



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

Master Minimum Equipment List (MMEL)

Revision: 6a
Date: XX/XX/XXXX

Gulfstream Aerospace GVI (G650), GVI (G650ER)

****Two-Part MMEL****
***** FOR 14 CFR PARTS 91, 91K, 125, and 135 OPERATIONS ONLY *****

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Flight Operations Evaluation Board (FOEB)

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AIRCRAFT:
GVI (G650), GVI (G650ER)

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1	04/04/2014	Cover, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, 21-1, 21-2, 21-4, 21-5, 21-6, 21-7, 21-8, 22-2, 23-1, 23-2, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 23-11, 23-14, 23-15, 23-16, 23-17, 24-2, 24-3, 24-4, 24-5, 25-5, 25-6, 25-12, 25-13, 26-1, 26-4, 27-1, 27-2, 27-3, 27-4, 28-1, 28-3, 28-4, 29-1, 29-2, 29-3, 29-4, 30-1, 30-2, 30-4, 31-3, 32-1, 32-2, 34-1, 34-2, 34-6, 34-14, 34-15, 34-17, 34-20, 35-2, 38-1, 38-2, 52-1, 52-2, 52-3, 52-4, 73-1.
1a	11/06/2014	Cover, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, 34-4, 34-5.
1b	09/12/2015	Cover, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, Preamble, 22-2, 23-1, 23-10, 23-15, 23-17, 24-1, 24-2, 24-5, 24-6, 25-3, 25-4, 25-8, 25-14, 25-15, 25-16, 25-18, 26-1, 26-4, 27-1, 27-2, 27-3, 27-4, 28-1, 30-2, 30-3, 30-4, 30-5, 31-1, 31-2, 32-2, 34-1, 34-2, 34-3, 34-5, 34-6, 34-7, 34-12, 34-6, 45-1, 45-2, 52-3, 73-2, 79-1. New Section Two: 2-1 thru 2-55.
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3	01/07/2020	Cover, Log of Revisions, Control Page, Highlights of Change, 27-2. Section Two: 2-51.
4	09/01/2021	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 22-2, 23-2 thru 4, 23-7 thru 8, 23-11 thru 12, 24-1 thru 2, 24-5 thru 6, 25-3 thru 11, 25-13 thru 17, 25-19, 26-1 thru 2, 26-4, 27-1 thru 5, 28-6, 30-3 thru 5, 31-1, 33-3 thru 4, 33-6, 34-2 thru 5, 34-12 thru 21, 35-1 thru 3, 38-1 thru 2, 45-1 thru 2, 46-1, 49-1, 52-1 thru 4, 73-1, 78-1, 79-2, and 80-1 thru 3. Section Two: 2-1 thru 3, 2-5 thru 8, 2-10 thru 12, 2-16 thru 20, 2-22 thru 25, 2-27, 2-29, 2-32 thru 34, 2-37 thru 42.

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LOG OF REVISIONS

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6	03/11/2026	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, 21-1 thru 8, 22-1 thru 4, 23-1 thru 11, 24-1 thru 6, 25-1 thru 17, 26-1 thru 3, 27-1 thru 4, 28-1 thru 5, 29-1 thru 4, 30-1 thru 5, 31-1 thru 3, 32-1 thru 2, 33-1 thru 5, 34-1 thru 10, 34-12 thru 22, 35-1 thru 4, 36-1 thru 2, 38-1, 38-3, 45-1, 46-1, 49-1 thru 4, 52-1 thru 5, 73-1, 74-1, 77-1, 78-1, 79-1 thru 2, 80-1 thru 3. Section Two: 2-1 thru 17.
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AIRCRAFT: GVI (G650), GVI (G650ER)	HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, this is an interim revision to the Gulfstream Aerospace GVI (G650), GVI (G650ER) Master Minimum Equipment List (MMEL).

PAGE NO.	EXPLANATION OF CHANGE
V	Revised ER operations definition.
ATA 26 Fire Protection	
26-2	Item 6: Added missing information in columns 1, 2, and 3.
ATA 34 Navigation	
34-3	Item 3.1.a): Corrected format and removed duplicate information in columns 1, 2, and 3.
ATA 35 Oxygen	
35-2	Item 4: Added "****".
ATA 52 Doors	
52-2	Item 2: Removed "****".
	Item 3: Removed "****".

