventilated Temperature Sensor (VENTS) | C | 2 | 0 | (O) Both may be inoperative provided:<br>a) PAX TEMP MAN pushbutton is set to ON position, and<br>b) CCIV is verified operative.<br><br>NOTE: Cabin temperature indications on the ECS synoptic are lost. | |
| | | C | 2 | 1 | One may be inoperative provided PAX TEMP MAN is set to ON.<br><br>NOTE 1: Associated cabin temperature indication on the ECS synoptic is lost.<br><br>NOTE 2: Cabin temperature may be slightly different from the requested setting. | |
| 21-65-03 | Fwd Servicing Compartment Ventilation Fan | D | 1 | 0 | May be inoperative.<br><br>NOTE: For better aircraft and equipment cooling during warm exterior conditions, time during which baggage compartment and passenger doors are open is minimized when aircraft is powered-up. | |
| 21-72-01 *** | Humidifier (for A/C with M-OPT0007) | D | 1 | 0 | (M)(O) May be inoperative provided:<br>a) HUMID is set to OFF position (on ECS synoptic),<br>b) Humidifier air valve is verified in closed position,<br>c) Humidifier water shut off valve is verified in closed position,<br>d) Humidifier is manually purged, and<br>e) Humidifier C/B is pulled and collared. | |

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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 |
|---|---|---|---|---|---|---|
| 21-72-01-10 | Redundancy Function | D | 1 | 0 | May be inoperative. | |
| 21-72-01-20 | Maintenance Mode | D | 1 | 0 | (M) May be inoperative provided:<br>a) HUMID is set to OFF position (on ECS synoptic), and<br>b) Humidifier C/B is pulled and collared. | |

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**TABLE KEY**

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

## 22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 22-10-00 | Automatic Flight Control System (AFCS) | | | | | |
| 22-10-00-05 | APP Pushbutton (on Guidance Panel) | C | 1 | 0 | (O) One may be inoperative provided approaches do not require its use. | |
| 22-10-00-10 | Autopilot Function (AP) | B | 1 | 0 | (O) May be inoperative provided:<br>a) Approach and landing minima do not require its use,<br>b) Enroute operations do not require its use, and<br>c) Number of flight legs and flight leg durations are acceptable to the flightcrew.<br><br>NOTE 1: This item includes AP Pushbutton.<br><br>NOTE 2: Emergency descent mode function is lost. | |
| 22-10-00-21 | Flight Director Channels (FD #1 or FD #2) | C | 2 | 1 | One may be inoperative. | |
| 22-10-00-23 | Flight Director (FD) Upper Mode | C | - | - | (O) One or more may be inoperative provided:<br>a) Approach and landing minima do not require use of the inoperative FD upper mode(s), and<br>b) Enroute operations do not require use of the inoperative FD upper mode(s).<br><br>NOTE 1: Any upper mode which is operative may be used.<br><br>NOTE 2: This item includes associated controls/readouts on guidance panel. | |

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**TABLE KEY**

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

## 22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 22-10-00-60 | Autothrottle (AT) Function | C | 1 | 0 | May be inoperative.<br><br>NOTE: This item includes AT Pushbutton. | |
| 22-10-00-61 | AT Quick Disconnect Switch (on TCU) | C | 2 | 0 | One or more may be inoperative. | |
| 22-10-00-65 | Thrust Director (TD) | C | 1 | 0 | May be inoperative provided Autothrottle (AT) Function is considered inoperative (refer to item 22-10-00-60). | |
| 22-10-00-90 | Touch Control Steering (TCS) Pushbutton | C | 2 | 0 | One or more may be inoperative. | |
| 22-10-01 | Flight Guidance Panel | | | | | |
| 22-10-01-10 | Channel | C | 2 | 1 | One may be inoperative. | |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 23-11-00 | VHF Communication System | D | 3 | 2 | (O) Any in excess of those required by 14 CFR may be inoperative provided VHF #1 and VHF #2 are operative and tunable. | \| |
| 23-11-00-10 | Tuning Mean | C | 8 | 2 | Any in excess of two may be inoperative provided there remains one means to tune each VHF at each pilot's station. | \| |
| 23-12-00 | HF (High Frequency) Communication System | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | \| |
| | | C | - | 1 | (O) ETOPS: May be inoperative while conducting operations that require two LRCS provided:<br>a) SATVOICE system operates normally,<br>b) SATVOICE services are available as a LRCS over the intended route of flight and to all required alternates,<br>c) Enroute procedures do not require its use, and<br>d) Alternate procedures are established and used.<br><br>NOTE: Two Voice LRCS must be operative for ETOPS operations. | \| |

(Continued)

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 23-12-00 | HF (High Frequency) Communication System (Cont'd) | | | | | |
| | | C | - | 1 | (O) Non ETOPS: May be inoperative while conducting operations that require two LRCS provided:<br>a) SATVOICE or CPDLC system operates normally,<br>b) SATVOICE or CPDLC services are available as a LRCS over the intended route of flight and to all required alternates,<br>c) Enroute procedures do not require its use, and<br>d) Alternate procedures are established and used. | \| |
| | | C | - | 0 | (O) ETOPS: May be inoperative while conducting operations that require two LRCS provided:<br>a) SATVOICE systems operate normally,<br>b) SATVOICE uses two independent FAA-accepted service providers,<br>c) SATVOICE sole voice services are available as a LRCS over the intended route of flight and to all required alternates,<br>d) Enroute procedures do not require its use, and<br>e) Alternate procedures are established and used.<br><br>NOTE: Two Voice LRCS must be operative for ETOPS operations. | \| |

(Continued)

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 23-12-00 | HF (High Frequency) Communication System (Cont'd) | | | | | |
| | | C | - | 0 | (O) Non ETOPS: May be inoperative while conducting operations that require two LRCS provided:<br>a) SATVOICE and/or SATCOM CPDLC systems operate normally,<br>b) SATVOICE or CPDLC services are available as a LRCS over the intended route of flight and to all required alternates,<br>c) Enroute procedures do not require its use,<br>d) Alternate procedures are established and used, and<br>e) SATVOICE/SATCOM CPDLC uses two independent FAA-accepted service providers. | \| |
| 23-15-00 | Cockpit SATCOM | 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. | |
| 23-15-10 | Data Connectivity | D | 1 | 0 | May be inoperative provided:<br>a) Multipurpose Maintenance System (MMS) – Broadcast is considered inoperative (refer to item 45-45-00-20), and<br>b) Innovative Cabin System (ICS) - Media Server Unit (MSU) is considered inoperative (refer to item 44-11-00-10).<br>NOTE 1: Wi-Fi access point, cabin calls and data functions are not available.<br>NOTE 2: Some ICS wireless remote commands are not available. | |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 23-20-00 | Datalink | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE 1: This item includes the following functions: AFIS/SAT AFIS, ATN B1, FANS 1/A, and Uplink Weather.<br><br>NOTE 2: In case of VHF #3 failure, ATN B1 is not available. | |
| | | D | - | 0 | May be inoperative provided procedures do not require its use.<br><br>NOTE 1: This item includes the following functions: AFIS/SAT AFIS, ATN B1, FANS 1/A, and Uplink Weather.<br><br>NOTE 2: In case of VHF #3 failure, ATN B1 is not available. | |
| 23-20-10 | Selective Call System (SELCAL) | 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. | |
| 23-20-10-01 | Channel | C | 5 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | D | 5 | 0 | May be inoperative provided procedures do not require its use. | |

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 Change Bar |
|---|---|---|---|---|---|
| 23-50-02 | Third Audio Panel (Operator other than a holder of an Air Carrier or Commercial Operator Certificate) | D | 1 | 0 | May be inoperative.<br><br>NOTE: Air carriers use relief of item 25-11-10, Third Crewmember Seat. |
| 23-50-75 | Flight Deck Speaker | C | 3 | 0 | May be inoperative provided:<br>a) A headset is operative for each required crewmember on flightcrew compartment duty, and<br>b) A spare operative headset is readily available in the flightcrew compartment for use by any of the required crewmember on flightcrew compartment duty. |
| 23-50-81 | Flight Deck Headset Earphone/Headphone and Boom Microphone (Holder of an Air Carrier or Commercial Operator Certificate) | | | | |
| 23-50-81-10 | Headset Boom Microphone | A | - | 0 | May be inoperative provided:<br>a) Associated hand microphone is installed and operates normally, and<br>b) Repairs are made within 3 flight-days. |
| | | D | - | - | Any in excess of those required 14 CFR may be inoperative. |
| 23-50-81-20 | Headset Earphone/Headphone | C | - | 1 | May be inoperative provided associated flight deck speaker operates normally. |
| | | D | - | - | Any in excess of those required by 14 CFR may be inoperative. |
| 23-50-81-30 | Active Noise Canceling/Reduction Function | D | - | 0 | May be inoperative provided normal audio function of headset is operative. |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 23-50-82 | Flight Deck Hand Microphone (Holder of an Air Carrier or Commercial Operator Certificate) | C | - | 0 | May be inoperative provided associated boom microphone operates normally. | |
| | | D | - | 0 | Any in excess of those required by 14 CFR may be inoperative. | |
| 23-50-83 | Flight Deck Headset / Headphone (Operator other than a holder of an Air Carrier or Commercial Operator Certificate) | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 23-50-83-10 | Headset Boom Microphone | A | - | 0 | May be inoperative provided:<br>a) Associated hand microphone is installed and operates normally, and<br>b) Repairs are made in accordance with applicable 14 CFR. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 23-50-83-20 | Headset Earphone/ Headphone | C | - | 1 | May be inoperative provided associated flight deck speaker operates normally. | |
| 23-50-83-30 | Active Noise Canceling/Reduction Function | D | - | 0 | May be inoperative provided normal audio function of headset is operative. | |

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 Change Bar |
|---|---|---|---|---|---|
| 23-50-84 | Flight Deck Hand Microphone (Operator other than a holder of an Air Carrier or Commercial Operator Certificate) | D | - | - | Any in excess of those required by 14 CFR may be inoperative. |
| | | C | - | 0 | May be inoperative provided associated boom microphone operates normally. |
| 23-50-95 | Public Address (PA) System | | | | |
| | (Passenger Configuration) | B | 1 | 0 | (O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used.<br><br>NOTE: Any station function(s) that operate normally may be used. |
| | (Passenger Configuration) | C | 1 | 0 | (O) May be inoperative provided:<br>a) PA not required by 14 CFR, and<br>b) Alternate, normal, and emergency procedures, and/or operating restrictions are established and used.<br><br>NOTE: Any station function(s) that operate normally may be used. |
| | (Cargo Configuration) | C | 1 | 0 | (O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used. |
| | (Cargo Configuration) | D | 1 | 0 | May be inoperative provided procedures do not require its use. |

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**TABLE KEY**

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 23-50-95-10 *** | Lavatory Speakers | C | 2 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | (Cargo Configuration) | D | 2 | 0 | May be inoperative provided procedures do not require its use. | |
| 23-52-20 | Crewmember Interphone System | C | 2 | 1 | One may be inoperative. | |
| 23-52-20-05 | Flight Deck to Cabin, Cabin to Flight Deck Functions | | | | | |
| | (Passenger Configuration) | B | - | - | (O) May be inoperative provided:<br>a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets,<br>b) On wide-body airplanes, flight deck to cabin and cabin to flight deck interphone function operates normally at one door for each pair of exit doors, and<br>c) Alternate communications procedures between the affected flight attendants' station(s) are established and used.<br><br>NOTE: Any station function(s) that operate normally may be used.<br><br>(Continued) | |

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

## 23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 23-52-20-05 | Flight Deck to Cabin, Cabin to Flight Deck Functions (Cont'd) | | | | | |
| | (Passenger Configuration) | C | 1 | 0 | (O) May be inoperative provided:<br>a) Crewmember Interphone System not required by 14 CFR, and<br>b) Alternate, normal, and emergency procedures, and/or operating restrictions are established and used.<br><br>NOTE: Any station function(s) that operate normally may be used. | |
| | (Cargo Configuration) | C | 1 | 0 | (O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used. | |
| | (Cargo Configuration) | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| 23-52-20-10 | Flight Deck to Ground Function | 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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**TABLE KEY**

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

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-21-00 | AC Distribution System (115/230 VAC) | | | | | |
| 24-21-00-01 | Cabin Converter | D | 1 | 0 | May be inoperative provided CABIN AC pushbutton remains in OFF position on the OCP during the entire flight.<br><br>NOTE 1: Power supply to all cabin/galley AC outlets is lost.<br><br>NOTE 2: Power supply to “Cleaning Mode” is lost. | |
| 24-21-00-02 | Cabin Outlet | D | - | 0 | One or more may be inoperative. | |
| 24-21-00-03 | Cleaning Mode | D | 1 | 0 | May be inoperative. | |
| 24-22-11 | APU Starting System | | | | | |
| 24-22-11-10 | Starting System | C | 1 | 0 | May be inoperative provided the APU is considered inoperative (refer to item 49-10-01). | |
| 24-22-11-20 | Electrical Generation | C | 1 | 0 | May be inoperative provided:<br>a) GEN APU is in OFF position for the entire flight, and<br>b) Disregard CAS message ELEC: GEN APU FAULT, if displayed. | |
| 24-22-11-30 | Boost Temperature Sensor | D | 1 | 0 | May be inoperative.<br><br>NOTE: Refer to CODDE2 for the number of APU start attempts on batteries. | |

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

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-22-11-40 | SBU AC contactor | C | 1 | 0 | (M) May be inoperative provided:<br>a) On ground, the APU is started, if required, on batteries only,<br>b) SBU AC POWER C/B is pulled and collared, and<br>c) Aircraft speed remains at or above 250 kts during holding operation.<br><br>NOTE: APU cannot be started in flight or as long as at least one engine is running. | |
| 24-22-11-50 | Boost Converter | D | 1 | 0 | May be inoperative provided the APU is started, if required, using a GPU only (on ground).<br><br>NOTE: APU can be started in flight. | |
| 24-22-15 | APU Starter-Generator Temperature Sensor | D | 2 | 1 | One may be inoperative. | |
| | | C | 2 | 0 | Both may be inoperative provided AFM abnormal procedure ELEC: APU STARTER HI TEMP is applied before each APU start attempt. | |
| 24-31-01 | Generator Control Unit (GCU) | C | 2 | 0 | One or more may be degraded. | |
| | | C | 2 | 0 | (O) One or more may be degraded provided a manual load shed is performed, in case of in-flight engine(s) restart attempt. | |
| 24-31-21 | Transformer Rectifier Unit (TRU) | C | 3 | 2 | (O) TRU1 or TRU2 may be inoperative provided:<br>a) TRU Dispatch switch is set in the appropriate position,<br>b) Associated TRUx command remains in OFF position during the entire flight, and<br>c) ESS TIE command remains in Untied (Auto) position during the entire flight. | \| |

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

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-31-21-20 | Temperature Sensor | C | 6 | 4 | Both temperature sensors on the same TRU may be inoperative provided the two remaining TRU are operative. | |
| 24-32-10 | DC Battery | | | | | |
| 24-32-10-20 | Battery Heater | C | 2 | 0 | (M) One or more may be inoperative provided:<br>a) Associated C/B is pulled and collared,<br>b) Associated battery charging current value is verified less than 30 A (on ELEC synoptic), and<br>c) On ground, disregard associated CAS message BAT NOT READY, if displayed. | |
| 24-32-10-30 | Battery Temperature Sensor | C | 4 | 2 | One per battery may be inoperative. | |
| | | C | 4 | 0 | Both may be inoperative on each battery provided associated Battery Heater is considered inoperative (refer to item 24-32-10-20). | |
| 24-33-00 | APU Electrical Generation System | C | 1 | 0 | May be inoperative provided APU is considered inoperative (refer to item 49-10-01). | |
| | | C | 1 | 0 | May be inoperative provided GEN APU pushbutton is in OFF position for the entire flight. | |
| | | D | 1 | 0 | May be degraded. | |
| 24-40-00 | External Power System | C | 1 | 0 | May be inoperative provided the APU is operative.<br><br>NOTE: GPU cannot be used. | |

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**TABLE KEY**

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

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-50-01 | Ram Air Turbine (RAT) Frequency Measurement | C | 1 | 0 | May be inoperative. | \| |
| 24-50-25 | RAT Generator Heater | A | 1 | 0 | (M) May be inoperative for one flight provided RAT Heater C/B is pulled and collared. | \| |
| 24-60-01 | PPDB/SPDB Communication Bus | | | | | |
| 24-60-01-10 | ARINC 429 RX Bus | C | 4 | 0 | (O) One or more may be inoperative provided PPDB/SPDB Communication CAN buses are operative.<br><br>NOTE: Auxiliary Lights and No Smoking signs may be illuminated permanently. | |
| 24-60-01-20 | ARINC 429 TX Bus | C | 4 | 3 | One may be inoperative provided PPDB/SPDB Communication CAN buses are operative. | |
| 24-60-01-30 | CAN Bus | C | 18 | 17 | One may be inoperative provided:<br>a) PPDB/SPDB Communication ARINC429 RX buses are operative, and<br>b) PPDB/SPDB Communication ARINC429 TX buses are operative. | |
| 24-60-02 | PPDB/SPDB WOW Discrete Signal | C | 7 | 0 | One or more may be inoperative provided A/C power supply shut down is performed manually (BAT 1+2 OFF) if the automatic mode does not operate normally (when setting ELEC POWER Knob to OFF position on the OCP). | |
| 24-60-03 | PPDB/SPDB Monitoring Function | | | | | |
| 24-60-03-10 | SPDB Voltage Monitoring | C | 2 | 1 | One may be inoperative. | |

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

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 Change Bar |
|---|---|---|---|---|---|
| 24-60-03-20 | PPDB Voltage Monitoring | C | 15 | 0 | One or more may be inoperative. |
| 24-60-03-30 | CB Matrix Monitoring | C | 10 | 9 | (O) One may be inoperative provided the associated C/B physical status is checked. |
| 24-60-03-40 | Automatic Load Shedding Function | C | 1 | 0 | (O) May be inoperative provided:<br>a) On ground, load shed is performed manually before engines start, and<br>b) Apply OPER 24-60-03-40-b instead of the AFM Emergency procedures listed in this OPER 24-60-03-40-b. |
| 24-61-01 | PPDB Temperature Monitoring | | | | |
| 24-61-01-10 | Board Temperature Sensor | C | 8 | 0 | One or more may be inoperative. |
| 24-61-01-20 | Main DC Bar Bus Temperature Sensor | C | 2 | 0 | One or more may be inoperative. |
| 24-61-02 | PPDB Protection | | | | |
| 24-61-02-10 | Hydraulic B/U Pump Protection | C | 1 | 0 | (O) May be inoperative. |
| 24-61-02-20 | TAC Contactors Interlock Protection | C | 1 | 0 | May be inoperative. |
| 24-61-02-30 | GPU, TRU Interlock Protection | C | 1 | 0 | May be inoperative. |
| 24-61-02-40 | Overcurrent Protection | C | 30 | 0 | One or more may be inoperative. |
| 24-61-10 | Battery PIN Prog | D | 2 | 0 | One or more may be inoperative. |
| 24-61-13 | Primary Power Distribution Box (PPDB) Contactor | | | | |