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AIRCRAFT: GVI (G650), GVI (G650ER)	DEFINITIONS

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

Extended Range (ER) Operations – ER operations for a non-ETOPS or non-EDTO certified aircraft refer to flights where the diversion time to an enroute alternate airport from any point on the route exceeds 180 minutes.

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AIRCRAFT: GVI (G650), GVI (G650ER)	PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 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>.

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AIRCRAFT: GVI (G650), GVI (G650ER)	GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate (STC) modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

Guidelines for (M) & (O) Procedures should be based on the Maintenance and Operational Procedures Manual for the Minimum Equipment List, published by Gulfstream Aerospace.

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AIRCRAFT: GVI (G650), GVI (G650ER)	LRU COMPONENT RELIEF

SECTION ONE

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

NOTE:

Section One of this document now contains CAS messages that are associated with an LRU item. CAS messages resulting from an LRU failure/fault no longer appear in Section Two, but instead will be listed directly under the Section One LRU item. The associated CAS messages are boxed to distinguish them from the LRU item.

CAS messages appearing in Section One can be referenced to determine LRU Item dispatch relief.

Section One LRU Items may not always be associated with a CAS message.

Boxed items are potential CAS messages associated with failure of the listed item, not the item itself.

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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
1.	Cabin Altitude Indicator (Overhead Panel)	C	1	0	May be inoperative provided cabin altitude is available on EICAS Synoptic display.	
		C	1	0	(O) May be inoperative provided: a) Cabin Pressure Selector Panel is operative, and b) Pressurization is operated in AUTO mode.	
		C	1	0	May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, and b) A chart is provided to crew to convert Cabin Differential Pressure to Cabin Altitude. NOTE: Refer to AFM Chapter 05-01-20, Figure 10.	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	

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---	--

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
2.	Cabin Differential Pressure Indicator	D	1	0	May be inoperative provided cabin differential pressure is available on EICAS Synoptic display.	
		C	1	0	(O) May be inoperative provided: a) Cabin Pressure Selection Panel is operative, and b) Pressurization is operated in AUTO mode.	
		D	1	0	May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) A chart is provided to crew to convert Cabin Altitude to Cabin Differential Pressure. NOTE: Refer to AFM Chapter 05-01-20, Figure 10.	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
3.	Cabin Rate of Climb Indicator	D	1	0		
4.	Automatic Pressurization Control System	B	2	0	(O) Except for ER operations, may be inoperative provided: c) Manual Pressurization Control System is operative, d) Cabin Altitude and Differential Pressure Indicators are operative, e) Cabin Rate of Climb Indicator is operative, f) Auto Pilot is operative, and g) Airplane is operated in accordance with AFM Limitations.	
	CPCS 1-2 Fail (Blue – Advisory)					
(Continued)						

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
4.	Automatic Pressurization Control System (Cont'd)	B	2	0	(O) Except for ER operations, may be inoperative provided airplane is operated in unpressurized configuration.	
5.	Manual Pressurization Control System	C	1	0	May be inoperative provided both Automatic Pressurization Control Systems are operative.	
6.	Semi-Auto Pressurization Control System	C	1	0		
7.	Cabin Altitude Pressure Warning System	C	1	0	(O) May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative, b) Cabin Oxygen On Warning System is operative, and c) Airplane is operated in accordance with AFM Limitations.	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
8.	Pressurization Thrust Recovery Outflow Valve Position Indicator	C	1	0	May be inoperative provided all other components of the Cabin Pressure Control Panel and Cabin Pressure Indicator are operative.	