AIRCRAFT:
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**TABLE KEY**

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

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-61-13-10 | Cabin AC Contactor (GALC1) | C | 1 | 0 | (M) May be inoperative provided:<br>a) CABIN AC pushbutton remains in OFF position on the OCP during the entire flight, and<br>b) Cabin AC C/B are pulled and collared.<br><br>NOTE: Power supply to all cabin/galley AC outlets is lost. | |
| | | C | 1 | 0 | May be inoperative provided CABIN AC pushbutton remains in OFF position on the OCP during the entire flight.<br><br>NOTE: Power supply to all cabin/galley AC outlets is lost. | |
| 24-61-13-20 | Galley Contactor (GALC2) | C | 1 | 0 | (M) May be inoperative provided:<br>a) CABIN GALLEY pushbutton remains in OFF position on the OCP during the entire flight, and<br>b) Galley distributions box breakers are pulled and collared.<br><br>NOTE: Power supply to all galley equipment is lost. | |
| | | C | 1 | 0 | May be inoperative provided CABIN GALLEY pushbutton remains in OFF position on the OCP during the entire flight.<br><br>NOTE: Power supply to all galley equipment is lost. | |

AIRCRAFT:
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**TABLE KEY**
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-61-13-30 | Cabin DC Contactor | C | 2 | 0 | (M) One or more may be inoperative provided associated CODB breakers are pulled and collared.<br><br>NOTE: Cabin power supply is partially lost. | |
| | | C | 2 | 0 | One or more may be inoperative.<br><br>NOTE: Cabin power supply is partially lost. | |
| 24-61-13-40 | GPU Contactor | C | 1 | 0 | May be inoperative provided APU is operative.<br><br>NOTE: GPU cannot be used. | |
| 24-61-13-50 | Contactor Status Monitoring | C | 1 | 0 | May be inoperative. | |
| 24-61-31 | Primary Power Distribution Box (PPDB) Fan | C | 4 | 2 | (O) One fan per PPDB may be inoperative provided the associated GCU is operative. | |
| | | C | 2 | 0 | (O) Both LH PPDB fans may be inoperative provided:<br>a) LH GCU is operative, and<br>b) CABIN AC pushbutton is set to OFF position on the OCP during the entire flight.<br><br>NOTE: All cabin AC outlets are inoperative. | |
| | | C | 2 | 0 | (O) Both RH PPDB fans may be inoperative provided:<br>a) RH GCU is operative, and<br>b) CABIN GALLEY pushbutton is set to OFF position on the OCP during the entire flight.<br><br>NOTE: All galley equipment is inoperative. | |
| 24-62-09 | Secondary Power Distribution Box (SPDB) | | | | | |

AIRCRAFT:
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**TABLE KEY**

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

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-62-09-10 | LH SPDB Board | A | 1 | 0 | (O) May be inoperative for maximum 5 flights provided:<br>a) EMERG ECS/HEATING test is not launched during Power ON procedure,<br>b) Maximum number of flights does not exceed the number indicated by the EMERG ECS/HEATING counter in the TEST page,<br>c) LH AOA is considered inoperative (refer to item 34-10-04-20),<br>d) Front Galley and Front Lavatory are not used,<br>e) RH SPDB Board is operative,<br>f) Both LH SPDB fans are operative,<br>g) Landing lights are verified operative,<br>h) Navigation lights are verified operative,<br>i) Anti-collision lights are verified operative,<br>j) Engine 1 FSOV is verified operative,<br>k) CB statuses are visually check on LH SPDB box,<br>l) Entry way is illuminated using emerg light if required,<br>m) Auxiliary lights are commanded manually when required,<br>n) Taxi light is commanded manually when required,<br>o) Landing lights are commanded manually when required, and<br>p) Logo lights are commanded manually if required.<br><br>NOTE: Should a door lift protection occurs, it won't be possible to reset it. | |

AIRCRAFT:
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**TABLE KEY**

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

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-62-09-20 | RH SPDB Board | A | 1 | 0 | (O) May be inoperative for one flight provided:<br>a) EMERG ECS/HEATING test is not launched during Power ON procedure,<br>b) Number indicated by the EMERG ECS/HEATING counter in the TEST page is not 0,<br>c) NO SMOKING signs are considered inoperative (refer to item 33-20-02),<br>d) Forward heater is considered inoperative (refer to item 38-13-09-10),<br>e) RH AOA is considered inoperative (refer to item 34-10-04-20),<br>f) RAT Generator Heater is considered inoperative (refer to item 24-50-25),<br>g) Aft Lavatory is not used,<br>h) LH SPDB Board is operative,<br>i) Both RH SPDB fans are operative,<br>j) Landing lights are verified operative,<br>k) Engine 2 FSOV is verified operative,<br>l) CB statuses are visually check on RH SPDB box,<br>m) Auxiliary lights are commanded manually if required, and<br>n) Landing lights are commanded manually when required. | |
| 24-62-09-30 | Temperature Sensor | C | 2 | 0 | One or more may be inoperative provided the SPDB fans are operative. | |
| 24-62-09-40 | Power Supply | C | 4 | 2 | One SDSIO power supply per SDSIO may be inoperative. | |

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

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-62-09-50 | SDSIO Microprocessor Temperature Sensor | C | 2 | 0 | One or more may be inoperative provided LH and RH SPDB Fans are operative. | |
| 24-62-31 | Secondary Power Distribution Box (SPDB) Fan | C | 4 | 2 | One fan per SPDB may be inoperative. | |
| | | C | 2 | 0 | (M) Both LH SPDB fans may be inoperative provided:<br>a) LH Front WHCC (Windshield Heat Controller Card) is operative, and<br>b) LH SIDE WHCC C/B is pulled and collared.<br><br>NOTE: LH side windshield anti-fogging is lost. | |
| | | C | 2 | 0 | (M) Both RH SPDB fans may be inoperative provided:<br>a) RH Front WHCC (Windshield Heat Controller Card) is operative, and<br>b) RH SIDE WHCC C/B is pulled and collared.<br><br>NOTE: RH side windshield anti-fogging is lost. | |
| 24-64-00 | Cabin Distribution System | | | | | |
| 24-64-00-10 | Cabin AC System | C | 1 | 0 | May be inoperative provided CABIN AC pushbutton remains in OFF position on the OCP during the entire flight.<br><br>NOTE: Power supply to all cabin AC outlets is lost. | |

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**TABLE KEY**

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

## 24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 24-64-00-20 | Cabin DC System | C | 1 | 0 | May be inoperative.<br><br>NOTE: Cabin distribution system may be partially lost, and advisory CAS message ELEC: LH CABIN SHED or ELEC: RH CABIN SHED may be displayed. | |
| 24-64-00-30 | Galley System | C | 1 | 0 | May be inoperative provided CABIN GALLEY pushbutton remains in OFF position on the OCP during the entire flight.<br><br>NOTE: Power supply to all galley equipment is lost. | |
| 24-64-00-40 | Cabin AC/DC Distribution Protection System | C | 1 | 0 | May be inoperative provided CABIN MASTER pushbutton remains in OFF position on the OCP during the entire flight.<br><br>NOTE 1: Power supply to all cabin systems (IFE, Normal internal cabin lighting, SATCOM, AC outlets …) and galley equipment is lost.<br><br>NOTE 2: One dome light per lounge remains operative (automatic) to maintain minimum cabin lighting. | |

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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 |
|---|---|---|---|---|---|---|
| 25-11-00 | Flightcrew Seat | | | | | |
| 25-11-00-10 | Power Adjustment | D | 2 | 0 | May be inoperative for each flight crewmember. | |
| 25-11-00-22 | Manual Adjustment - Vertical and Recline Adjustments | B | 2 | 0 | One or more may be inoperative provided the associated power adjustment of the affected flight crewmember seat is operative. | |
| | | B | 2 | 0 | (M) One or more may be inoperative provided the affected seat is secured or locked in a position acceptable to the flight crewmember. | |
| 25-11-00-23 | Manual Adjustment - Other Adjustments | C | - | 0 | (M) One or more may be inoperative provided:<br>a) The associated seat is secured in a position acceptable to the flight crewmember, and<br>b) Longitudinal adjustments must be operative.<br><br>NOTE: This includes lateral adjustments. | |
| 25-11-00-30 | Armrest | C | 4 | 0 | One or more may be inoperative provided:<br>a) Affected armrest is in the up position,<br>b) It does not hinder an emergency evacuation or any other flight deck duties, and<br>c) Seat is acceptable to the flight crewmember. | |
| | | C | 4 | 0 | (M) One or more may be inoperative provided:<br>a) Affected armrest is removed, and<br>b) Seat is acceptable to the flight crewmember. | |

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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 |
|---|---|---|---|---|---|---|
| 25-11-10 | Third Crewmember Seat (Including Associated Equipment) | A | 1 | 0 | May be inoperative provided:<br>a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and<br>b) Repairs are made within 2 flight-days. | |
| | | A | 1 | 0 | May be inoperative provided:<br>a) Required minimum safety equipment (safety belt and oxygen) is available,<br>b) Seat is acceptable to an FAA inspector for the performance of official duties, and<br>c) Repairs are made within 2 flight-days.<br><br>NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.<br><br>NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat. | |
| 25-11-10-20 | Observer Seat Not Required by 14 CFR (Including Associated Equipment) | D | - | 0 | NOTE: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). | |

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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 |
|---|---|---|---|---|---|---|
| 25-20-00 *** | Flightcrew Rest Facility and Equipment (A/C with M-OPT0106) | C | - | 0 | (O) May be inoperative provided appropriate adjustments to flightcrew Flight Duty Period (FDP) times, if applicable, are applied. | \| |
| 25-21-01 | Passenger Seat | D | - | - | (M) May be inoperative provided:<br>a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and<br>b) Affected seat(s) are blocked and placarded “DO NOT OCCUPY”.<br><br>NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative.<br><br>NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.<br><br>NOTE 3: Inoperative seats do not affect the required number of flight attendants. | |
| 25-21-01-10 | Recline Mechanism | D | - | - | May be inoperative and seat occupied provided seat back is immovable in full upright position. | |
| | | D | - | - | (M) May be inoperative and seat occupied provided seat back is secured in the full upright position. | |
| 25-21-01-20 | Armrest with Recline Mechanism | D | - | - | (M) May be inoperative or missing and seat occupied provided:<br>a) Armrest does not restrict access to any emergency exit, and<br>b) If armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position. | |

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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 |
|---|---|---|---|---|---|---|
| 25-21-01-30 | Armrest without Recline Mechanism | D | - | - | May be inoperative or missing and seat occupied provided it does not restrict any emergency exit, egress route, or main aisle. | |
| 25-21-01-50 | Seat Belt/Air Bags Required by 14 CFR | D | - | - | May be inoperative provided affected seat is blocked and placarded “DO NOT OCCUPY”. | |
| 25-21-01-60 *** | Seat Belt/Air Bags Not Required by 14 CFR | D | - | - | (M) May be inoperative or disconnected provided seat belt operates normally. | |
| 25-21-09 | Side Facing Divan | | | | | |
| 25-21-09-05 | Divan Restraint System | D | - | 0 | (M) One or more may be inoperative provided:<br>a) Associated Mechanical Crash Sensor Unit (MCSU) is electrically disconnected and secured, and<br>b) All divan seats associated to the MCSU electrically disconnected and secured are not used and placarded “DO NOT OCCUPY”.<br><br>NOTE: This item includes the inflatable restraint belt and the anti-leg flail restraint device. | |
| 25-26-10 *** | Cabin Electrical Window Shade (A/C with M-OPT0078) | C | 30 | 1 | One or more may be inoperative provided the Electrical Window Shade on the Emergency Escape Door is operative. | |
| 25-26-10-05 *** | Electrical Window Shade on the Emergency Escape Door | C | 1 | 0 | May be inoperative provided the window shade on the emergency escape door or one of the two immediate adjacent window shade stay in full open position for all phases of flight. | |
| 25-33-00 *** | Chiller (A/C with M-OPT0098) | D | 1 | 0 | (M) May be inoperative provided associated C/B is pulled and collared. | |

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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 |
|---|---|---|---|---|---|---|
| 25-40-00 | Exterior Lavatory Door Ashtray | | | | | |
| 25-40-00-10 | A/C with more than one exterior lavatory door ashtray | A | - | - | Up to and including 50% may be missing or inoperative for 10 days. | |
| | | A | - | - | More than 50% may be missing or inoperative for 3 days.<br><br>NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count | |
| 25-40-00-20 | A/C with only one exterior lavatory door ashtray | A | 1 | 0 | May be missing or inoperative for 10 days. | |
| 25-50-00 | Baggage Compartment Restraint Nets and Anchors System | D | - | - | May be inoperative or missing provided only the areas with operative restraint nets and anchors are used. | |
| | | C | - | - | (O) May be inoperative or missing provided baggage compartment remains empty. | |

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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 |
|---|---|---|---|---|---|---|
| 25-60-00 | Portable Flashlights/Flashlight Holders | C | - | - | May be inoperative or removed provided:<br>a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available,<br>b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and<br>c) Location placarding is removed or obscured. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be inoperative or removed provided:<br>a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and<br>b) Location placarding is removed or obscured. | |
| 25-60-00-10 *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight. | |
| 25-61-00 | Crash Axe | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| 25-61-10 | Emergency Locator Transmitter (ELT) | | | | | |

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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 |
|---|---|---|---|---|---|---|
| 25-61-10-05 *** | Fixed ELT | A | - | 0 | (M) May be inoperative provided:<br>a) System is deactivated, and<br>b) Repairs are made within 90 consecutive calendar-days. | |
| | | A | - | 0 | (M) May be missing provided:<br>a) Placard stating ELT NOT INSTALLED is placed in view of the pilot, and<br>b) Repairs are made within 90 consecutive calendar-days. | |
| | | D | - | - | (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be missing. | |
| 25-61-10-10 *** | Survival Type ELT | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| 25-61-10-30 *** | Remote ELT Switch | D | - | 0 | (M) May be inoperative provided:<br>a) Remote ELT switch is deactivated, and<br>b) ELT switch is placed in the ARMED mode. | |
| 25-61-10-35 *** | ELT Indicator Light | D | - | 0 | May be inoperative. | |
| 25-61-10-40 *** | ELT Aural Alarm | D | - | 0 | May be inoperative. | |
| 25-63-00 *** | Emergency Vision Assurance System (EVAS) (A/C with M-OPT0040) | C | 2 | 0 | One or more may be inoperative provided the associated EVAS ON/OFF power switch is set to OFF position. | |
| | | D | 2 | 0 | (M) One or more may be inoperative provided the associated EVAS unit is removed from the cockpit. | |

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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 |
|---|---|---|---|---|---|---|
| 25-64-13 | Life Raft | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained. | |
| 25-64-17 | Lifejacket | D | - | - | (M)(O) Any in excess of those required by 14 CFR may be missing or inoperative provided:<br>a) Required distribution is maintained,<br>b) Inoperative lifejacket and its installed location are placarded inoperative,<br>c) Inoperative lifejacket is secured out of sight, and<br>d) Procedures are established and used to alert crewmembers of inoperative or missing equipment. | |
| 25-64-21 | First Aid Kit (FAK) and/or Associated Equipment | A | - | - | (O) If more than one is required by 14 CFR, only one of the required First Aid Kits may be incomplete, or removed provided:<br>a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit,<br>b) Location placarding is removed or obscured, and<br>c) Repairs or replacements are made within one flight.<br><br>NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be incomplete or 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 |
|---|---|---|---|---|---|---|
| 25-64-21-05 *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight. | |
| 25-64-25 | Emergency Medical Kit (EMK) and/or Associated Equipment | A | - | 0 | (O) May be incomplete or removed provided:<br>a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit,<br>b) Location placarding is removed or obscured, and<br>c) Repairs or replacements are made within one flight.<br><br>NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be incomplete or removed. | |
| 25-64-25-05 *** | Tamper Seals or Tags (EMK) | C | - | - | (O) May be inoperative, damaged, or missing provided proper servicing (EMK) is verified at each preflight. | |
| 25-64-30 | Survival Equipment | D | - | - | (M)(O) Any in excess of those required by 14 CFR may be missing or inoperative provided:<br>a) Inoperative equipment and its installed location are placarded inoperative,<br>b) Inoperative equipment is secured out of sight, and<br>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

**25. Equipment/Furnishings**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 25-64-35 | Automatic External Defibrillator (AED) and/or Associated Equipment | A | - | 0 | (O) May be incomplete, inoperative, or removed provided:<br>a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit,<br>b) Location placarding is removed or obscured, and<br>c) Repairs or replacements are made within one flight.<br><br>NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed. | |
| 25-64-35-10 *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight. | |
| 25-69-00 *** | Microwave Oven (A/C with M-OPT0127) | D | 1 | 0 | (M) May be inoperative provided associated C/B is pulled and collared. | |
| 25-69-10 *** | Convection Oven (A/C with M-OPT0119) | D | 1 | 0 | (M) May be inoperative provided associated C/B is pulled and collared. | |

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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 |
|---|---|---|---|---|---|---|
| 25-70-00 | Nonessential Equipment and Furnishings (NEF) | | - | 0 | May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's [insert name] Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the aircraft operator's appropriate document.<br><br>NOTE: Exterior lavatory door ashtrays are not considered NEF items. | |