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

Sequence No.	Item	1	2	3	4	Change Bar
9.	Cockpit Zone Temperature Control Systems & Cabin Zone Temperature Control Systems	C	3	2		
	Aft Cabin Temp Fan Fail (Blue – Advisory)					
	Cockpit Cabin Temp Fan Fail (Blue – Advisory)					
	Forward Cabin Temp Fan Fail (Blue – Advisory)					
		C	3	1	(O) May be inoperative provided: a) Ram Air is operative, and b) Airplane is operated in unpressurized configuration.	
1)	Automatic System	C	3	0	May be inoperative provided: a) Associated manual control system is operative, and b) Associated temperature indicator is operative.	
	Select Manual Temperature C-F-A (Amber – Caution)					
2)	Manual System	C	3	0	May be inoperative provided: a) Associated automatic control system is operative, and b) Associated temperature indicator is operative.	
10.	Cockpit/Cabin Temperature Indicator (Overhead Panel)	D	3	0	May be inoperative provided associated Automatic Temperature Control System is operative.	
		D	3	0	May be inoperative provided associated Zone Temperature is available on EICAS Synoptic display.	
					(Continued)	

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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
10.	Cockpit/Cabin Temperature Indicator (Overhead Panel) (Cont'd)	D	3	0	May be inoperative provided associated Manual Temperature Control System is operative.	
11.	Duct Temperature Indicator (Overhead Panel)	D	3	0	May be inoperative provided associated Duct Temperature is available on EICAS Synoptic display.	
12.	Environmental Control System (ECS) Packs					
	ACS Fail, L-R (Amber – Caution)					
1)	Pressurized Configuration	C	2	1	(O) Except for ER operations, may be inoperative provided: a) Inoperative ECS Pack is selected OFF, b) Bleed Air Isolation Valve is CLOSED and OPERATIVE, and c) Airplane is operated in accordance with AFM Limitations.	
2)	Unpressurized Configuration	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Thrust Recovery Outflow Valve is operative, b) Rear baggage compartment is not used (empty), c) Internal baggage door remains OPEN, and d) Airplane is operated in unpressurized configuration.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
13.	Air Conditioning System Pack Inlet Valve	C	2	1	(M)(O) Except for ER operations, may be inoperative provided: a) Affected Valve is CLOSED and deactivated electrically, b) Associated Air Conditioning Pack is selected OFF, and c) Airplane is operated in accordance with AFM Limitations.	
14.	Thrust Recovery Outflow Valve System (TROV)	C	1	0	(M)(O) May be inoperative provided: a) Outflow valve is positioned to full OPEN position and electrically isolated, b) Airplane is operated in unpressurized configuration, and c) Extended overwater operations are not conducted.	
1)	AC Motor	C	2	1	(O) May be inoperative provided: a) DC motor is operative, and b) Airplane is operated in accordance with AFM Limitations.	
15.	Pressure Relief Valve	C	1	0	(O) May be inoperative provided: a) Cabin differential pressure and cabin altitude displays are operative, b) Selected cabin altitude is 1,000 ft. higher than normal cabin altitude for the cruise flight level, and c) Flightcrew monitors actual cabin differential pressure and maintains it at or below 9.5 psi.	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
16.	Cabin Pressure Indicator and Control Panel					
	CPCS Control Panel Fail (Amber – Caution)					
1)	Manual Light	C	1	0		
2)	Flight/Landing Switch (Light Function Only)	C	1	0		
3)	Fault/Manual Switch (Light Function Only)	C	1	0		
4)	Auto/Semi Switch (Light Function Only)	C	1	0		
17.	Semi Mode CPCS Standby Multifunction Controller (SMC)	B	1	0	May be inoperative provided: a) Auto system (Cabin Pressure Control Panel) is operative, and b) Semi mode is considered inoperative.	
18.	Remote Filter (Pressure Relief Valve PRV)	B	1	0		
19.	CPAM (Cabin Pressure Acquisition Module)	C	1	0	May be inoperative provided both auto systems are operative.	
	CPAM Fail (Amber – Caution)					

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
20.	Ram Air System					
1)	Pressurized Configuration	C	1	0	(O) May be inoperative provided: a) Automatic Pressurization Control System is operative, b) Manual Pressurization Control System is operative, c) Bleed Air Pressure Regulating and Shut-Off Systems are operative, and d) Airplane is operated in accordance with AFM Limitations and Procedures.	
2)	Unpressurized Configuration	C	1	0	(O) May be inoperative provided: a) Airplane is operated in unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations and Procedures.	
21.	PSU Fan	C	1	0	(O) May be inoperative provided: a) Ambient Temperature is 95 °F (35 °C) or cooler, b) Transformer Rectifier Unit (TRU) electrical loads are 50% or less, c) Right main TRU is operative, and d) Both Environmental Control System (ECS) Packs are operative.	
	L PSU Fan Fail (Blue – Advisory)					