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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 |
|---|---|---|---|---|---|---|
| 26-00-01 | Fire Control Unit (FCU) | | | | | |
| 26-00-01-10 | ARINC 429 Communication Bus | C | 4 | 2 | One per FCU module may be inoperative (no CAS message relative to fire monitoring function displayed). | |
| 26-00-40 | APU Fire Detection and Extinction System | C | 1 | 0 | May be inoperative provided APU is considered inoperative (refer to item 49-10-01). | |
| 26-00-40-10 | APU Fire Detection System | C | 1 | 0 | May be inoperative provided CAS message FIRE: APU DETECT FAIL is not displayed.<br><br>NOTE: APU Fire Detection System is in a degraded state that does not prevent the red CAS message 72 FIRE: APU to be displayed in case of an actual APU fire. | \| |
| | | A | 1 | 0 | (M) May be inoperative provided:<br>a) During APU operation on ground, APU condition is continuously monitored by instructed personnel till 20 minutes after APU shutdown,<br>b) APU is only used on ground for starting one engine,<br>c) Aircraft speed remains at or above 250 kts during holding operations, and<br>d) Repairs are made within 1 flight. | \| |
| 26-00-40-20 | FCU1B | C | 1 | 0 | May be inoperative provided:<br>a) APU is considered inoperative (refer to item 49-10-01), and<br>b) FCU1A ARINC 429 communication bus is operative. | \| |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 26-10-01 | Engine Fire Thermistor | A | 12 | 6 | (M) One or more may be inoperative provided:<br>a) Engine fire detection system operates normally, and<br>b) Repairs are made within 18 months or 1200 flight hours, whichever occurs first. | |
| 26-10-10 | Main Landing Gear Bay Fire Detector | C | 2 | 0 | May be inoperative provided AFM abnormal procedure FIRE: WHEEL DETECT FAIL is applied. | |
| 26-10-21 | Baggage Compartment Smoke Detector | C | 1 | 0 | May be inoperative provided:<br>a) No combustible materials are carried, and<br>b) No supplemental electronic or avionic equipment are installed inside baggage compartment. | |
| 26-20-01 | Portable Fire Extinguisher | D | - | - | Any in excess of those required by 14 CFR may be inoperative or removed provided:<br>a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility,<br>b) Location placarding is removed or obscured, and<br>c) Required distribution is maintained.<br><br>NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations. | |
| 26-20-01-10 *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight. | |
| 26-30-01 | Engine Fire Repeater Systems (Red Lights on Throttle Levers) | C | 2 | 0 | One or more may be inoperative. | |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 27-11-01 | LH Flaperon Fighting Force Compensation | C | 1 | 0 | (O) May be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed, and<br>b) Fault Messages listed in OPER 27-11-01 are verified to be not displayed. | |
| 27-11-02 | RH Flaperon Fighting Force Compensation | C | 1 | 0 | (O) May be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed, and<br>b) Fault Messages listed in OPER 27-11-02 are verified to be not displayed. | |
| 27-12-90 | LH Aileron Fighting Force Compensation | C | 1 | 0 | (O) May be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS, and<br>b) Fault Messages listed in OPER 27-12-90 are verified to be not displayed. | |
| 27-12-91 | RH Aileron Fighting Force Compensation | C | 1 | 0 | (O) May be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed, and<br>b) Fault Messages listed in OPER 27-12-91 are verified to be not displayed. | |
| 27-21-01 | Rudder Pedal Sensor | C | 4 | 3 | (O) One may be inoperative provided:<br>a) FCS test is performed before each departure, and no amber FCS: TEST FAIL CAS message is displayed,<br>b) MMEL items listed in OPER 27-21-01 are operative before each departure, and<br>c) Crosswind at takeoff or landing is limited to 15 kts. | \| |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 27-22-01 | Rudder Fighting Force Compensation | C | 1 | 0 | (O) May be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed, and<br>b) Fault Messages listed in OPER 27-22-01 are verified to be not displayed. | |
| 27-30-90 | RH Elevator Fighting Force Compensation | C | 1 | 0 | (O) May be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed, and<br>b) Fault Messages listed in OPER 27-30-90 are verified to be not displayed. | |
| 27-30-91 | LH Elevator Fighting Force Compensation | C | 1 | 0 | (O) May be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed, and<br>b) Fault Messages listed in OPER 27-30-91 are verified to be not displayed. | |
| 27-40-00 | Trim Horizontal Stabilizer (THS) | | | | | \| |
| 27-40-00-10 | THS Sensor | C | 4 | 3 | (O) THS Sensor 1 or THS Sensor 2 may be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed, and<br>b) MMEL items listed in OPER 27-21-01 are operative. | \| |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 27-61-10 | Airbrake Lever Potentiometer | C | 4 | 3 | (O) Airbrake Lever Potentiometer 1 or 2 may be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed, and<br>b) MMEL items listed in OPER 27-61-10 are operative. | \| |
| 27-80-10 | Slat Flap (SF) Lever Potentiometer | C | 4 | 3 | (O) One may be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed, and<br>b) MMEL items listed in OPER 27-80-10 are operative. | \| |
| 27-90-05 | Fan Drawer | C | 6 | 5 | (O) One may be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed, and<br>b) Fault Messages listed in OPER 27-90-05 are verified to be not displayed. | |
| 27-91-00 | Sidestick Pitch/Roll Sensor Couple | C | 8 | 7 | (O) Sidestick Pitch/Roll Sensor Couple 1 or 2 may be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed, and<br>b) MMEL items listed in OPER 27-91-00 are operative.<br><br>NOTE: Couple is defined as one Pitch Sensor, or one Roll Sensor, or both Pitch and Roll Sensors on the same sidestick. | \| |

AIRCRAFT:
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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 |
|---|---|---|---|---|---|---|
| 27-91-10 | FCS Engage Pushbutton | | | | | |
| 27-91-10-10 | Command Relay | C | 4 | 3 | (O) One may be inoperative provided, before each departure:<br>a) FCS test is performed, and no amber FCS: TEST FAIL CAS message is displayed,<br>b) Fault Messages listed in OPER 27-91-10-10-a are verified to be not displayed, and<br>c) FCS ENGAGE function is verified operative. | |
| 27-92-00 | Digital Flight Control System (DFCS) | | | | | \| |
| 27-92-00-10 | Flight Data Concentrator (FDC) | C | 4 | 3 | (O) FDC #1 may be inoperative provided:<br>a) FCS test is performed before each departure, and no amber FCS: TEST FAIL CAS message is displayed,<br>b) FD #2 is considered inoperative (refer to item 22-10-00-21),<br>c) MMEL items listed in OPER 27-21-01 are operative, and<br>d) Crosswind at takeoff or landing is limited to 15 kts. | \| |
| | | C | 4 | 3 | (O) FDC #2 may be inoperative provided:<br>a) FCS test is performed before each departure, and no amber FCS: TEST FAIL CAS message is displayed,<br>b) FD #1 is considered inoperative (refer to item 22-10-00-21),<br>c) MMEL items listed in OPER 27-21-01 are operative, and<br>d) Crosswind at takeoff or landing is limited to 15 kts. | \| |

AIRCRAFT:
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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 |
|---|---|---|---|---|---|---|
| 27-93-00 | Digital Flight Control System (DFCS) | | | | | \| |
| 27-93-00-10 | Main Flight Control Computer (MFCC) | C | 3 | 2 | (O) MFCC #1 or MFCC #2 may be inoperative provided:<br>a) FCS test is performed before each departure, and no amber FCS: TEST FAIL CAS message is displayed,<br>b) FD #1 is considered inoperative (refer to item 22-10-00-21),<br>c) MMEL items listed in OPER 27-21-01 are operative, and<br>d) Crosswind at takeoff or landing is limited to 15 kts. | \| |
| | | C | 3 | 2 | (O) MFCC #3 may be inoperative provided:<br>a) FCS test is performed before each departure, and no CAS message FCS: TEST FAIL is displayed,<br>b) FD #2 is considered inoperative (refer to item 22-10-00-21),<br>c) MMEL items listed in OPER 27-21-01 are operative, and<br>d) Crosswind at takeoff or landing is limited to 15 kts. | \| |
| 27-93-00-20 | Back-Up Flight Control Computer (BFCC) | C | 3 | 2 | (O) One BFCC may be inoperative provided before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed, and<br>b) MMEL items listed in OPER 27-21-01 are operative. | \| |

AIRCRAFT:
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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 |
|---|---|---|---|---|---|---|
| 27-94-00 | Actuator Control and Monitoring Unit (ACMU) | C | 4 | 3 | (O) ACMU #1 or ACMU #2 may be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed, and<br>b) MMEL items listed in OPER 27-21-01 are operative. | \| |
| | | C | 4 | 3 | (O) ACMU #3 or ACMU #4 may be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed,<br>b) MMEL items listed in OPER 27-21-01 are operative, and<br>c) ACMU #4 Rudder Actuator is operative. | \| |
| 27-94-00-10 | Airbrake Actuator | C | 4 | 3 | (O) One may be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed,<br>b) MMEL items listed in OPER 27-21-01 are operative, and<br>c) Airbrake control test is performed. | \| |
| 27-94-00-20 | Slat Actuator | C | 4 | 3 | (O) One may be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed,<br>b) MMEL items listed in OPER 27-21-01 are operative, and<br>c) Slat control test is performed. | \| |

AIRCRAFT:
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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 |
|---|---|---|---|---|---|---|
| 27-94-00-30 | SELMON Function | C | 4 | 3 | (O) One may be inoperative provided, before each departure:<br>a) FCS test is performed and no amber FCS: TEST FAIL CAS message is displayed,<br>b) MMEL items listed in OPER 27-21-01 are operative, and<br>c) SELMON Function #4 is operative. | \| |
| 27-96-00 | Digital Flight Control System (DFCS) | | | | | \| |
| 27-96-00-10 | Maintenance and Avionic Interface Computer (MAIC) | C | 4 | 3 | (O) MAIC #1 or MAIC #3 may be inoperative provided:<br>a) FCS test is performed before each departure, and no amber FCS: TEST FAIL CAS message is displayed,<br>b) FD #1 is considered inoperative (refer to item 22-10-00-21), and<br>c) MMEL items listed in OPER 27-96-00 are operative before each departure. | \| |
| | | C | 4 | 3 | (O) MAIC #2 or MAIC #4 may be inoperative provided:<br>a) FCS test is performed before each departure, and no amber FCS: TEST FAIL CAS message is displayed,<br>b) FD #2 is considered inoperative (refer to item 22-10-00-21), and<br>c) MMEL items listed in OPER 27-96-00 are operative before each departure. | \| |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 27-97-00 | Rack Power Supply | | | | | \| |
| 27-97-00-10 | Front/Rear Power Supply | C | 4 | 3 | (O) One may be inoperative provided:<br>a) FCS test is performed before each departure, and no amber FCS: TEST FAIL CAS message is displayed,<br>b) Associated Flight Director (FD) is considered inoperative (refer to item 22-10-00-21),<br>c) MMEL items listed in OPER 27-21-01 are operative before each departure, and<br>d) Crosswind at takeoff or landing is limited to 15 kts. | \| |
| 27-97-10 | Permanent Magnet Alternator (PMA) Converter | C | 2 | 1 | (M) One may be inoperative provided:<br>a) Associated Front/Rear Power Supply is considered inoperative (refer to item 27-97-00-10), and<br>b) Associated FBW Power C/B is pulled and collared. | \| |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-21-01 | Engine Booster Pump | | | | | \| |
| 28-21-01-10 | Engine Normal Booster Pump | C | 2 | 1 | (O) One may be inoperative provided:<br>a) X-BP System is verified operative, and<br>b) Both Engine Stand-By Booster Pumps are operative.<br><br>NOTE: X-TK operation will be longer with one normal booster pump inoperative. | \| |
| 28-21-01-20 | Engine Stand-By Booster Pump | A | 2 | 1 | (O) One may be inoperative for 3 consecutive calendar-days provided:<br>a) Both Engine Normal Booster Pumps are operative,<br>b) X-BP System is verified operative,<br>c) Associated BOOST STBY pushbutton is set to Auto (dark) position for the entire flight,<br>d) Associated feeder tank is fully fed with fuel,<br>e) Associated engine start (on ground or in flight) is performed using the opposite Stand-By Booster Pump and X-BP operation,<br>f) Apply OPER 28-21-01-f instead of those AFM procedures listed in this OPER 28-21-01-f, and<br>g) Fuel balance is performed manually using X-TK (AUTO balance is not used).<br><br>NOTE: X-TK operation may be longer with one stand-by booster pump inoperative. | \| |

AIRCRAFT:
Falcon 6X

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-21-02 | APU Fuel Starting Pump | C | 1 | 0 | (O) May be inoperative provided the Engine 2 Stand-By Booster Pump is operative. | |
| | | C | 1 | 0 | May be inoperative provided the APU is considered inoperative (refer to item 49-10-01). | |
| 28-21-06 | Front Tank Fuel Transfer System | | | | | |
| 28-21-06-10 | Transfer Pump | C | 2 | 1 | (O) One may be inoperative provided:<br>a) X-BP System is verified operative, and<br>b) X-TK System is verified operative. | |
| | | C | 2 | 0 | (O) May be inoperative provided both AUX tanks are empty. | |
| 28-21-08 | Aft Tank Fuel Transfer System | C | 1 | 0 | (O) May be inoperative provided both AUX tanks are empty. | |
| | | C | 1 | 0 | (O) May be inoperative provided:<br>a) Fuel Gauging System - AUX Fuel Tanks Gauging System is operative,<br>b) Fuel Gauging Probe Group - Center Tank and Aft AUX Tank Probe Group (HI3) is operative,<br>c) Fuel Gauging Probe Group - Rear Tank and Aft AUX Tank Probe Group (HI6) is operative,<br>d) Fuel Gauging Probe - Auxiliary Tanks Probes are operative,<br>e) Low Level Sensor (LLS) - AUX tanks are operative,<br>f) Auxiliary tanks are defueled (to a maximum quantity of 150 lbs in the aft auxiliary tank), | |

(Continued)

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-21-08 | Aft Tank Fuel Transfer System (Cont'd) | | | | | |
| | | C | 1 | 0 | g) Remaining fuel quantity in aft auxiliary tank shall be considered as unusable in the FUEL QUANTITY computation,<br>h) Remaining unusable fuel quantity in aft auxiliary tank shall be taken into account in the aircraft "Weight & Balance" computation,<br>i) CAS message FUEL: AFT AUX XFER FAIL is ignored for the entire flight, and<br>j) FLT/RC FUEL: AFT AUX XFER FAIL/NOGO: AUX TK NOT EMPTY is ignored for the entire flight. | \| |
| 28-21-13 | Engine Fuel SOV Command Monitoring | | | | | |
| 28-21-13-10 | Engine Fuel SOV Command Monitoring | C | 2 | 0 | (O) One or more may be inoperative provided the associated engine FSOV is verified operative. | |
| 28-21-17 | APU Fuel Shut-Off Valve (SOV) | C | 1 | 0 | May be inoperative in closed position provided the APU is considered inoperative (refer to item 49-10-01). | |

AIRCRAFT:
Falcon 6X

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-21-25 | Fuel Cross-Feed System (X-BP) | B | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Both X-BP Valves are secured in closed position,<br>b) Engine Normal Booster Pumps are operative,<br>c) X-BP back-up system is verified operative, and<br>d) Apply OPER 28-21-25-d instead of those AFM Abnormal procedures listed in this OPER-28-21-25-d.<br><br>NOTE: Fuel balance is performed, when required, using X-TK only. | |
| 28-22-01 | Fuel Cross Tank Transfer System (X-TK) | B | 1 | 0 | (M)(O) May be inoperative provided:<br>a) X-TK Valves are secured in closed position,<br>b) Engine Normal Booster Pumps are operative,<br>c) X-BP System is verified operative,<br>d) Automatic fuel balance is not used, and<br>e) Disregard CAS message FUEL: X-BP B/U FAIL, except when X-BP function is activated in flight (if displayed).<br><br>NOTE: Fuel balance is performed, if required, using X-BP function. | |
| 28-22-04 | Fuel Transfer Controller (FTC) | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Both AUX tanks are empty,<br>b) FTC connectors are disconnected, and<br>c) Automatic fuel balance is not used.<br><br>NOTE: Fuel balance should be commanded manually if required. | |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-30-01 | Defueling Valve | C | 1 | 0 | (M) May be inoperative provided it is secured in closed position. | |
| 28-30-10 | Fuel Tank Sump Drain Valve | A | 15 | 3 | (M) One or more may be inoperative leaking provided:<br>a) Affected Fuel Tank Sump Drain Valve is sealed with an approved cap, and<br>b) Repairs are made before the next fuel tank sump draining operation.<br><br>NOTE: The fuel tank sump draining operation interval is provided by AMM 05-10-28 (Scheduled Maintenance – Aircraft Maintenance Operations – ATA View – Fuel), or Operator' s documentation. | \| |
| 28-41-02 | Fuel Quantity Monitoring Computer (FQMC) Channel | B | 2 | 1 | (O) One may be inoperative provided:<br>a) Fuel gauging is operative (all fuel level synoptic indication valid),<br>b) Fuel Tank Pressure Sensor is considered inoperative (refer to item 28-70-03),<br>c) FCS Densitometer is considered inoperative (refer to item 28-41-19),<br>d) Both Fuel Flowmeters are operative, and<br>e) Auxiliary tanks are empty.<br><br>(Continued) | |

AIRCRAFT:
Falcon 6X

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-41-02 | Fuel Quantity Monitoring Computer (FQMC) Channel (Cont'd) | | | | | |
| | | B | 2 | 1 | (O) One may be inoperative provided:<br>a) Fuel gauging is operative (all fuel level synoptic indication valid),<br>b) Gravity refueling is performed, if necessary,<br>c) XTK is not used,<br>d) X-BP System is verified operative,<br>e) Auxiliary tanks are empty,<br>f) Both Fuel Flowmeters are operative, and<br>g) Engine Normal Booster Pumps are operative.<br><br>NOTE 1: Automatic fuel balance is inoperative.<br><br>NOTE 2: If refueling is performed (gravity refueling), RCP FULL indications should not be used to manage refueling stop. | |
| | | C | 2 | 1 | One may be inoperative. | |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-41-05 | Fuel Gauging System | | | | | |
| 28-41-05-10 | LH Fuel Tanks Gauging System | C | 5 | 0 | (O) One or more may be inoperative provided:<br>a) FQ1 (Fuel Quantity) is considered lost or unreliable,<br>b) Partial refueling is considered inoperative,<br>c) Refueling quantity is limited to 27,000 lbs,<br>d) RH Fuel Tanks Gauging System is operative,<br>e) X-TK is not used,<br>f) Both AUX tanks are empty,<br>g) X-BP System is verified operative,<br>h) LH fuel tank group Low Level Sensor is operative,<br>i) Fuel Flowmeters are operative, and<br>j) Engine Booster Pumps are operative.<br><br>NOTE 1: Automatic fuel balance is inhibited. Fuel balance is performed, if required, using X-BP function.<br><br>NOTE 2: Associated fuel quantity is dashed on the fuel synoptic and FQ1 is dashed on ground and in flight as long as the corresponding fuel tank is considered not empty. | |

AIRCRAFT:
Falcon 6X

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 Change Bar |
|---|---|---|---|---|---|
| 28-41-05-20 | RH Fuel Tanks Gauging System | C | 5 | 0 | (O) One or more may be inoperative provided:<br>a) FQ2 (Fuel Quantity) is considered lost or unreliable,<br>b) Partial refueling is considered inoperative,<br>c) Refueling quantity is limited to 27,000 lbs,<br>d) LH Fuel Tanks Gauging System is operative,<br>e) X-TK is not used,<br>f) Both AUX tanks are empty,<br>g) X-BP System is verified operative,<br>h) RH Fuel tank Low Level Sensor is operative,<br>i) Fuel Flowmeters are operative, and<br>j) Engine Booster Pumps are operative.<br><br>NOTE 1: Automatic fuel balance is inhibited; Fuel balance is performed, if required, using X-BP function.<br><br>NOTE 2: Associated fuel quantity is dashed on the fuel synoptic and FQ2 is dashed on ground and in flight as long as the corresponding fuel tank is considered not empty. |
| 28-41-05-30 | AUX Fuel Tanks Gauging System | C | 2 | 0 | (O) One or more may be inoperative provided:<br>a) FQ (Fuel Quantity) is considered lost or unreliable, and<br>b) Both AUX tanks are empty. |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-41-06 | Fuel Gauging Probe Group | | | | | |
| 28-41-06-10 | LH Wing Tank Probe Group | C | 2 | 1 | One may be inoperative provided:<br>a) AFM abnormal procedure FUEL: GAUGING DEGRAD is applied,<br>b) Refueling quantity is limited to 27,000 lbs,<br>c) LH tank group Low Level Sensor is operative,<br>d) Fuel Flowmeters are operative, and<br>e) Engine Booster Pumps are operative.<br><br>NOTE: Automatic fuel balance is inhibited; fuel balance should be commanded manually, if required. | |
| 28-41-06-20 | RH Wing Tank Probe Group | C | 2 | 1 | One may be inoperative provided:<br>a) AFM abnormal procedure FUEL: GAUGING DEGRAD is applied,<br>b) Refueling quantity is limited to 27,000 lbs,<br>c) RH tank group Low Level Sensor is operative,<br>d) Fuel Flowmeters are operative, and<br>e) Engine Booster Pumps are operative.<br><br>NOTE: Automatic fuel balance is inhibited; fuel balance should be commanded manually, if required. | |
| 28-41-06-30 | AUX Front Tank Probe Group | C | 2 | 0 | (O) One or more may be inoperative provided both AUX tanks are empty. | |

AIRCRAFT:
Falcon 6X

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-41-06-40 | Center Tank Probe Group (HI4B) | C | 1 | 0 | May be inoperative provided:<br>a) Center Tank and Aft AUX Tank Probe Group (HI3) is operative,<br>b) AFM abnormal procedure FUEL: GAUGING DEGRAD is applied,<br>c) RH tank group Low Level Sensor is operative,<br>d) Fuel Flowmeters are operative,<br>e) Engine Booster Pumps are operative, and<br>f) Fuel Characterization Sensor is operative.<br><br>NOTE: Automatic fuel balance is inhibited; fuel balance should be commanded manually, if required. | |
| 28-41-06-50 | Center Tank and Aft AUX Tank Probe Group (HI3) | C | 1 | 0 | (O) May be inoperative provided:<br>a) Center Tank Probe Group (HI4B) is operative,<br>b) AFM abnormal procedure FUEL: GAUGING DEGRAD is applied,<br>c) Both AUX tanks are empty,<br>d) RH tank group Low Level Sensor is operative,<br>e) Fuel Flowmeters are operative,<br>f) Engine Booster Pumps are operative, and<br>g) Fuel Characterization Sensor is operative.<br><br>NOTE: Automatic fuel balance is inhibited; fuel balance should be commanded manually, if required. | |

AIRCRAFT:
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**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-41-06-60 | Rear Tank Probe Group (HI1B) | C | 1 | 0 | May be inoperative provided:<br>a) Rear Tank and Aft AUX Tank Probe Group (HI6) is operative,<br>b) AFM abnormal procedure FUEL: GAUGING DEGRAD is applied,<br>c) LH tank group Low Level Sensor is operative,<br>d) Fuel Flowmeters are operative,<br>e) Engine Booster Pumps are operative,<br>f) Center Tank Fuel Compensator Sensor is operative, and<br>g) Feeder Tank Fuel Compensator Sensor is operative.<br><br>NOTE: Automatic fuel balance is inhibited; fuel balance should be commanded manually, if required. | |
| 28-41-06-70 | Rear Tank and Aft AUX Tank Probe Group (HI6) | C | 1 | 0 | (O) May be inoperative provided:<br>a) Rear Tank Probe Group (HI1B) is operative,<br>b) AFM abnormal procedure FUEL: GAUGING DEGRAD is applied,<br>c) Both AUX tanks are empty,<br>d) LH tank group Low Level Sensor is operative,<br>e) Fuel Flowmeters are operative, and<br>f) Engine Booster Pumps are operative.<br><br>NOTE: Automatic fuel balance is inhibited; fuel balance should be commanded manually, if required. | |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-41-07 | Fuel Gauging Probe | | | | | |
| 28-41-07-10 | LH and RH Tanks Probe | C | 24 | 23 | One probe in one tank may be inoperative provided:<br>a) AFM abnormal procedure FUEL: GAUGING DEGRAD is applied, if CAS message FUEL: GAUGING DEGRAD is displayed,<br>b) Associated tank group Low Level Sensor is operative,<br>c) Fuel Flowmeters are operative, and<br>d) Engine Booster Pumps are operative.<br><br>NOTE 1: Automatic fuel balance is inhibited; fuel balance should be commanded manually if required.<br><br>NOTE 2: The tanks considered by this item are the LH OUTB, LH MID, LH INB, REAR, RH OUTB, RH MID, RH INB, CTR.<br><br>(Continued) | |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-41-07-10 | LH and RH Tanks Probe (Cont'd) | C | 24 | 16 | One probe in several tanks may be inoperative provided:<br>a) AFM abnormal procedure FUEL: GAUGING DEGRAD is applied, if associated CAS message FUEL: GAUGING DEGRAD is displayed,<br>b) Refueling quantity is limited to 27,000 lbs,<br>c) Associated tank group Low Level Sensor is operative,<br>d) Fuel Flowmeters are operative, and<br>e) Engine Booster Pumps are operative.<br><br>NOTE 1: Automatic fuel balance is inhibited; fuel balance should be commanded manually, if required.<br><br>NOTE 2: The tanks considered by this item are the LH OUTB, LH MID, LH INB, REAR, RH OUTB, RH MID, RH INB, CTR. | |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-41-07-20 | Auxiliary Tanks Probe | C | 4 | 2 | (O) One probe per tank may be inoperative provided both AUX tanks are empty. | |
| 28-41-07-30 | Feeder Probe | C | 2 | 0 | One or more may be inoperative provided:<br>a) Associated tank group Low Level Sensor is operative,<br>b) Fuel Flowmeters are operative, and<br>c) Engine Booster Pumps are operative.<br><br>NOTE 1: Automatic fuel balance is inhibited; fuel balance should be commanded manually, if required.<br><br>NOTE 2: Associated feeder tank gauging indication is not available. | |
| 28-41-09 | Fuel Compensator Sensor | C | 2 | 0 | One or more may be inoperative provided Fuel Characterization Sensor is operative. | |
| 28-41-19 | Fuel Characterization Sensor (FCS) | | | | | |
| 28-41-19-10 | Compensator Sensor | C | 1 | 0 | May be inoperative provided both center tank and feeder tank Fuel Compensator Sensors are operative. | \| |
| 28-41-19-20 | Density Sensor | C | 1 | 0 | May be inoperative provided both center tank and feeder tank Fuel Compensator Sensors are operative. | \| |
| 28-41-19-30 | Temperature Sensor | D | 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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-42-00 | Low Level Sensor (LLS) | | | | | |
| 28-42-00-10 | LH and RH Tanks (900 lbs) | C | 2 | 0 | One or more may be inoperative provided:<br>a) Associated fuel gauging is operative (all associated fuel level synoptic indication valid),<br>b) Fuel Flowmeters are operative, and<br>c) Disregard associated CAS message FUEL: TK 1 LO LVL or FUEL: TK 2 LO LVL, if displayed. | |
| 28-42-00-20 | AUX Tanks | C | 2 | 0 | (O) One or more may be inoperative provided auxiliary tanks are empty. | |
| 28-42-10 | High Level Sensor (HLS) | | | | | |
| 28-42-10-10 | Center and Rear Tanks | C | 2 | 0 | (O) One or more may be inoperative provided:<br>a) Associated fuel gauging is operative (all associated fuel level synoptic indication valid), and<br>b) Alternate refueling procedure is used. | |
| 28-42-10-20 | LH Wing Tank | C | 2 | 1 | One may be inoperative.<br><br>NOTE: The A/C fuel capacity may be reduced. | |
| | | C | 2 | 0 | (O) Both may be inoperative provided:<br>a) LH wing tank refueling is performed by gravity, if necessary,<br>b) X-TK 2-1 is not used (inhibited),<br>c) X-BP System is verified operative,<br>d) Both AUX tanks are empty,<br>e) Engine Normal Booster Pumps are operative, and<br>f) Fuel balance is performed, if required, using X-BP function.<br><br>NOTE: Automatic fuel balance is inoperative. | |

AIRCRAFT:
Falcon 6X

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-42-10-30 | RH Wing Tank | C | 2 | 1 | One may be inoperative.<br><br>NOTE: The A/C fuel capacity may be reduced. | |
| | | C | 2 | 0 | (O) Both may be inoperative provided:<br>a) RH wing tank refueling is performed by gravity, if necessary,<br>b) X-TK 1-2 is not used (inhibited),<br>c) X-BP System is verified operative,<br>d) Both AUX tanks are empty,<br>e) Engine Normal Booster Pumps are operative, and<br>f) Fuel balance is performed, if required, using X-BP function.<br><br>NOTE: Automatic fuel balance is inoperative. | |
| 28-42-10-40 | Auxiliary Tank | C | 2 | 0 | One or more may be inoperative.<br><br>NOTE: Auxiliary tanks refueling is inhibited. | |
| 28-43-01 | Fuel Temperature Sensor | C | 2 | 1 | One may be inoperative. | |
| | | C | 2 | 0 | (O) Both may be inoperative provided:<br>a) Fuel temperature monitoring is performed based on TAT indication, and<br>b) TAT sensors are operative. | |
| 28-50-00 | Pressure Refueling System | C | 1 | 0 | May be inoperative provided gravity refueling is performed, if necessary.<br><br>NOTE: Auxiliary tanks (front tank and aft tank) cannot be refueled by gravity. | |

AIRCRAFT:
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**TABLE KEY**
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-50-00-10 | Fuel Distribution Controller | C | 1 | 0 | (O) May be inoperative provided:<br>a) Gravity refueling is performed, if necessary,<br>b) Fuel Cross Tank Transfer System (X-TK) operation is checked,<br>c) Engine Stand-By Booster Pump manual commands are verified operative, and<br>d) Associated Engine Stand-By Booster Pump is manually set ON during X-TK operation.<br><br>NOTE: Auxiliary tanks (front tank and aft tank) cannot be refueled by gravity. | |
| 28-50-00-20 | FDC to FQMC ARINC 429 Bus | C | 1 | 0 | May be inoperative. | \| |
| 28-50-09 | Refueling Valve | | | | | |
| 28-50-09-10 | Tank Refueling Valve | B | 6 | 0 | (O) One or more may be inoperative provided:<br>a) Gravity refueling is performed, if necessary,<br>b) XTK manual or automatic (FUEL BAL) is not used during the entire flight,<br>c) Engine Normal Booster Pumps are operative, and<br>d) X-BP System is verified operative.<br><br>NOTE 1: Auxiliary tanks (front and aft) cannot be refueled by gravity.<br><br>NOTE 2: Fuel balance is performed, if required, using X-BP function. | |
| 28-50-09-20 | Aft Auxiliary Tank Ref Cock Valve | C | 1 | 0 | (O) May be inoperative provided both AUX tanks are empty. | |

AIRCRAFT:
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**TABLE KEY**
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-50-13 | Main Refueling Valve | C | 1 | 0 | (M) May be inoperative provided:<br>a) It is secured in closed position, and<br>b) Gravity refueling is performed, if necessary.<br><br>NOTE: Auxiliary tanks (front and aft) cannot be refueled by gravity. | |
| | | C | 1 | 0 | (M) May be inoperative provided it is secured in closed position after each pressure refueling. | |
| 28-70-03 | Fuel Tank Pressure Sensor | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Total Fuel Quantity is limited to 32,000 lbs,<br>b) ISOV is verified in closed position,<br>c) FTIC C/B is pulled and collared, and<br>d) Climb rate is limited to 2,000 ft/min or less.<br><br>NOTE 1: Total Fuel Quantity of 32,000 lbs can be verified on the Fuel synoptic through a FRONT AUX tank fuel quantity not exceeding 2,750 lbs.<br><br>NOTE 2: Drain of the FTIS distribution pipes is performed before FTIS is used again. | |
| 28-70-04 | Fuel Tank Pressure Reducer | C | 1 | 0 | May be inoperative in low regulation provided:<br>a) Engine Booster Pumps are operative, and<br>b) Fuel Tank Pressure Sensor is operative. | |
| | | C | 1 | 0 | May be inoperative in high regulation provided Fuel Tank Pressure Sensor is operative. | |

AIRCRAFT:
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**TABLE KEY**

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

## 28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 28-70-21 | Fuel Pressurization System Vent Valve | C | 2 | 0 | (M) One or more may be inoperative provided they are manually open before refueling then manually closed after refueling. | |

AIRCRAFT:
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**TABLE KEY**

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

## 29. Hydraulic Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 29-11-25 | Hydraulic EDP Pressure Switch | C | 4 | 2 | (O) One hydraulic pressure switch per hydraulic system may be inoperative provided the associated hydraulic pump is verified operative. | |
| 29-11-29 | Hydraulic Control Module (HCM) | C | 2 | 1 | (M)(O) One may be inoperative provided:<br>a) Associated C/B is pulled and collared,<br>b) Backup Pump is verified operative,<br>c) Remaining HCM is verified operative, and<br>d) Both HYD PWR PACK tests are successful. | |
| 29-13-17 | Hydraulic Filter Differential Pressure Indicator (DPI) | | | | | |
| 29-13-17-10 | HPP Case Drain Filter DPI | C | 2 | 0 | (M) One or more may be inoperative provided associated filter is verified free of contaminant. | |
| 29-13-17-20 | EDP Filter DPI | C | 8 | 0 | (M) One or more may be inoperative provided associated filter is verified free of contaminant. | |
| 29-20-11 | Hydraulic Power Pack (HPP) | | | | | |
| 29-20-11-10 | Low Level Switch | C | 2 | 0 | (O) One or more may be inoperative provided HYD PWR PACK test is successful. | |
| 29-20-11-20 | Fill or Isolation Valve Seal | B | 2 | 1 | (O) One may be inoperative provided:<br>a) Associated Hydraulic Main System reservoir level is verified,<br>b) Associated HPP operational test is performed, and<br>c) Associated HYD PWR PACK test is successful. | |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 29. Hydraulic Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 29-20-22 | Hydraulic Backup Pump Selector Valve Position Switch | C | 1 | 0 | (O) May be inoperative provided the position of the Hydraulic Backup Pump Selector Valve is visually verified. | |
| 29-30-05 | Hydraulic Pressure Transducer | C | 2 | 0 | (O) One or more may be inoperative provided:<br>a) Associated circuit Hydraulic EDP Pressure Switches are operative, and<br>b) Associated HYD PWR PACK test is manually triggered on ground with both engines running.<br><br>NOTE: Associated hydraulic circuit pressure indication on the synoptic is lost. | |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 30-11-03 | Wing Anti-Ice Pushbutton | C | 2 | 0 | (O) One or more may be inoperative provided:<br>a) Flight is not conducted into known or forecast icing conditions,<br>b) Both Wing Anti-Ice Valves are verified in closed position, and<br>c) A/I: WINGS 1 and A/I: WINGS 2 pushbuttons are set to OFF position for the entire flight. | \| |
| 30-12-00 | Wing Anti-Ice System | C | 1 | 0 | (O) May be leaking provided:<br>a) Flight is not conducted into known or forecast icing conditions, and<br>b) A/I: WINGS1 and A/I: WINGS2 pushbuttons are set to OFF position for the entire flight. | |
| 30-12-01 | Wing Anti-Ice Valve | C | 2 | 0 | (O) One or more may be inoperative provided:<br>a) Flight is not conducted into known or forecast icing conditions,<br>b) Both are verified in closed position, and<br>c) A/I: WINGS1 and A/I: WINGS2 pushbuttons are set to OFF position for the entire flight. | \| |
| 30-12-02 | Wing Anti-Ice Pressure Switch | A | 4 | 0 | One or more may be inoperative provided repairs are made within 18 months or 1200 flight hours, whichever occurs first. | |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 30-12-04 | Wing Anti-Ice Pressure Sensor | C | 2 | 0 | (O) One or more may be inoperative provided:<br>a) Flight is not conducted into known or forecast icing conditions, and<br>b) A/I: WINGS1 and A/I: WINGS2 pushbuttons are set to OFF position for the entire flight. | \| |
| 30-12-05 | Wing Anti-Ice Temperature Sensor | C | 2 | 0 | O) One or more may be inoperative provided:<br>a) Flight is not conducted into known or forecast icing conditions, and<br>b) A/I: WINGS1 and A/I: WINGS2 pushbuttons are set to OFF position for the entire flight. | \| |
| 30-12-06 | Wing Anti-Ice Flow Sensor | C | 2 | 0 | (M)(O) One or more may be inoperative provided:<br>a) Flight is not conducted into known or forecast icing conditions,<br>b) Both Wing Anti-Ice Valves are secured in closed position, and<br>c) A/I: WINGS1 and A/I: WINGS2 pushbuttons are set to OFF position for the entire flight. | \| |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 30-20-01 | Engine Anti Ice Valve | C | 2 | 1 | (O) One may be inoperative provided:<br>a) Associated ENGx ANTI-ICE pushbutton is set to OFF (dark) for the entire flight,<br>b) It is not in override position, and<br>c) Flight is not conducted into known or forecast icing conditions. | |
| | | A | 2 | 1 | (M)(O) One may be inoperative for 2 flights provided:<br>a) Associated Engine Anti Ice Valve is set in O'RIDE position,<br>b) Disregard associated CAS message "A/I: ENGx O'RIDE" if displayed,<br>c) Associated ENGx ANTI-ICE pushbutton is set as required,<br>d) Performances are applied, and<br>e) In-flight holding operation duration is limited to 20 minutes.<br><br>NOTE: Engine N1 is impacted by the Engine Anti Ice Valve in O'RIDE position, whatever the setting of the ENGx ANTI-ICE pushbutton on the OCP. | |
| 30-30-32 | Multi-Function Probe (MFP) Heating Systems - Secondary Heating Systems | | | | Deleted, Revision 2. | \| |
| 30-30-32-10 | Secondary Line Heater | | | | Deleted, Revision 2. | \| |
| 30-41-00 | Windshield Heater Control Card (WHCC) | | | | | |
| 30-41-00-10 | Redundancy Function | C | 4 | 0 | One or more 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