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autothrottle System A/T 1 or 2 FAIL (Blue – Advisory) A/T 1-2 TQA Power Fail (Blue – Advisory) Throttle Quadrant 1-2 Fail (Blue – Advisory)	C	2	0		
2.	Performance Management System (SmartPerf/TOLD)	C	2	0	May be inoperative provided Performance Handbook is immediately available to the flightcrew.	
3.	Control Wheel Autopilot Disconnect Button	C	2	1	(O) May be inoperative provided: a) Autopilot is not utilized below 1,500 ft. AGL, b) Approach minimums do not require the use of the autopilot, and c) Airplane is piloted from the side with operative button.	
4.	Autothrottle Disconnect Button (On Thrust Lever Handle)	C	2	1		
		C	2	0	(O) May be inoperative provided Autothrottle is not used.	
5.	Autothrottle Engage/Disengage Switch (On Thrust Lever Stem)	C	2	1		
		C	2	0	(O) May be inoperative provided Autothrottle is not used.	
6.	Touch Control Steering Switch (TCS)	D	2	0		

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---	--

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
7.	Flight Guidance Computer (FGC)/Autopilot (Flight Director) AP 1-2 Fail (Amber – Caution) AP 1-2 Power Fail (Blue – Advisory)	C	2	1	(M)(O) Except for ER operations may be inoperative provided: a) Enroute operations or approach minimums do not require its use, and b) Airplane is operated in accordance with AFM Limitations. NOTE: Autopilot/FD/FGC is required for North Atlantic High Level Airspace (NAT HLA), Reduced Vertical Separation Minimum (RVSM), Required Navigation Performance (RNP), and Precision Area Navigation (PRNAV) operations.	
8.	Takeoff/Go-Around (TOGA) Button (On Power Lever Handle)	C	2	1	May be inoperative provided approach minimums do not require its use.	
		C	2	0	(O) May be inoperative provided: a) Both power levers are operated manually for takeoff and go-around, and b) Autopilot and Flight Director are not used below 500 ft. or MDA, whichever is higher. NOTE: Flight Director Takeoff and Go-Around guidance and Autothrottle are not available with both TOGA switches inoperative. Missed approach if needed must be selected via the MCDU.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
9.	Guidance Panel (GP)					
1)	Speed CHG Knob	C	1	0	(O) May be inoperative provided: a) Auto Speeds are available, and b) MAN Speed is not selected.	
2)	Heading Knob	C	1	0	May be inoperative provided: a) Heading SYNC button is operative, and b) Navigation operations do not require its use.	
3)	VS/FPA CHG Knob or Mode Select Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
4)	Altitude Hold Button	C	1	0	May be inoperative provided: a) The Altitude knob is operative, and b) The Altitude Alerting System is operative.	
5)	LNAV Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
6)	VNAV Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
7)	FLCH Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
8)	MAN Speed Mode Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
9)	Low Bank Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
(Continued)						

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
9.	Guidance Panel (GP) (Cont'd)					
10)	BC Button	C	1	0	May be inoperative provided: a) Back Course Approach Mode is not required for operation, and b) Navigation operations do not require its use.	
11)	Heading Mode Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
12)	APR Button	C	1	0	May be inoperative provided: a) Approach Mode is not required for operation, and b) Navigation operations do not require its use.	
13)	PFD CMD Button	C	1	0	May be inoperative provided navigation operations do not require its use.	
14)	AP Select	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Enroute operations or approach minimums do not require its use, and b) Airplane is operated in accordance with AFM Limitations. NOTE: AP Select is required for NAT HLA, RVSM, RNP and PRNAV operations.	
15)	CRS/SYNC Button	C	2	1	(O) May be inoperative provided: a) Operative Course knob is on the same side as the PFD CMD button, and b) Navigation operations do not require its use.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communication System (VHF, UHF) VHF COM 2 Fail (Blue – Advisory)	D	-	1	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. NOTE: No. 1 VHF COMM must be operative – powered by the emergency bus.	
1)	VHF Communication Control Panel					
a) ***	Frequency Transfer Light	C	-	0		
b) ***	Frequency Transfer Switch	C	-	0		
c) ***	Frequency Selector Knob	C	-	2		
d) ***	Frequency Indication	C	-	2		
2.	Cockpit Voice Recorder (CVR) Cockpit Voice Recorder Fail (Blue – Advisory)					
1)	Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within 3 flight-days.	
a) ***	Independent Power Source	C	1	0		