## 30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 30-41-00-20 | Front Windshield De-Icing | C | 2 | 1 | (M)(O) One may be inoperative provided:<br>a) Pilot Flying is selected on the operative side if the inoperative side becomes obscure,<br>b) Opposite front windshield heating is verified operative,<br>c) Associated C/B are pulled and collared,<br>d) Associated OCP command WSHLD HEAT: LFRONT or WSHLD HEAT: RFRONT pushbutton is not used during the entire flight, and<br>e) Lateral windshield de-fogging system is operative. | |
| 30-41-00-30 | Lateral Windshield De-Fogging | C | 2 | 1 | (M)(O) One may be inoperative provided:<br>a) Associated windshield de-fogging is performed manually if required,<br>b) Front windshield de-icing system is verified operative, and<br>c) Associated lateral WHCC C/B is pulled and collared. | |
| | | C | 2 | 0 | (M)(O) Both may be inoperative provided:<br>a) Both lateral WHCC C/B are pulled and collared, and<br>b) Flight is not conducted into known or forecast icing conditions. | \| |

AIRCRAFT:
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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 |
|---|---|---|---|---|---|---|
| 30-80-00 | Ice Detector System | D | 2 | 0 | One or more may be inoperative provided procedures do not require its use.<br><br>NOTE: CAS message A/I: ICE DETECTED may untimely be triggered during flight in non-icing condition. In this case, CAS message A/I: STALL WARNING OFFSET and/or FCS: ALTN LAWS ACTIVE may also be triggered: apply associated AFM Abnormal procedure. | \| |
| | | D | 2 | 0 | (M) One or more may be inoperative provided:<br>a) Associated C/B is pulled and collared, and<br>b) Procedures do not require its use. | \| |
| 30-90-01 | Brake Heating Valve | C | 1 | 0 | (O) May be inoperative provided:<br>a) It is verified in closed position,<br>b) After takeoff below 200 kts/0.70, cycle the landing gear down then up, and<br>c) In approach, 5 seconds after landing gear extension, activate the park brake several times. | |
| | | C | 1 | 0 | (M) May be inoperative in non-closed position provided:<br>a) It is secured in closed position,<br>b) After takeoff below 200 kts/0.70, cycle the landing gear down then up, and<br>c) In approach, 5 seconds after landing gear extension, activate the park brake several times. | |

AIRCRAFT:
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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 |
|---|---|---|---|---|---|---|
| 31-11-00 | Overhead Control Panel | | | | | |
| 31-11-00-10 | ARINC 429 Bus | C | 2 | 0 | One or more may be inoperative. | |
| 31-11-00-20 | Power Supply | C | 4 | 3 | One Main Power Supply may be inoperative.<br><br>NOTE 1: Illumination of some OCP lighted pushbuttons is affected.<br><br>NOTE 2: Associated BOOST NORM 1 or BOOST NORM 2 pump OFF lighted pushbutton won't illuminate when the associated booster pump is turned off. Its status will have to be checked on the fuel synoptic. | |
| 31-21-00 | Clock - Avionic Internal Battery | C | 1 | 0 | May be inoperative provided it is checked that at least one GPS is fully started and avionic is synchronized before engines start.<br><br>NOTE: Time indication on PDU is accurate as soon as UTC time is available in GPS window. | |
| 31-31-05 | Cockpit Voice Recorder (CVR) | A | 2 | 0 | May be inoperative provided:<br>a) Flight Data Recorder (FDR) operates normally, and<br>b) Repairs are made within 3 flight-days. | |
| | (Operator other than a holder of an Air Carrier or Commercial Operator Certificate) | A | 2 | 0 | May be inoperative provided repairs are made in accordance with applicable 14 CFRs. | |
| 31-31-05-05 | Independent Power Source | C | 1 | 0 | May be inoperative. | |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 31-31-10 | Flight Data Recorder (FDR) System | | | | | |
| | (Operator other than a holder of an Air Carrier or Commercial Operator Certificate) | C | 2 | 1 | Any in excess of those required by 14 CFR may be inoperative. | |
| | (Operator other than a holder of an Air Carrier or Commercial Operator Certificate) | A | 2 | 0 | May be inoperative provided repairs are made in accordance with applicable 14 CFRs. | |
| 31-31-10-05 | Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR) (Holder of an Air Carrier or Commercial Operator Certificate) | A | 2 | 0 | One or more may be inoperative provided:<br>a) Cockpit Voice Recorder (CVR) operates normally,<br>b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:<br>1) The FDR failure occurs after pushback but prior to takeoff, or<br>2) The FDR repair was attempted but was not successful,<br>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<br>d) Repairs are made within 3 flight-days. | |
| 31-31-10-10 | FDR Recording Parameters Required by 14 CFR (Holder of an Air Carrier or Commercial Operator Certificate) | A | - | - | Up to three (3) recording parameters may be inoperative provided:<br>a) Cockpit Voice Recorder (CVR) operates normally, and<br>b) Repairs are made within 20 calendar-days. | |

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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 |
|---|---|---|---|---|---|
| 31-31-10-15 | FDR Recording Parameters Not Required by 14 CFR (Holder of an Air Carrier or Commercial Operator Certificate) | A | - | - | May be inoperative provided repairs are made prior to the completion of the next C Check. |
| 31-32-00 | Quick Access Recorder (QAR) (A/C with M-OPT0107) | 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. |
| 31-40-01 | Aircraft Personality Module (APM) | C | 4 | 3 | One may be inoperative provided both NIM modules are operative. |
| 31-41-00 | MAU Channel | A | 4 | 3 | (O) MAU channel 1B may be inoperative for 2 flight-days, provided:<br>a) FD1 is considered inoperative (refer to item 22-10-00-21),<br>b) AGM3 is considered inoperative (refer to item 31-60-17),<br>c) EGPWS is considered inoperative (refer to item 34-45-00),<br>d) Three IRS are operative,<br>e) Four ADS are operative,<br>f) Both AHRS are operative,<br>g) All CCD channels are operative,<br>h) Both CLC are operative,<br>i) ECL is operative,<br>j) Both MKB are operative,<br>k) Synthetic Vision System is considered inoperative (refer to item 31-60-01-10),<br>l) FCS test is performed before each departure, and no amber FCS: TEST FAIL CAS message is displayed,<br><br>(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 |
|---|---|---|---|---|---|---|
| 31-41-00 | MAU Channel (Cont'd) | A | 4 | 3 | m) AFM abnormal procedure IRS 2: ADS INPUT FAULT is applied before each departure,<br>n) FMS3, if installed, is considered inoperative (refer to item 34-60-00),<br>o) HUD, if installed, is considered inoperative (A/C with M-OPT0001 and without M-OPT0062) (CASE#1) (refer to item 34-31-01), and<br>p) HUD, if installed, are considered inoperative (A/C with M-OPT0062) (CASE#3) (refer to item 34-31-01). | \| |
| 31-41-00-10 | MAU Fan | A | 6 | 5 | One may be inoperative provided repairs are made within 2 consecutive calendar-days. | |
| 31-42-09 | Video System | | | | | \| |
| | (A/C without M-OPT0002) | D | 1 | 0 | May be inoperative. | \| |
| | (A/C with M-OPT0002) | D | 1 | 0 | (O) May be inoperative provided approaches with EVS operational credit are not conducted. | \| |
| 31-60-01 | Primary Display Unit (PDU) | | | | | |
| 31-60-01-10 | Synthetic Vision System | D | 2 | 0 | One or more may be inoperative provided affected SV function is deselected. | |
| 31-60-02 | Electronic Checklist (ECL) | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 31-60-05 | Checklist Controller (CLC) | C | 2 | 0 | One or more may be inoperative. | |

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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 |
|---|---|---|---|---|---|---|
| 31-60-06 | Cursor Control Device (CCD) Channel | B | 4 | 3 | (O) One channel on PM side may be inoperative provided:<br>a) Switch of the PM CCD is set on the operative channel for the entire flight,<br>b) PM MKB is operative,<br>c) Approaches do not require its use, and<br>d) Remaining CCD channels are verified operative. | |
| 31-60-09 | Multi-Function Keyboard (MKB) | B | 2 | 1 | (O) One may be inoperative provided:<br>a) Both channels of the associated CCD are verified operative, and<br>b) PF side is set on the inoperative MKB side. | |
| 31-60-13 | Display Unit (DU) | B | 4 | 3 | (O) Lower DU may be inoperative provided:<br>a) It is switched OFF,<br>b) AGM#1, AGM#2, AGM#4 are operative,<br>c) Operations do not require its use, and<br>d) Video System, if installed, is considered inoperative (refer to item 31-42-09).<br><br>NOTE 1: Refer to AFM Limitations on Jeppesen Electronic Terminal Charts.<br><br>NOTE 2: Pilots should review the "loss of second DU" procedure prior to takeoff. | |

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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 |
|---|---|---|---|---|---|---|
| 31-60-17 | Advanced Graphic Module (AGM) | C | 4 | 3 | (O) One may be inoperative provided:<br>a) Left-hand, right-hand, and upper DU are operative,<br>b) Associated DU knob on the reversion panel is set to REV position,<br>c) Operations do not require its use, and<br>d) Video System, if installed, is considered inoperative (refer to item 31-42-09).<br><br>NOTE 1: A red crossed DU must not be switched OFF.<br><br>NOTE 2: Refer to AFM Limitations on Jeppesen Electronic Terminal Charts.<br><br>NOTE 3: Pilots should review the "loss of second DU" procedure prior to takeoff. | |

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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 |
|---|---|---|---|---|---|---|
| 32-31-09 | Landing Gear Hydraulic Manifold (LGHM) | | | | | |
| 32-31-09-05 | Pressure Switch | D | 1 | 0 | May be inoperative. | |
| 32-41-10 | Park Brake Pressure Transducer Channel | C | 2 | 1 | One may be inoperative. | |
| | | C | 2 | 0 | (O) Both may be inoperative provided park brake accumulator pressure is verified. | |
| 32-41-33 | Brake Temperature Sensor | C | 4 | 2 | One Brake Temperature Sensor per landing gear bay may be inoperative provided the associated Main Landing Gear Bay Fire Detector is operative. | |
| 32-43-01 | Tire Pressure Monitoring System (TPMS) | C | 1 | 0 | (M) May be inoperative provided inflation pressure of the associated tire(s) is manually verified every 7 consecutive calendar-days. | |
| 32-50-05 | Steering Control Hydraulic Module (SCHM) | | | | | \| |
| 32-50-05-10 | Pressure Switch | C | 1 | 0 | May be inoperative provided:<br>a) Both LGSCM Channels are operative, and<br>b) Steering Control Hydraulic Module (SCHM) - EHSV LVDT is operative. | \| |
| 32-50-05-20 | EHSV LVDT | C | 1 | 0 | May be inoperative provided:<br>a) Both LGSCM channels are operative, and<br>b) Steering Control Hydraulic Module (SCHM) Pressure Switch is operative. | \| |

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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 |
|---|---|---|---|---|---|---|
| 32-61-00 | WOW (Weight-On-Wheel) System | | | | | \| |
| 32-61-00-10 | Proximity Switch | C | 9 | 8 | (O) One may be inoperative provided:<br>a) Refueling Servicing Door Sensor is operative,<br>b) ASC Door Sensor is operative,<br>c) Both LGSCM channels are operative, and<br>d) LGSCM1 is reset before each flight. | \| |
| 32-61-10 | Landing Gear Proximity Switch Monitoring System | C | 2 | 1 | One may be inoperative provided the opposite LGSCM is operative. | |

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**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 |
|---|---|---|---|---|---|---|
| 33-10-00 | Flightcrew Compartment Lighting | C | - | 0 | May be inoperative for other than night operations. | |
| | | C | - | - | Individual lights may be inoperative provided:<br>a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided easily readable,<br>b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers' eyes, and<br>c) Emergency dome lighting is operative, and<br>d) Lighting configuration at dispatch is acceptable to the flightcrew.<br><br>NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief. | |
| | (Operator other than a holder of an Air Carrier or Commercial Operator Certificate) | C | - | 0 | May be inoperative for other than night operations under VFR. | \| |
| 33-20-00 | Passenger Compartment Lighting | D | - | 0 | May be inoperative provided passengers are not carried. | |
| | | C | - | - | Individual lights may be inoperative provided:<br>a) Lighting is acceptable for the crew located in the cabin to perform their required duties, and<br>b) Inoperative lights are not part of Cabin Emergency Lighting. | |

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**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 |
|---|---|---|---|---|---|---|
| 33-20-02 | Cabin Signs (FASTEN SEAT BELT, NO SMOKING, and RETURN TO SEAT) | C | - | - | (M)(O) One or more may be inoperative provided affected passenger seats, crewmember seats or lavatories from which at least one cabin sign is not readily legible are blocked and placarded “DO NOT OCCUPY”. | |
| | | C | - | - | (O) One or more may be inoperative and the affected passenger seats, crewmember seats or lavatories may be occupied provided:<br>a) Public Address System is operative and can be clearly heard throughout the cabin during flight, and<br>b) Procedures are established and used to notify passengers as appropriate. | |
| | | C | - | - | May be inoperative provided passengers are not carried. | |
| 33-20-02-01 | Aural Tone Function | C | - | 0 | (O) May be inoperative provided a procedure is established and used to verify that visual indications are taken into account by passengers. | |
| 33-30-00 | Servicing and Compartment Lighting | D | 10 | 0 | One or more may be inoperative provided sufficient natural lighting is available or an alternate lighting is used.<br><br>NOTE: This item includes fwd servicing (ECS) compartment lights, aft servicing (Hydraulic) compartment light, pylon lights, refueling servicing panel lights, water servicing panel light, Aft Toilet servicing light, and GPU panel light. | |
| 33-30-02 | Baggage Compartment Lighting | C | 2 | 1 | One may be inoperative. | |

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**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 |
|---|---|---|---|---|---|---|
| 33-40-02 | Landing Light | B | 2 | 1 | One may be inoperative. | |
| | | C | 2 | 0 | Both may be inoperative for other than night operations. | |
| 33-40-02-10 | Pulse Function | C | 1 | 0 | May be inoperative. | |
| 33-40-03 | Taxi Light | C | 1 | 0 | May be inoperative provided Landing Lights are operative. | |
| | | C | 1 | 0 | May be inoperative for other than night operations. | |
| 33-40-04 | Navigation Light | C | 3 | 0 | One or more may be inoperative for operations from sunrise to sunset. | |
| 33-40-06 | Red Anti-Collision Light | C | 2 | 1 | One may be inoperative provided all White Anti-Collision Lights are operative. | |
| | | C | 2 | 0 | Both may be inoperative for other than night operations provided all White Anti-Collision Lights are operative.<br><br>NOTE: Alternate procedures must be developed and used when the aircraft is on ground with engine(s) running. | |
| 33-40-07 | White Anti-Collision Light | C | 3 | 2 | One may be inoperative provided all Red Anti-Collision Lights are operative. | |
| 33-40-10 | Wing Ice Detection Light | C | 2 | 0 | May be inoperative provided:<br>a) Aircraft is not operated in known or forecast icing conditions at night, and<br>b) Ground de-icing procedures do not require their use. | |
| 33-40-20 | Logo Light | D | - | 0 | One or more may be inoperative. | |

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**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 |
|---|---|---|---|---|---|---|
| 33-50-10 | Cabin Emergency Lighting | | | | | |
| 33-50-10-02 | Path Lighting | B | - | - | One light may be inoperative.<br><br>NOTE: This item does not include strip, if installed. | |
| 33-50-17 | Exterior Emergency Lighting | C | 3 | 0 | One or more may be inoperative for other than night operations. | |
| 33-50-37 | Emergency Power Supply Unit (EPSU) | A | 3 | 2 | (O) EPSU #2 may be inoperative provided:<br>a) No passengers are carried,<br>b) Exterior Emergency Lighting Systems are operative,<br>c) One flashlight for each required crewmember is operative, and<br>d) Repairs are made within 2 flights.<br><br>NOTE: One pax door spotlight, both aisle light galley, and aisle light #1, #2 and #3 are inoperative. | |

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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 |
|---|---|---|---|---|---|---|
| 34-00-02 | Jeppesen Electronic Terminal Charts | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | D | 1 | 0 | May be inoperative provided operational procedures do not require its use. | |
| 34-10-01 | Total Air Temperature (TAT) | | | | | |
| 34-10-01-10 | LH TAT - Sensing Element for ADS #1 and ADS #3 | C | 2 | 1 | TAT Sensing Element for ADS #1 may be inoperative provided:<br>a) TAT Sensing Elements for ADS #2 and ADS #4 are operative, and<br>b) AFM abnormal procedure ADS 1: FAIL is applied before each departure. | |
| | | C | 2 | 1 | TAT Sensing Element for ADS #3 may be inoperative provided TAT Sensing Elements for ADS #2 and ADS #4 are operative. | |
| 34-10-01-20 | RH TAT - Sensing Element for ADS #2 and ADS #4 | C | 2 | 1 | TAT Sensing Element for ADS #2 may be inoperative provided:<br>a) TAT Sensing Elements for ADS #1 and ADS #3 are operative, and<br>b) AFM abnormal procedure ADS 2: FAIL is applied before each departure. | |
| | | C | 2 | 1 | TAT Sensing Element for ADS #4 may be inoperative provided TAT Sensing Elements for ADS #1 and ADS #3 are operative.<br><br>NOTE: Possible transient degraded accuracy on SFD (Secondary Flight Display). | |