(Continued)

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1. REPAIR CATEGORY
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2.	Cockpit Voice Recorder (CVR)(Cont'd)					
2)	Cockpit Voice Recorder (CVR) Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
a) ***	Independent Power Source	C	1	0		
3)	Cockpit Voice Recorder (CVR) (Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
a) ***	Independent Power Source	C	1	0		
3. ***	Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
1) ***	Channel	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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1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	Emergency Locator Transmitter (ELT)					
1) ***	Survival Type ELT	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2) ***	Fixed ELT	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
		A	-	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 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.	
3) ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
4) ***	ELT Indicator Light	D	-	0		
5) ***	ELT Aural Alarm	D	-	0		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
5. ***	Crewmember Interphone System	C	2	1		
1)	Passenger Configuration					
a)	Flight Deck to Cabin, Cabin to Flight Deck Function	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
b)	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.	
6. ***	Interphone System	D	-	0		
7.	Cockpit Speaker	C	2	0	May be inoperative provided: a) Affected speaker is not required for aural warnings, and b) An operative headset is provided for each person on cockpit duty.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
8. ***	Passenger Address System (PA)					
1)	Passenger Configuration	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
a)	Lavatory Speaker	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Cargo Configuration (Courier Authorized Persons Address System)	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
a)	Lavatory Speaker	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.	
9. ***	Satellite Communication System	D	-	0	May be inoperative provided procedures do not require their use.	
	SATCOM Fail (Blue – Advisory)					

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
10. ***	Prerecorded Passenger Announcement System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
11.	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 regulation may be inoperative.	
	Flight Deck Hand Microphone OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	D	-	0	Any in excess of those required by regulation may be inoperative.	
		C	-	0	May be inoperative provided associated boom microphone operates normally.	

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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
12.	Flight Deck Headset Earphone/Headphone and Boom Microphone HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
1)	Headset Boom Microphone	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2)	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.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
					(Continued)	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
12.	Flight Deck Headset Earphone/Headphone and Boom 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.	
1)	Headset Boom Microphone	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable 14 CFR.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2)	Headset Earphone/Headphone	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
13. ***	Alerting Systems (Audio/Visual)	D	-	0	May be inoperative provided procedures do not require its use.	
14.	Handset Systems					
1)	Passenger Configuration					
a)	Flight Deck	D	-	0	May be inoperative provided procedures do not require its use.	
b)	Cabin	D	-	0	May be inoperative provided procedures do not require its use.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
15.	Radio Tuning Function				See item 34-36 MCDU for Radio Tuning Function relief.	
16.	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) Non ETOPS: May be inoperative while conducting operations that require two LRCS provided: a) SATCOM CPDLC system operates normally, b) CPDLC services are available as a LRCS over the intended route or flight and to all required alternates, c) Enroute procedures do not require its use, and d) Alternate procedures are established and used.	
		C	-	0	(O) Non ETOPS: May be inoperative while conducting operations that require two LRCS provided: a) SATCOM CPDLC systems operate normally, b) CPDLC services are available as a LRCS over the intended route or flight and to all required alternates, c) Enroute procedures do not require its use, and d) Alternate procedures are established and used, and e) SATCOM CPDLC uses two independent FAA-accepted service providers.	