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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 |
|---|---|---|---|---|---|---|
| 34-10-01-30 | Heater | C | 2 | 1 | One may be inoperative provided associated AFM Abnormal Procedure ADS 1+3: TAT HEAT FAIL or ADS 2+4: TAT HEAT FAIL is applied before each departure. | |
| 34-10-04 | Angle of Attack Probe | | | | | |
| 34-10-04-10 | Case Heater | C | 2 | 0 | One or more may be inoperative. | |
| 34-10-04-20 | Probe and Vane Heater | C | 2 | 1 | One may be inoperative. | |
| | | C | 2 | 0 | (M) Both may be inoperative provided LH AOA C/B (L5631PM) and RH AOA C/B (R5631PM) are pulled and collared. | |
| 31-21-00 | Inertial Reference System (IRS) | | | | | |
| 34-21-00-10 | Inertial Reference Unit (IRU) | B | 3 | 2 | (O) IRU 1 or 2 may be inoperative provided:<br>a) Associated AFM abnormal procedure IRS x: FAIL is applied before each departure,<br>b) Operations do not require its use,<br>c) Apply OPER 34-21-00-c instead of those AFM Abnormal procedures listed in this OPER 34-21-00-c,<br>d) Both AHRS are operative,<br>e) FCS test is performed before each departure, and no amber FCS: TEST FAIL CAS message is displayed, and<br>f) Fault Messages listed in OPER 34-21-00-f are verified to be not displayed before each departure. | |

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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 |
|---|---|---|---|---|---|---|
| 34-21-00-20 | Power Supply | C | 2 | 1 | One IRS 1 Power Supply may be inoperative provided:<br>a) IRS 2 and 3 are operative,<br>b) Both AHRS are operative, and<br>c) PF side is set to RH side. | |
| | | C | 2 | 1 | IRS 2 primary Power Supply may be inoperative provided:<br>a) IRS 1 and 3 are operative,<br>b) Both AHRS are operative, and<br>c) PF side is set to LH side. | |
| | | C | 2 | 1 | IRS 2 secondary Power Supply may be inoperative provided:<br>a) IRS 1 and 3 are operative, and<br>b) Both AHRS are operative. | |
| 34-21-01 | Attitude and Heading Reference System (AHRS) | C | 2 | 1 | (O) One may be inoperative provided:<br>a) IRS are operative,<br>b) FCS test is performed before each departure, and no amber FCS: TEST FAIL CAS message is displayed,<br>c) Fault Messages listed in OPER 34-21-01 are verified to be not displayed before each departure, and<br>d) Operations do not require its use. | |
| 34-31-01 *** | Head-Up Display (HUD) | | | | | \| |
| | (A/C with M-OPT0001 and without M-OPT0062) | D | 1 | 0 | May be inoperative provided:<br>a) Approach and landing minima are not predicated on its use, and<br>b) The combiner is stowed. | \| |
| | (A/C with M-OPT0062) | D | 2 | 1 | One may be inoperative provided the associated combiner is stowed. | \| |
| | (A/C with M-OPT0062) | D | 2 | 0 | Both may be inoperative provided:<br>a) Approach and landing minima are not predicated on their use, and<br>b) The combiners are stowed. | \| |

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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 |
|---|---|---|---|---|---|---|
| 34-31-01-10 *** | SVS (Synthetic Vision System) on HUD & MDU | | | | | \| |
| | (A/C with M-OPT0001 and without M-OPT0002 and without M-OPT0062) | D | 1 | 0 | (O) May be inoperative provided SVS image is not displayed.<br><br>NOTE: SVS in HUD/MDU is independent from SVS in PDU. If SVS is also not available in PDU, it could be a GPS reception issue. | \| |
| | (A/C with M-OPT0001 and with M-OPT0002 and without M-OPT0062) | D | 1 | 0 | (O) May be inoperative provided:<br>a) SVS image is not displayed, and<br>b) Approaches with EVS operational credit are not conducted.<br><br>NOTE: SVS in HUD/MDU is independent from SVS in PDU. If SVS is also not available in PDU, it could be a GPS reception issue. | \| |
| | (A/C with M-OPT0062) | D | 2 | 0 | (O) One or more may be inoperative provided:<br>a) Affected SVS image is not displayed, and<br>b) Approaches with EVS operational credit are not conducted with affected HUD.<br><br>NOTE: SVS in HUD/MDU is independent from SVS in PDU. If SVS is also not available in PDU, it could be a GPS reception issue. | \| |

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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 |
|---|---|---|---|---|---|---|
| 34-31-01-20 *** | HUD BRIGHT Switch | | | | | \| |
| | (A/C with M-OPT0001 or with M-OPT0062) | D | - | 0 | One or more switch MAN position may be inoperative provided the AUTO position and setting are used. | \| |
| | (A/C with M-OPT0001 and without M-OPT0002) | D | 1 | 0 | AUTO position may be inoperative provided the MAN position and setting are used. | \| |
| | (A/C with M-OPT0002) | D | - | 0 | (O) One or more switch AUTO position may be inoperative provided:<br>a) MAN position and setting are used, and<br>b) Approaches with EVS operational credit are not conducted with affected HUD. | \| |

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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 |
|---|---|---|---|---|---|---|
| 34-32-00<br>*** | Enhanced Flight Vision System (EFVS) (A/C with M-OPT0002) | D | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Approaches with EVS operational credit are not conducted,<br>b) Camera is removed and replaced with an approved blanking plate, and<br>c) EVS CAMERA PWR C/B is pulled and collared.<br><br>NOTE: This item includes IRW heating and associated controls (except otherwise specified in the MMEL). | \| |
| | | D | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Approaches with EVS operational credit are not conducted, and<br>b) EVS CAMERA PWR C/B is pulled and collared.<br><br>NOTE: This item includes IRW heating and associated controls (except otherwise specified in the MMEL). | \| |
| 34-32-00-20<br>*** | CVS (Combined Vision System) on HUD & MDU | D | - | 0 | (O) One or more may be inoperative provided:<br>a) Affected CVS image is not displayed, and<br>b) Approaches with EVS operational credit are not conducted with affected HUD. | \| |
| 34-32-00-30<br>*** | XVS BRT/SBY Switch (on sidestick) | D | - | 0 | (O) One or more may be inoperative provided:<br>a) Affected SVS/EVS image brightness is set to minimum, and<br>b) Approaches with EVS operational credit are not conducted with affected HUD. | \| |

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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 |
|---|---|---|---|---|---|---|
| 34-41-00 | Weather Radar | C | 1 | 0 | May be inoperative provided it is not required by 14 CFR. | |
| 34-41-00-10 | Windshear Predictive Function | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 34-41-10 *** | SXM Weather System (A/C with M-OPT0122) | D | 1 | 0 | May be inoperative provided it is deselected. | \| \| |
| 34-42-00 | Radar Altimeter (RA) | B | 2 | 1 | (M) One may be inoperative provided:<br>a) Associated C/B is pulled and collared,<br>b) Operative RA is selected on both PDU,<br>c) Approach and landing minima are not predicated on its use, and<br>d) If RA #1 is inoperative, the weather radar is considered inoperative (refer to item 34-41-00). | |
| 34-43-00 *** | Lightning Sensor System (LSS) (A/C with M-OPT0033) | D | 1 | 0 | May be inoperative. | |
| 34-44-00 | Traffic Collision Avoidance System (TCAS) | B | 1 | 0 | (M)(O) May be inoperative provided:<br>a) System is deactivated and secured, and<br>b) Enroute or approach procedures do not require its use. | |
| | | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Not required by 14 CFR,<br>b) System is deactivated and secured, and<br>c) Enroute or approach procedures do not require its use. | |

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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 |
|---|---|---|---|---|---|---|
| 34-44-00-10 | Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s) | C | 2 | 1 | One may be inoperative on the non-flying pilot side provided:<br>a) TA and RA visual display is operative on the flying pilot side, and<br>b) TA and RA audio function is operative on flying pilot side. | |
| 34-44-00-20 | Resolution Advisory (RA) Display System(s) | C | 2 | 1 | One may be inoperative on non-flying pilot side. | |
| | | C | 2 | 0 | (O) One or more may be inoperative provided:<br>a) Traffic Alert (TA) visual display and audio functions are operative,<br>b) TA only mode is selected by the crew, and<br>c) Enroute or approach procedures do not require its use. | |
| 34-44-00-30 | Traffic Alert Display System(s) | C | 2 | 0 | (O) One or more may be inoperative provided:<br>a) RA visual display and audio functions are operative, and<br>b) Enroute or approach procedures do not require its use. | |
| 34-44-00-40 | Audio Functions | B | 1 | 0 | May be inoperative provided enroute or approach procedures do not require use of TCAS. | |
| 34-44-00-50 *** | Airspace Selection Function | C | 2 | 0 | One or more 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

## 34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 34-45-00 | Enhanced-Ground Proximity Warning System (EGPWS) | A | 1 | 0 | (O) May be inoperative provided:<br>a) Approaches do not require its use,<br>b) Alternate procedures are established and used, and<br>c) Repairs are made within 2 flight-days. | |
| 34-45-00-10 | Modes 1 to 4 | A | 4 | 0 | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within 2 flight-days. | |
| 34-45-00-20 | Test Mode | A | 1 | 0 | May be inoperative provided:<br>a) EGPWS is considered inoperative (refer to item 34-45-00), and<br>b) Repairs are made within 2 flight-days. | |
| 34-45-00-30 | Glideslope Deviation(s) (Mode 5) | B | - | 0 | May be inoperative. | |
| 34-45-00-40 | Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 34-45-00-50 | Advisory Callouts | B | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | C | - | 0 | (O) May be inoperative provided:<br>a) Advisory callout not required by 14 CFR, and<br>b) Alternate procedures are established and used. | |

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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 |
|---|---|---|---|---|---|---|
| 34-45-00-60 | Windshear Mode (Reactive) | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. | |
| 34-45-00-70 | Terrain Displays | B | - | 0 | May be inoperative. | |
| 34-45-00-80 | Runway Awareness & Advisory System (RAAS) | C | 1 | 0 | May be inoperative. | |
| 34-45-00-90 *** | Runway Overrun Awareness and Alerting System (ROAAS) (A/C with M-OPT0129) | C | 1 | 0 | May be inoperative. | \| \| \| \| |
| 34-45-20 | AMM Function | | | | | |
| 34-45-20-10 *** | 2D AMM Function (A/C with M-OPT0130) | D | 1 | 0 | May be inoperative provided the function is not used.<br><br>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. | |
| 34-45-20-20 *** | 3D AMM Function (A/C with M-OPT0131) | D | 1 | 0 | May be inoperative provided the function is not used.<br><br>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. | |
| 34-51-00 | VIDL-G Module | | | | | |

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 |
|---|---|---|---|---|---|---|
| 34-51-00-10 | VOR/LOC Function | C | 2 | 0 | (O) One or more may be inoperative provided:<br>a) The navigation systems required for each segment of the intended flight route are operative,<br>b) Alternate procedures are established and used, where applicable, and<br>c) Approaches and missed approaches where navigation is based on ILS are not conducted.<br><br>NOTE 1: With VOR/LOC1 inoperative, VOR/LOC information are not available in SFD (Secondary Flight Display).<br><br>NOTE 2: VIDL-G modules host VOR/ILS Data Link and GPS functions. | |
| 34-51-00-20 | Marker Beacon | C | 2 | 0 | May be inoperative provided approach procedures do not require its use.<br><br>NOTE: VIDL-G modules host VOR/ILS Data Link and GPS functions. | |
| 34-51-00-30 | Global Positioning System (GPS) Function | C | 2 | 1 | (O) One may be inoperative provided operations do not require its use.<br><br>NOTE: VIDL-G modules host VOR/ILS Data Link and GPS functions. | |
| 34-52-00 | DME Module | D | 2 | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 34-53-00 *** | ADF Module (A/C with M-OPT0043) | D | 1 | 0 | May be inoperative provided that navigation and approach procedures are not based on its use. | |

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 |
|---|---|---|---|---|---|---|
| 34-54-01 | ATC Transponders and Automatic Altitude Reporting System | B | 2 | 0 | One or more may be inoperative provided:<br>a) Operations do not require its use, and<br>b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. | |
| | | D | 2 | 1 | Any in excess of those required by 14 CFR may be inoperative. | |
| 34-54-02 | Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR | A | - | 0 | One or more may be inoperative provided:<br>a) Operations do not require its use, and<br>b) Repairs are made prior to completion of the next C Check. | |
| 34-54-03 | ADS-B System | | | | | |
| 34-54-03-10 | ADS-B System (In and Out) | B | - | 0 | (O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.<br><br>NOTE: Any ADS-B function that operates normally may be used. | |
| | | C | - | 1 | One may be inoperative. | |
| | | D | - | 0 | May be inoperative provided:<br>a) Enroute operations do not require its use, and<br>b) It is not required by 14 CFR.<br><br>NOTE: Any ADS-B function that operates normally may be used. | |

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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 |
|---|---|---|---|---|---|---|
| 34-54-03-20 | ADS-B Out Extended Squitter | B | - | 0 | (O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.<br><br>NOTE: Any ADS-B function that operates normally may be used. | |
| | | C | - | 1 | One may be inoperative. | |
| | | D | - | 0 | May be inoperative provided:<br>a) Enroute operations do not require its use, and<br>b) It is not required by 14 CFR.<br><br>NOTE: Any ADS-B function that operates normally may be used. | |
| 34-54-03-30 | ADS-B In | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any ADS-B In function that operates normally may be used. | |
| | | D | - | 0 | May be inoperative provided operations do not require its use.<br><br>NOTE: Any ADS-B In function that operates normally may be used. | |
| 34-60-00 *** | Flight Management System (FMS) | | | | | |
| | (A/C with M-OPT0044) | D | 3 | 2 | (O) One may be inoperative provided:<br>a) Associated AFM abnormal procedure “NAV: FMS x FAIL” is applied before each departure, and<br>b) Operations do not require its use. | |

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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 |
|---|---|---|---|---|---|---|
| 34-60-00-01 *** | Take Off and Landing Data (TOLD) | | | | | |
| | (A/C with M-OPT0044) | D | 3 | 0 | One or more may be inoperative. | |
| | (A/C without M-OPT0044) | D | 2 | 0 | One or more may be inoperative. | |
| 34-60-20 | Navigation Database | A | - | 0 | May be inoperative provided:<br>a) Operations do not require its use,<br>b) It is not used in a primary navigation system required by 14 CFR,<br>c) Alternate procedures are developed and used,<br>d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and<br>e) Is repaired within 10 flight-days.<br><br>NOTE: An out-of-currency or out of-date navigation database is not authorized MMEL relief per 14 CFR. | |

AIRCRAFT:
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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 |
|---|---|---|---|---|---|---|
| 35-10-11 | Crew Oxygen Mask O2 Saver Function | C | 2 | 0 | (O) May be inoperative provided O2 consumption is taken into account during flight preparation phase. | |
| 35-10-11-01 | 3rd Crew Seat Oxygen Mask O2 Saver Function | C | 1 | 0 | May be inoperative. | |
| 35-10-13 | Observer Seat Oxygen System | D | 1 | 0 | (O) May be inoperative provided:<br>a) Observer Seat is not occupied, and<br>b) Mask is stowed and reset. | |
| 35-20-01 | Passenger Oxygen NORMAL Mode | C | 1 | 0 | May be inoperative provided the flight is conducted below FL 150. | |
| | | C | 1 | 0 | May be inoperative provided the flight is conducted without any passenger onboard. | |
| 35-20-02 | Passenger Oxygen OVERRIDE Mode | C | 1 | 0 | May be inoperative provided:<br>a) PAX OXYGEN is set to CLOSED position, and<br>b) Flight is conducted without any passengers onboard. | |
| 35-20-03 | Passenger Oxygen Mode Selection | | | | | |
| 35-20-03-10 | THERAP Mode | B | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Passenger Oxygen NORMAL Mode is verified operative,<br>b) Passenger Oxygen OVERRIDE Mode is verified operative, and<br>c) Passenger Oxygen CLOSED Mode is verified operative. | |
| 35-20-04 | EFCU Normal Shut Off Valve Monitoring Function | C | 1 | 0 | May be inoperative.<br><br>NOTE: Passenger Oxygen NORMAL Mode is operative. | |

AIRCRAFT:
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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 |
|---|---|---|---|---|---|---|
| 35-20-05 | EFCU Pax ON Pressure Sensor | C | 1 | 0 | (O) May be inoperative provided PAX ON indication is disregarded.<br><br>NOTE: Passenger Oxygen NORMAL Mode is operative. | |
| 35-20-10 | Passenger Oxygen Mask Box | B | - | - | (M) One or more may be inoperative provided:<br>a) Affected seats are blocked and placarded to prevent occupancy,<br>b) Drop-out boxes are operative for all operative passenger seats and toilet compartments, and<br>c) Each affected Mask Box is verified not leaking. | |
| 35-30-01 | Portable Protective Breathing Equipment (PBE) | D | - | 1 | Any in excess of those required by 14 CFR may be inoperative or removed provided:<br>a) At least one PBE unit is operative,<br>b) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility,<br>c) Location placarding is removed or obscured, and<br>d) Required distribution is maintained.<br><br>NOTE: Inoperative PBEs, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations. | |
| 35-30-01-10 *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight. | |

AIRCRAFT:
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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 |
|---|---|---|---|---|---|---|
| 35-30-05 | Portable Oxygen Cylinder Assembly (POCA) | D | - | - | (M)(O) Any in excess of those required by 14 CFR may be inoperative or missing provided:<br>a) Required distribution of operative units is maintained throughout the aircraft,<br>b) The inoperative portable oxygen dispensing unit is placarded inoperative, and<br>c) Procedures are established and used to alert crewmembers of inoperative or missing equipment. | |