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Sequence No.	Item	1	2	3	4	Change Bar
17.	NAV/COM Radio NAVCOM Fail (Blue – Advisory)	C	1	0	May be inoperative provided operations do not require its use.	
18.	Datalink System Communication Management Function (CMF) CMF 1-2 Fail (Blue – Advisory)	C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: CMF is required for Automatic Dependent Surveillance – Contract ADS-C and/or Controller Pilot Data Link Communication CPDLC operations. NOTE 2: CMF must be operative whenever flights in RNP 4 airspace are conducted.	
		D	2	0	May be inoperative provided routine procedures do not require its use. NOTE 1: CMF is required for ADS-C and/or CPDLC operations. NOTE 2: CMF must be operative whenever flights in RNP 4 airspace are conducted.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
19.	Modular Radio Cabinet (MRC)	A	2	1	May be inoperative provided: a) Associated Comm and Nav radios and opposite ATC are operative, and b) Repairs are made within 1 flight-day.	
	MRC 1 Fail (Amber – Caution)					
	MRC 2 Fail (Blue – Advisory)					
20. ***	Controller Pilot Data Link Communication (CPDLC)					
1) ***	ATN B1 (PM-CPDLC/Link 2000+)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided enroute operations do not require its use.	
2) ***	FANS 1/A (ADS-C/CPDLC)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided enroute operations do not require its use.	
21.	Push-To-Talk Switch	C	4	2	May be inoperative provided each pilot has at least one PTT Switch available.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Generator GCU Fail, L-R (Blue – Advisory) Generator Fail, L-R (Blue – Advisory)	B	2	1	(O) Except for ER operations, may be inoperative provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, and c) Ram Air Turbine RAT is operative. NOTE: This relief only applies to airplanes not affected by AD 2017-20-08. Crew must verify applicability of the AD and AFM APU Limitations.	
2.	APU Generator APU Generator Fail (Blue – Advisory)	B	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Both Engine Generators are operative, b) RAT is operative, and c) Associated circuit breaker is pulled and collared.	
		C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU is not used, and b) Associated circuit breakers are pulled and collared.	
3.	APU Generator Control Unit (GCU) APU GCU Fail (Blue – Advisory)	B	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Associated circuit breaker is pulled and collared, b) Both engine driven generators are operative, and c) RAT is operative. NOTE: APU can be used as an air source on ground or in flight.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
4.	Transformer - Rectifier Unit (TRU) Main TRU Fault, L-R (Amber – Caution)	B	5	4	(M) May be inoperative provided:	
					a) Both Generators are operative, b) Both essential TRUs are operative, c) Auxiliary TRU is operative, d) APU Generator is operative, e) Both Battery chargers are operative, f) Both Main Airplane Batteries are operative, g) Associated circuit breaker is pulled and collared, and h) Alternate cabin, galley, and lavatory lighting procedures are established and used.	
5.	Right Main Airplane Battery Charger Battery Charger Fail, R (Amber – Caution)	B	1	0	(M) May be inoperative provided:	
					a) Both Engine Generators are operative, b) APU Generator is operative, c) Associated circuit breaker is pulled and collared, and d) RAT is operative.	
6.	Right Main Airplane Battery	B	1	0	(M)(O) May be inoperative provided:	
					a) Both engine driven generators are operative, b) Right Main Battery cables are disconnected and secured, c) Associated circuit breaker is pulled and collared, d) All TRUs are operative, and e) RAT is operative.	
					NOTE: APU start in flight shall NOT be attempted prior to RAT deployment in the event both engine driven generators fail.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
7.	Battery Ammeter (Overhead Panel)	C	2	0	May be inoperative provided:	
					a) Associated voltmeter is operative, and	
					b) Both battery charger fail messages are operative.	
		C	2	0	May be inoperative provided battery ammeter indications are available in EICAS.	
8.	Battery Voltmeter	C	2	1	May be inoperative provided associated ammeter is operative.	
		C	2	1	May be inoperative provided Battery Voltmeter indication is available on EICAS.	
9.	Electrical Power System EICAS Displays					
1)	L Gen Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.	
2)	L Gen Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
3)	L Gen Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
4)	R Gen Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.	
5)	R Gen Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
6)	R Gen Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
7)	APU Voltmeter	C	1	0	May be inoperative if the frequency meter and loadmeter are operative.	
(Continued)						