AIRCRAFT:
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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 |
|---|---|---|---|---|---|---|
| 36-10-00 | Engine Bleed Air System (BAS) | A | 2 | 1 | (O) Engine Bleed Air System #2 may be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) Flight is not conducted into known or forecast icing conditions,<br>c) A/I: WINGS 1 and A/I: WINGS 2 pushbuttons are set to OFF position for the entire flight,<br>d) ENG2 BLEED pushbutton is set to OFF position for the entire flight,<br>e) X BLEED pushbutton is set to Lighted - ON,<br>f) All cockpit and cabin internal door(s) and curtain(s) remain open and are placarded “DOOR TO REMAIN OPEN AT ALL TIMES” or “CURTAIN TO REMAIN OPEN AT ALL TIMES”,<br>g) Ram air scoop and B/U pack are verified operative,<br>h) HEATING Test is performed before each departure,<br>i) Disregard BLEED 2: CTRL FAIL CAS message, if displayed, and<br>j) Repairs are made within 3 consecutive calendar-days. | |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 36-10-01 | High Pressure Valve (HPV) | A | 2 | 1 | (M) RH HPV may be inoperative in open position provided:<br>a) RH Engine Bleed Air System (BAS) is considered inoperative (refer to item 36-10-00),<br>b) It is secured in closed position, and<br>c) Repairs are made within 3 consecutive calendar-days. | \| |
| 36-10-03 | Pressure Regulating Shut-Off Valve (PRSOV) | A | 2 | 1 | (M) RH PRSOV may be inoperative in open position provided:<br>a) RH Engine Bleed Air System (BAS) is considered inoperative (refer to item 36-10-00),<br>b) It is secured in closed position, and<br>c) Repairs are made within 3 consecutive calendar-days. | \| |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 36-10-10 | Cross Bleed Valve (CBV) | A | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) Flight is not conducted into known or forecast icing conditions,<br>c) A/I: WINGS 1 and A/I: WINGS 2 pushbuttons are set to OFF position for the entire flight,<br>d) ENG2 BLEED pushbutton is set to OFF position,<br>e) X BLEED pushbutton is set to Lighted - ON for the entire flight,<br>f) CBV is secured in open position,<br>g) Associated C/B is pulled and collared,<br>h) No Fault message BLEED: BLEED LEAK FAULT is displayed,<br>i) Apply OPER 36-10-10-i instead of those AFM Abnormal procedures listed in this OPER-36-10-10-i,<br>j) All cockpit and cabin internal door(s) and curtain(s) remain open and are placarded “DOOR TO REMAIN OPEN AT ALL TIMES” or “CURTAIN TO REMAIN OPEN AT ALL TIME”,<br>k) Ram air scoop and B/U pack are verified operative,<br>l) HEATING Test is performed before each departure,<br>m) Disregard BLEED 2: CTRL FAIL CAS message, if displayed, and<br>n) Repairs are made within 3 consecutive calendar-days. | |

AIRCRAFT:
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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 |
|---|---|---|---|---|---|---|
| 36-10-10-10 | Redundancy Function | C | 1 | 0 | May be inoperative. | \| |
| 36-10-15 | APU Bleed Valve | C | 1 | 0 | (O) May be inoperative in closed position provided:<br>a) APU is not used in flight, and<br>b) Aircraft speed remains at or above 250 kts during holding operation.<br><br>NOTE 1: APU can be used on ground for electrical generation only.<br><br>NOTE 2: Engines shall be started on ground using ASU (Air Starter Unit). | |
| | | C | 1 | 0 | May be inoperative in open position provided APU is considered inoperative (refer to item 49-10-01). | |
| 36-10-35 | APS PRSOV | C | 1 | 0 | (M) May be inoperative provided:<br>a) FTIS is considered inoperative (refer to item 47-00-00), and<br>b) FTIC C/B is pulled and collared. | \| |
| 36-10-40 | APS Temperature Control Valve (TCV) | C | 1 | 0 | (O) May be inoperative provided:<br>a) FTIS is considered inoperative (refer to item 47-00-00), and<br>b) Air Preparation System (APS) and Fuel Tank Inerting System (FTIS) are in closed position. | \| |
| 36-21-01 | Bleed Air Temperature Sensor | A | 2 | 1 | Bleed Air Temperature Sensor #2 may be inoperative provided:<br>a) Associated Engine Bleed Air System (BAS) is considered inoperative (refer to item 36-10-00), and<br>b) Repairs are made within 3 consecutive calendar-days. | \| |

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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 |
|---|---|---|---|---|---|---|
| 36-21-09 | Bleed Air Pressure Sensor | A | 6 | 3 | One or more on the RH side may be inoperative provided:<br>a) Associated Engine Bleed Air System (BAS) is considered inoperative (refer to item 36-10-00), and<br>b) Repairs are made within 3 consecutive calendar-days. | \| |
| 36-21-20 | APS Sensor | | | | | \| |
| 36-21-20-10 | APS Temperature Sensor | C | 1 | 0 | (M) May be inoperative provided:<br>a) FTIS is considered inoperative (refer to item 47-00-00), and<br>b) FTIC C/B is pulled and collared. | \| |
| 36-21-20-20 | APS Pressure Sensor | C | 1 | 0 | May be inoperative provided FTIS is considered inoperative (refer to item 47-00-00). | \| |
| 36-22-01 | Bleed Air Leak Detection System (BALDS) | | | | | \| |
| 36-22-01-10 | Trim Leak Detection Sensor | B | 2 | 1 | (O) One may be inoperative provided:<br>a) Flight level is limited to FL 300 or below,<br>b) Associated ECS pushbutton is set to OFF position,<br>c) Opposite Trim Air Valve (TAV) is verified operative, and<br>d) All cockpit and cabin internal door(s) and curtain(s) remain open and are placarded “DOOR TO REMAIN OPEN AT ALL TIMES or CURTAIN TO REMAIN OPEN AT ALL TIMES”. | \| |
| 36-22-01-20 | Pack Leak Detection Sensor | B | 2 | 0 | Both may be inoperative. | \| |
| 36-22-01-21 | Leak Detection Redundancy Function | C | 2 | 1 | One 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 |
|---|---|---|---|---|---|---|
| 36-22-01-30 | Pylon Bleed Leak Detection Sensor | A | 4 | 2 | (M)(O) One or more may be inoperative on the RH side provided:<br>a) Flight level is limited to FL 300 or below,<br>b) Flight is not conducted into known or forecast icing conditions,<br>c) A/I: WINGS 1 and A/I: WINGS 2 pushbuttons are set to OFF position for the entire flight,<br>d) ENG2 BLEED pushbutton is set to OFF position for the entire flight,<br>e) CREW ECS pushbutton is set to OFF position for the entire flight,<br>f) APU BLEED pushbutton is set to OFF position on ground except during engine start,<br>g) X BLEED pushbutton is set to Dark - Auto,<br>h) Aircraft speed remains at or above 250 kts during holding operations,<br>i) Opposite bleed air system and air conditioning system are operative,<br>j) Ram air scoop and B/U pack are verified operative,<br>k) Entryway Heater is verified operative,<br>l) Fuel Tank Inerting System (FTIS) is considered inoperative (refer to item 47-00-00),<br>m) FTIC C/B is pulled and collared,<br>n) All cockpit and cabin internal door(s) and curtain(s) remain open and are placarded “DOOR TO REMAIN OPEN AT ALL TIMES” or “CURTAIN TO REMAIN OPEN AT ALL TIMES”,<br><br>(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 |
|---|---|---|---|---|---|---|
| 36-22-01-30 | Pylon Bleed Leak Detection Sensor (Cont'd) | | | | o) Disregard BLEED 2: CTRL FAIL CAS message, if displayed, and<br>p) Repairs are made within 3 consecutive calendar-days. | \| |
| 36-22-01-35 | Manifold Bleed Leak Detection Sensor | A | 4 | 2 | (M)(O) One or more may be inoperative on the RH side provided:<br>a) Flight level is limited to FL 300 or below,<br>b) Flight is not conducted into known or forecast icing conditions,<br>c) A/I: WINGS 1 and A/I: WINGS 2 pushbuttons are set to OFF position for the entire flight,<br>d) ENG2 BLEED pushbutton is set to OFF position for the entire flight,<br>e) CREW ECS pushbutton is set to OFF position for the entire flight,<br>f) APU BLEED pushbutton is set to OFF position on ground except during engine start,<br>g) X BLEED pushbutton is set to Dark - Auto,<br>h) Aircraft speed remains at or above 250 kts during holding operations,<br>i) Opposite bleed air system and air conditioning system are operative,<br>j) Ram air scoop and B/U pack are verified operative,<br>k) Entryway Heater is verified operative,<br>l) Fuel Tank Inerting System (FTIS) is considered inoperative (refer to item 47-00-00),<br>m) FTIC C/B is pulled and collared,<br><br>(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 |
|---|---|---|---|---|---|---|
| 36-22-01-35 | Manifold Bleed Leak Detection Sensor (Cont'd) | | | | n) All cockpit and cabin internal door(s) and curtain(s) remain open and are placarded "DOOR TO REMAIN OPEN AT ALL TIMES" or "CURTAIN TO REMAIN OPEN AT ALL TIMES",<br>o) Disregard BLEED 2: CTRL FAIL CAS message, if displayed, and<br>p) Repairs are made within 3 consecutive calendar-days. | \| |
| 36-22-01-40 | APU Bleed Leak Detection Sensor | C | 1 | 0 | May be inoperative provided:<br>a) APU BLEED pushbutton is set to OFF position, and<br>b) Aircraft speed remains at or above 250 kts during holding operations.<br><br>NOTE: Engines shall be started on ground using ASU (Air Starter Unit). | \| |
| 36-22-10 | Wing Anti-Ice Leak Detection Sensor | C | 18 | 0 | (O) One or more may be inoperative provided:<br>a) Flight is not conducted into known or forecast icing conditions, and<br>b) A/I: WINGS1 and A/I: WINGS2 pushbuttons are set to OFF position for the entire flight. | \| |

AIRCRAFT:
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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 |
|---|---|---|---|---|---|---|
| 38-10-00 | Water System Computer Unit (WSCU) | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) ON OFF BACK-UP Switch is set to the appropriate position on the water system galley control panel,<br>b) If water tank is not empty, BACK-UP Mode is verified operative,<br>c) If water tank is not empty and the aircraft remains on ground to temperatures near or below 0°C (32°F), water tank draining is only performed manually,<br>d) Water tank pressure refilling operation, if required, is stopped when the water flows through the overflow port,<br>e) If water tank is not empty, water tank level is checked in flight, after 6 consecutive flight hours, and<br>f) Humidifier, if installed, is considered inoperative (refer to item 21-72-01).<br><br>NOTE 1: Hot water supply is not available.<br><br>NOTE 2: Water system monitoring and synoptics are not available. | \| |
| | | C | 1 | 0 | May be inoperative provided Water System is considered inoperative (refer to item 38-13-00). | |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 38-10-10 | Water Draining System | C | 1 | 0 | (M) May be inoperative provided:<br>a) No other ATA 38 Fault Message is displayed,<br>b) Water draining, if necessary, is only performed manually,<br>c) ON OFF BACK-UP switch is set to ON position on Galley Control Panel, and<br>d) Water tank refilling operation, if required, is stopped when the water flows through the overflow port. | \| |
| 38-10-20 | Water System Thermal Switch | | | | | |
| 38-10-20-05 | Aft Drain Hoses Thermal Switch | C | 1 | 0 | May be inoperative provided the Aft Heated Drain Mast is considered inoperative (refer to item 38-32-01). | |
| 38-10-20-10 | Aft Supply Hoses Thermal Switch | C | 1 | 0 | (O) May be inoperative provided:<br>a) Water draining, if necessary, is performed on ground only, at temperatures above 0 °C (32 °F),<br>b) RH Fwd Waterboard three ways isolation valve set to “Fwd Supply Only” position, and<br>c) Humidifier, if installed, is not used (refer to item 21-72-01).<br><br>NOTE: Aft sink and bowl rinsing are not available. | |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 38-10-20-15 | Fwd Supply Hoses Thermal Switch | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Water system draining sequence is performed on ground, at temperatures above 0 °C (32 °F),<br>b) ON-OFF BACK-UP switch is set to OFF on galley control panel,<br>c) Water System is secured,<br>d) Procedures are established and used to ensure that system is not serviced, and<br>e) Humidifier, if installed, is considered inoperative (refer to item 21-72-01).<br><br>NOTE: Potable water supply is not available. | |
| 38-10-20-20 | Fwd Drain Hoses Thermal Switch | C | 1 | 0 | May be inoperative provided Fwd Heated Drain Mast is considered inoperative (refer to item 38-31-01). | |
| 38-10-20-25 | Gravity Filling Hose Thermal Switch | D | 1 | 0 | May be inoperative provided water gravity filling, if necessary, is performed on ground only, at temperatures above 0 °C (32 °F). | |
| 38-11-03 | Water Pump | C | 2 | 1 | One may be inoperative.<br><br>NOTE: Water system draining performance is degraded. | |
| 38-11-09 | Water Tank Level Sensor | D | 5 | 0 | One or more may be inoperative provided water tank refilling operation, if required, is stopped when the water flows through the overflow port.<br><br>NOTE: In case of EMPTY sensor failure, water draining sequence duration may increase. | |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 38-11-40 | External Water Service System | D | 1 | 0 | May be inoperative provided:<br>a) Water service handle in the water servicing panel is set in closed and latched position,<br>b) Water servicing panel is not used, and<br>c) Gravity water filling port is used, if necessary. | |
| 38-13-00 | Water System | C | 1 | 0 | (O) May be inoperative provided:<br>a) Ambient temperature where the aircraft is parked is above 0 °C (32 °F),<br>b) Water System Thermal Switches are operative,<br>c) Water tank level is checked before departure,<br>d) ON-OFF BACK-UP switch is set to OFF on the water system galley control panel,<br>e) Procedures are established and used to ensure that system is not serviced, and<br>f) Humidifier, if installed, is considered inoperative (refer to item 21-72-01).<br><br>NOTE: Water supply is no longer available: this includes water supply to faucets, and rinse function of toilet bowls. | \| |

(Continued)

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 38-13-00 | Water System (Cont'd) | | | | | |
| | | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Water System is drained prior aircraft is parked with ambient temperature at 0°C (32°F) or below,<br>b) ON-OFF BACK-UP switch is set to OFF on the water system galley control panel,<br>c) Procedures are established and used to ensure that system is not serviced, and<br>d) Humidifier, if installed, is considered inoperative (refer to item 21-72-01).<br><br>NOTE: Water supply is no longer available: this includes water supply to faucets, and rinse function of toilet bowls. | \| |
| 38-13-09 | Water Heater System | | | | | |
| 38-13-09-05 | Aft Water Heater | D | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Toggle switch on Aft Water Heater is set to OFF position, and<br>b) Aft Water Heater C/B is pulled and collared. | |
| 38-13-09-10 | RH Fwd Water Heater | D | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Toggle switch on RH Fwd Water Heater is set to OFF position, and<br>b) RH Fwd Water Heater C/B is pulled and collared. | |
| 38-13-09-15 *** | LH Fwd Water Heater (A/C with M-OPT0144) | D | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Toggle switch on LH Fwd Water Heater is set to OFF position, and<br>b) LH Fwd Water Heater C/B is pulled and collared. | |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 38-13-37 | Water System Pressure Switch | D | 2 | 1 | One may be inoperative. | |
| 38-31-01 | Fwd Heated Drain Mast | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Water draining, if necessary, is performed on ground only, at temperatures above 0 °C (32 °F),<br>b) RH Fwd waterboard three ways isolation valve is set to AFT SUPPLY ONLY position,<br>c) ON OFF BACK-UP Switch is set to the appropriate position on the water system galley control panel,<br>d) Ice drawer remains empty and placarded,<br>e) LH Fwd galley isolation valve is set in closed position (for A/C with M-OPT0144),<br>f) Fwd sinks remain empty of any liquid and are placarded to prevent pouring any liquid in the fwd sinks,<br>g) Chiller, if installed, is considered inoperative (refer to item 25-33-00),<br>h) If water tank is not empty, water tank level is checked in flight, after 6 consecutive flight hours, and<br>i) Humidifier, if installed, is considered inoperative (refer to item 21-72-01).<br><br>NOTE 1: Water supply in fwd section is no longer available: this includes water supply to fwd faucets (lavatory and galley), and rinse function of fwd toilet bowl.<br><br>NOTE 2: Hot water supply is not available. | |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 38-32-00 | Heated Drain Mast | C | 2 | 0 | Both may be inoperative provided Water System is considered inoperative (refer to item 38-13-00). | \| |
| 38-32-01 | Aft Heated Drain Mast | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Water draining, if necessary, is performed on ground only, at temperatures above 0 °C (32 °F),<br>b) LH aft water supply isolation valve is set to OFF position,<br>c) ON OFF BACK-UP Switch is set to the appropriate position on the water system galley control panel,<br>d) Aft sink remains empty of any liquid and is placarded to prevent pouring any liquid in the aft sink,<br>e) If water tank is not empty, water tank level is checked in flight, after 6 consecutive flight hours, and<br>f) Humidifier, if installed, is considered inoperative (refer to item 21-72-01).<br><br>NOTE 1: Water supply in aft faucet is no longer available: this includes water supply to aft faucets (lavatory), and rinse function of aft toilet bowl.<br><br>NOTE 2: Hot water supply is not available. | \| |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 38-35-00 | Aft Vacuum Toilet | D | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Aft water isolation valve is secured in closed position,<br>b) Aft flush valve is secured in closed position,<br>c) Aft Vacuum Toilet C/B is pulled and collared,<br>d) Aft waste tank assembly is drained and rinsed, and<br>e) Aft Vacuum Toilet is placarded “DO NOT USE”. | |
| 38-35-00-05 | Rinse Valve | D | 1 | 0 | (O) May be inoperative provided associated aft vacuum toilet water isolation valve is secured in closed position. | |
| | | D | 1 | 0 | May be inoperative provided associated Aft Vacuum Toilet is considered inoperative (refer to item 38-35-00). | |
| 38-35-00-10 | Flush Valve | D | 1 | 0 | (O) May be inoperative provided:<br>a) Aft water isolation valve is secured in closed position,<br>b) Aft Flush Valve is secured in closed position, and<br>c) Aft Vacuum Toilet is placarded “DO NOT USE”. | |
| | | D | 1 | 0 | May be inoperative provided Aft Vacuum Toilet is considered inoperative (refer to item 38-35-00). | |
| 38-35-00-15 | Vacuum System | C | 1 | 0 | May be inoperative provided Aft Vacuum Toilet is not used below 16,000 ft. | |
| | | D | 1 | 0 | May be inoperative provided Aft Vacuum Toilet is considered inoperative (refer to item 38-35-00). | |
| | | D | 1 | 0 | May be degraded. | \| |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 38-36-00 | Fwd Vacuum Toilet | D | 1 | 0 | (M)(O) May be inoperative provided:<br>a) Fwd water isolation valve is secured in closed position,<br>b) Fwd flush valve is secured in closed position,<br>c) Fwd Vacuum Toilet C/B is pulled and collared,<br>d) Fwd waste tank assembly is drained and rinsed, and<br>e) Fwd Vacuum Toilet is placarded “DO NOT USE”. | |
| 38-36-00-05 | Rinse Valve | D | 1 | 0 | (O) May be inoperative provided associated Fwd Vacuum Toilet water isolation valve is secured in closed position. | |
| | | D | 1 | 0 | May be inoperative provided associated Vacuum Toilet is considered inoperative (refer to item 38-36-00). | |
| 38-36-00-10 | Flush Valve | D | 1 | 0 | (O) May be inoperative provided:<br>a) Fwd water isolation valve is secured in closed position,<br>b) Fwd Flush Valve is secured in closed position, and<br>c) Fwd Vacuum Toilet is placarded “DO NOT USE”. | |
| | | D | 1 | 0 | May be inoperative provided Fwd Vacuum Toilet is considered inoperative (refer to item 38-36-00). | |
| 38-36-00-15 | Vacuum System | C | 1 | 0 | May be inoperative provided Fwd Vacuum Toilet is not used below 16,000 ft. | |
| | | D | 1 | 0 | May be inoperative provided Fwd Vacuum Toilet is considered inoperative (refer to item 38-36-00). | |
| | | D | 1 | 0 | May be degraded. | \| |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 38-90-10 | Water Tank Area Leak Detector | C | 1 | 0 | May be inoperative provided water tank is not refilled. | |
| 38-90-15 | Water Tank | C | 1 | 0 | (M)(O) May be leaking provided:<br>a) Water system draining sequence is performed on ground, at temperatures above 0 °C (32 °F),<br>b) ON-OFF BACK-UP switch is set to OFF on the water system galley control panel,<br>c) Water System is secured,<br>d) Procedures are established and used to ensure that system is not serviced,<br>e) MMEL/CDL items listed in OPER 38-90-15 are operative, and<br>f) Humidifier, if installed, is considered inoperative (refer to item 21-72-01).<br><br>NOTE: Water supply is no longer available: this includes water supply to faucets, and rinse function of toilet bowls. | \| |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 44. Cabin Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 44-11-00 | Innovative Cabin System (ICS) | | | | | |
| 44-11-00-10 | Media Server Unit (MSU) | D | 1 | 0 | May be inoperative.<br><br>NOTE: Camera streaming and Passenger Entertainment are lost. | |
| 44-11-00-15 | Safety Briefing Function | D | 1 | 0 | May be inoperative provided passenger safety briefing does not require its use.<br><br>NOTE: Safety Briefing loss may be due to Environmental Control Units (ECUs), Large Area Monitors (LAMs) or Display Electronics Units (DEUs) issue. | |
| | | C | 1 | 0 | May be inoperative provided alternate procedures for passenger safety briefing are established and used.<br><br>NOTE: Safety Briefing loss may be due to Environmental Control Units (ECUs), Large Area Monitors (LAMs) or Display Electronics Units (DEUs) issue. | |
| 44-11-00-20 | Seat Interface Boxes (SIBs) and Touch Panels (TPs) | D | - | 0 | One or more may be inoperative. | |
| 44-11-00-30 | Direct Lighting or Direct Lighting Command | D | - | 0 | One or more may be inoperative. | |
| 44-11-00-40 | Indirect Lighting Remote Command | D | - | 0 | One or more may be inoperative. | |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 44. Cabin Systems

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 44-11-00-50 | Water Heater Remote Command | D | 2 | 0 | (O) One or more may be inoperative in OFF position.<br><br>NOTE: Water heater is not used. | |
| | | D | 2 | 0 | One or more may be inoperative in AUTO position provided the associated heater is manually set in OFF position.<br><br>NOTE: Associated Water heater is not used. | |
| 44-11-00-60 | Cabin Temperature Remote Command | D | 1 | 0 | May be inoperative provided the REMOTE softkey on ECS synoptic is not activated. | |
| 44-11-00-70 | Passenger Call Command | D | - | 0 | One or more may be inoperative. | |
| 44-11-00-80 | Ordinance Sign Repeater | D | - | 0 | One or more may be inoperative. | |
| 44-11-00-90 *** | Window Shade Remote Command (A/C with M-OPT0078) | D | - | 0 | One or more may be inoperative. | |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 45. Central Maintenance System

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 45-10-00 | Central Maintenance Computer (CMC) | D | 1 | 0 | May be inoperative. | |
| 45-10-10 | Data Gateway Module (DGM) | D | 1 | 0 | May be inoperative.<br><br>NOTE: Troubleshooting through MMS may be degraded for some systems. | |
| 45-45-00 | Multipurpose Maintenance System (MMS) | C | 1 | 0 | May be inoperative. | |
| 45-45-00-20 | Broadcast | D | 1 | 0 | (M) May be inoperative provided alternate procedures are established and used. | |
| 45-45-00-30 | Ethernet Switch Protection | C | 1 | 0 | (M) May be inoperative provided OCP TEST/UPLOAD command is not used and is secured. | \| |
| 45-45-00-40 | ADRU Protection | C | 1 | 0 | (M) May be inoperative provided:<br>a) OCP TEST/UPLOAD command is not used and is secured,<br>b) Secondary Power Distribution Box (SPDB) LH SPDB Board is operative,<br>c) Secondary Power Distribution Box (SPDB) RH SPDB Board is operative,<br>d) HCM are operative,<br>e) FQMC channels are operative,<br>f) IASC channels are operative, and<br>g) APU Electrical Generation System is operative. | \| |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 45. Central Maintenance System

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 45-90-00 | Databases Loading System (DLS) | | | | | |
| 45-90-00-10 | Aircraft Data Gateway (ADG) | C | 1 | 0 | May be inoperative.<br><br>NOTE: Avionic modules software and aircraft databases upload is unavailable. | |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 46. Information System

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 46-20-00 | Electronic Flight Bag (EFB) System | | - | - | NOTE: Per FAA MMEL Policy Letter 121, Portable EFB components are not installed equipment and are therefore not required for dispatch. Consequently, portable EFB components are not appropriate for MMEL relief. | \| |
| 46-20-00-20 *** | Power Supply/Power Connection (A/C with M-OPT0015) | 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. | \| |
| 46-20-00-30 *** | Mounting Device (A/C with M-OPT0115) | C | - | 0 | (M)(O) May be inoperative provided:<br>a) Associated EFB and hardware is stowed, secured by an alternative means, or removed from the aircraft, and<br>b) Alternate procedures are established and used. | \| |
| | | D | - | 0 | (M) May be inoperative provided:<br>a) Associated EFB and hardware is stowed, secured by an alternative means, or removed from the aircraft, and<br>b) Procedures do not require its use. | \| |

AIRCRAFT:
Falcon 6X

**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 |
|---|---|---|---|---|---|---|
| 47-00-00 | Fuel Tank Inerting System (FTIS) | C | 1 | 0 | May be inoperative provided Total Fuel Quantity is limited to 32,000 lbs.<br><br>NOTE 1: Total Fuel Quantity of 32,000 lbs can be verified on the Fuel synoptic through a FRONT AUX tank fuel quantity not exceeding 2,750 lbs.<br><br>NOTE 2: Drain of the FTIS distribution pipes is performed before FTIS is operative again. | |
| 47-00-00-10 | Operating Mode | C | 1 | 0 | May be in a degraded mode. | |
| 47-00-00-20 | Maintenance Mode | C | 1 | 0 | (M) May be inoperative provided:<br>a) FTIS is considered inoperative (refer to item 47-00-00), and<br>b) FTIS C/B is pulled and collared. | |
| 47-30-00 | Inlet Shut-Off Valve (ISOV) | C | 1 | 0 | (M)(O) May be inoperative in open position provided:<br>a) FTIS is considered inoperative (refer to item 47-00-00),<br>b) BSOV is verified in closed position,<br>c) APS PRSOV is verified in closed position, and<br>d) FTIC C/B is pulled and collared. | \| \| \| |
| 47-30-05 | Backflow Shut-Off Valve (BSOV) | C | 1 | 0 | (M)(O) May be inoperative in open position provided:<br>a) FTIS is considered inoperative (refer to item 47 00-00),<br>b) ISOV is verified in closed position,<br>c) APS PRSOV is verified in closed position, and<br>d) FTIC C/B is pulled and collared. | |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 49. Airborne Auxiliary Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 49-10-01 | Auxiliary Power Unit (APU) | C | 1 | 0 | May be inoperative provided:<br>a) APU MASTER pushbutton is set to OFF position, and<br>b) Aircraft speed remains at or above 250 kts during holding operation.<br><br>NOTE: Engines shall be started on ground using ASU (Air Starter Unit) and GPU (Ground Power Unit). | |
| 49-10-01-10 | GP Bus Reception | C | 1 | 0 | May be inoperative.<br><br>NOTE: Engines shall be started on ground using ASU (Air Starter Unit). | |
| 49-10-01-20 | Maintenance Mode | C | 1 | 0 | May be inoperative provided the APU is considered inoperative (refer to item 49-10-01). | |
| 49-50-02 | APU Inlet Door | C | 1 | 0 | (M) May be inoperative in closed position provided:<br>a) APU is considered inoperative (refer to item 49-10-01), and<br>b) APU Inlet Door is secured in closed position. | |
| | | C | 1 | 0 | (M) May be jammed in other than closed position provided:<br>a) APU is considered inoperative (refer to item 49-10-01), and<br>b) APU Inlet Door is secured in closed position. | |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 49. Airborne Auxiliary Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 49-70-00 | APU Indication | C | 1 | 0 | (O) May be inoperative provided:<br>a) Use of APU is limited to engine start on ground and electrical generation in flight, and<br>b) Aircraft speed remains at or above 250 kts during holding operation.<br><br>NOTE: APU parameters on PDU and MDU, APU CAS Messages, APU Fault Message, APU Bleed Control Valve status and CAS Message, are no more available. | |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 52-10-09 | Passenger Door Electrical Lifting System | C | 1 | 0 | May be inoperative provided the passenger door opening duration is between 5 and 10 seconds.<br><br>NOTE: The passenger door is closed with outside help or/and using a rope tied to the unlocking handle. | |
| 52-30-00 | Baggage Compartment Door | | | | | |
| 52-30-00-01 | External Lock Sensor | C | 2 | 1 | (O) One may be inoperative provided the baggage compartment external door is verified latched and locked in closed position. | |
| 52-40-10 | Galley Door | | | | | |
| 52-40-10-10 | Actuator | D | 2 | 0 | (O) One or more may be inoperative provided galley door is latched in open position and placarded “DOOR TO REMAIN OPEN AT ALL TIMES”. | |
| 52-40-10-20 | Monitoring System | C | 1 | 0 | May be inoperative provided the galley door is latched in open position before taxi, takeoff, and landing (TTL). | |
| 52-54-09 | Mid Cabin Partition Sliding Door | | | | | |
| 52-54-09-10 *** | Mechanism | D | 1 | 0 | May be inoperative provided the mid cabin partition sliding door is latched in open position and placarded “DOOR TO REMAIN OPEN AT ALL TIMES”. | |
| 52-54-09-20 *** | Monitoring System | C | 1 | 0 | May be inoperative provided the mid cabin partition sliding door is latched in open position before taxi, takeoff, and landing (TTL). | |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 52-70-00 | Servicing Door Sensor | | | | | |
| 52-70-00-10 | Ground Power Unit Door Sensor | C | 1 | 0 | May be inoperative provided the Ground Power Unit door is verified latched in closed position before each departure. | |
| 52-70-00-20 | Battery Compartment Door Sensor | C | 1 | 0 | May be inoperative provided the battery compartment door is verified latched in closed position before each departure. | |
| 52-70-00-30 | Ground Air Start Door Sensor | C | 1 | 0 | May be inoperative provided the Ground Air Start door is verified latched in closed position before each departure. | |
| 52-70-00-40 | Refueling Servicing Door Sensor | C | 1 | 0 | May be inoperative provided the refueling servicing door is verified latched in closed position before each departure. | |
| 52-70-00-50 | Water Servicing Door Sensor | C | 1 | 0 | May be inoperative provided the water servicing door is verified latched in closed position before each departure. | |
| 52-70-00-60 | Toilet Servicing Door Sensor | C | 2 | 0 | One or more may be inoperative provided the toilet servicing door is verified latched in closed position before each departure.<br><br>NOTE: If the ordinance sign TOILET INOP is illuminated and CRUISE ALT ONLY is displayed on MISC synoptic, the associated toilet cannot be used until the aircraft altitude is at or above 16,000 ft. | |
| 52-70-04 | FSC Door Sensor | C | 3 | 2 | (O) One may be inoperative provided the FSC door is verified latched and locked in closed position. | |
| 52-70-05 | ASC Door Sensor | C | 1 | 0 | (O) May be inoperative provided the ASC door is verified latched and locked in closed position. | |

AIRCRAFT:
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**TABLE KEY**

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

## 73. Engine Fuel and Control

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 73-20-00 | Engine Time Limited Dispatch (TLD) | | | | | \| |
| 73-20-00-10 | Long Term Dispatch | A | 2 | 1 | (O) One engine may be affected provided:<br>a) Repairs are made within 500 flight hours or with times established in PWC Type Certificate Data Sheet E00093EN note 11, whichever is more restrictive,<br>b) No Engine TLD Short Term Dispatch is applied, and<br>c) Reliability monitoring data are submitted to the engine manufacturer. | \| |
| 73-20-00-20 | Short Term Dispatch | A | 2 | 1 | (O) One engine may be affected provided:<br>a) Repairs are made within 125 flight hours or with times established in PWC Type Certificate Data Sheet E00093EN note 11 whichever is more restrictive,<br>b) No Engine TLD Long Term Dispatch is applied, and<br>c) Reliability monitoring data are submitted to the engine manufacturer. | \| |
| 73-20-01 | Electronic Engine Control (EEC) Channel | | | | | \| |
| 73-20-01-10 | Maintenance mode command | C | 4 | 0 | One or more may be inoperative. | \| |
| 73-20-01-20 | ARINC 429 Tx Bus | C | 4 | 3 | (O) One may be inoperative.<br><br>NOTE: The channel in control indication may be dashed on engine synoptic. | \| |

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**TABLE KEY**

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

## 73. Engine Fuel and Control

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 73-20-02 | Engine Synchronization Function | D | 1 | 0 | May be inoperative.<br><br>NOTE: Cabin noise may be slightly uncomfortable. | |
| 73-30-09 | Engine Fuel Flowmeter | C | 2 | 0 | One or more may be inoperative.<br><br>NOTE: FU and FR indications are degraded (amber). | |

AIRCRAFT:
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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 |
|---|---|---|---|---|---|---|
| 74-10-05 | Ignition System | C | 4 | 3 | One 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

## 75. Bleed Air

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 75-30-29 | Active Clearance Control (ACC) Function | D | 2 | 0 | One or more 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

## 76. Engine Control

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 76-10-01 | Throttle Control Unit (TCU) | | | | | |
| 76-10-01-10 | Throttle Electronic Control Unit (TECU) | C | 1 | 0 | (M)(O) May be inoperative provided:<br>a) TECU C/B is pulled and collared,<br>b) Autothrottle (AT) function is considered inoperative for the entire flight (refer to item 22-10-00-60),<br>c) Max Climb and takeoff indications on PDU are used, and<br>d) TCU light plate is considered inoperative (refer to item 33-10-00).<br><br>NOTE: TLA soft fixed and variable detents are no longer available. | |

AIRCRAFT:
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**TABLE KEY**

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

## 77. Engine Indicating

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 77-10-01 | Engine N1 Speed Sensor Channel | A | 6 | 4 | (M) One per engine may be inoperative provided:<br>a) Associated Engine N1 indication operates normally, and<br>b) Repairs are made within 18 months or 1200 flight hours whichever occurs first. | |
| 77-20-09 | Nacelle Temperature Sensor Channel | C | 4 | 2 | One per nacelle may be inoperative. | |
| 77-30-05 | Engine Vibration Sensor | | | | | |
| 77-30-05-10 | Channel | C | 4 | 2 | One Engine Vibration Sensor channel per engine may be inoperative. | |
| 77-40-00 | Data Storage Unit (DSU) | C | 2 | 0 | One or more 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

## 78. Engine Exhaust

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 78-30-00 | Thrust Reverser System | A | 2 | 0 | (M)(O) One or more may be inoperative provided:<br>a) For operation on wet runways, appropriate AFM BFL (Balanced Field Length) adjustments are applied,<br>b) For operation on contaminated runways, AFM Performance are applied,<br>c) Takeoff on wet runways in SF1 is not authorized,<br>d) Landing on a runway contaminated by ice is not planned,<br>e) Test of Thrust Reversers is not performed,<br>f) Both Thrust Reversers are locked in stowed position, and<br>g) Repairs are made within 100 consecutive calendar-days. | \| |
| | | A | 2 | 1 | (M)(O) One or more may be degraded provided:<br>a) For operation on wet runways, appropriate AFM BFL (Balanced Field Length) adjustments are applied,<br>b) For operation on contaminated runways, AFM Performance are applied,<br>c) Takeoff on wet runways in SF1 is not authorized,<br>d) Landing on a runway contaminated by ice is not planned,<br>e) Test of Thrust Reversers is not performed,<br>f) Both Thrust Reversers are locked in stowed position, and<br>g) Repairs are made within 100 consecutive calendar-days. | \| |

AIRCRAFT:
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**TABLE KEY**

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

## 78. Engine Exhaust

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 78-30-00 | Thrust Reverser System (Cont'd) | | | | | |
| | | A | 2 | 0 | (O) Both may be degraded provided:<br>a) For operation on wet runways, appropriate AFM BFL (Balanced Field Length) adjustments are applied,<br>b) For operation on contaminated runways, AFM Performance are applied,<br>c) Takeoff on wet runways in SF1 is not authorized,<br>d) Landing on a runway contaminated by ice is not planned, and<br>e) Repairs are made within 180 consecutive calendar-days. | \| |

AIRCRAFT:
Falcon 6X

**TABLE KEY**

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

## 79. Engine Oil

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 79-30-00 | Oil Level Sensor | C | 2 | 0 | (M) One or more may be inoperative provided the associated oil tank level is visually checked adequate before each departure. | |
| 79-30-02 | Low Oil Level Switch | C | 2 | 0 | (M) One or more may be inoperative provided the associated oil tank level is visually checked adequate before each departure. | |

AIRCRAFT:
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**TABLE KEY**

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

## 80. Starting

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| 80-10-01 | Engine Starting Control Panel (SCP) | | | | | |
| 80-10-01-10 | Start Selector | C | 1 | 0 | May be inoperative provided:<br>a) ENGINE START (Selector) is set in NORM position for the entire flight, and<br>b) On ground, engine start is performed manually. | |
| 80-10-13 | Air Turbine Starter Valve (ATSV) | C | 2 | 1 | (M)(O) One may be inoperative in closed position provided:<br>a) Associated ATSV is manually actuated on ground during the associated engine starting sequence, and<br>b) Engine restart in flight, if required, is only performed using the associated ENGINE x WINDMILLING part of the ENGINE x WINDMILLING OR APU ASSISTED AFM Abnormal procedure. | |