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
9.	Electrical Power System EICAS Displays (Cont'd)					
8)	APU Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
9)	APU Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
10)	Ext AC Pwr Voltmeter	D	1	0	May be inoperative when external power is not used.	
11)	Ext AC Pwr Frequency Meter	D	1	0	May be inoperative when external power is not used.	
12)	Ext AC Loadmeter	D	1	0	May be inoperative when external power is not used.	
13)	Main and Essential TRU Voltmeters	C	4	0	May be inoperative if loadmeters are operative.	
14)	Main and Essential TRU Loadmeters	C	4	0	May be inoperative if the voltmeters are operative.	
15)	Ext DC Pwr Voltmeter	D	1	0	May be inoperative if the loadmeter is operative.	
		D	1	0	May be inoperative provided external DC power is not used.	
16)	Ext DC Pwr Loadmeter	D	1	0	May be inoperative if the voltmeter is operative.	
		D	1	0	May be inoperative provided external DC power is not used.	
17)	Battery Ammeter	C	2	0	May be inoperative provided the battery ammeters in overhead panel are operative.	
18)	Battery Voltmeter	C	2	0	May be inoperative provided battery voltmeters in overhead panel are operative.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
10.	Master Power Switch Light (L GEN, R GEN, APU GEN, EXT PWR)	C	4	3	(O) May be inoperative provided associated AC loadmeter and voltmeter are operative and selected for monitoring on the AC Synoptic.	
11. ***	Battery Temperature Indicating System	D	1	0		
12.	External Power System	D	1	0		
13.	Ground Service Bus System	D	1	0		
14.	60Hz AC Electrical Power System 60 Hz Power Fail (Blue – Advisory)	D	2	0	(M)(O) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Flightcrew will brief passengers on items that are inoperative.	
15.	Inertial Reference Unit (IRU) Back Up Battery (Forward and Aft Emergency Avionics Battery) Aft Emer Av Battery Fail (Amber – Caution) Aft Emer Lt Battery Fail (Amber – Caution) IRU On Sec Pwr (Blue – Advisory) IRU Sec Pwr 1-2-3 Fail (Blue – Advisory)	B	2	1	(M) May be inoperative provided: a) Affected battery is located in the aft position (#2 IRU and #3 IRU back up battery position), b) All other components of the electrical system are operative, and c) All three Inertial Reference Systems (IRS) and both AHRS are operational. NOTE 1: EICAS message “IRU Sec Pwr 2 - 3 Fail” will be displayed. Each MAIN AC BUS can be powered by the L GEN, R GEN, and APU. NOTE 2: IRU No. 1 is powered by the Fwd Emerg Batt or by the L ESS DC BUS. Only one IRS is required for the flight controls to remain in Normal Mode.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
16.	Remote Interface Unit (RIU) Channel (Solid State Power Controller) (SSPC) Controller Fault L-R SSPC Controller Fault, L-R (Blue – Advisory)	C	4	3	One channel of a single RIU may be failed provided: a) Remaining RIU (PRI or SEC SSPC) is operational, and b) All other components of the electrical system are operative.	
17.	SSPC Power Tile 4 SSPC Power Tile 4 Fail (Amber – Caution) SSPC Power Tile 4 Fault (Blue – Advisory)	C	1	0	(M)(O) May be inoperative provided: a) Associated circuit breakers are pulled and collared, b) 60 Hz switch is selected OFF, c) Provisions are made for cabin and cockpit outlets loss of 60 Hz power, and d) Flightcrew will brief the passengers on the items that are inoperative with the failure of the power source for cabin entertainment. NOTE: EICAS message “SSPC Pwr Tile 4 Fault” and “L-R 60 Hz Power Fail” will be displayed.	

TABLE KEY	
1.	REPAIR CATEGORY
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
3.	Passenger Seats (Cont'd)					
3) ***	Underseat Baggage Restraining System	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining system.	
4)	Armrests					
a)	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
b)	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
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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
3.	Passenger Seats (Cont'd)					
5)	Seat Belt/Air Bag Restraint Systems					
a)	Seat Belt/Air Bag Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
b) ***	Seat Belt/Air Bag Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
4.	Crewmember Shoulder Harness	B	-	-	Any in excess of those required by flight deck crewmembers (including official observer in observer's seat) may be inoperative. NOTE: This relief does not apply to either pilot seat or the flight deck observer seat.	

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Sequence No.	Item	1	2	3	4	Change Bar
5.	Observer Seat					
1)	Primary Observer Seat (Including Associated Equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	-	-	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within 2 flight-days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the condition to be acceptable. NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
2)	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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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
6. ***	Megaphone	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative megaphone remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
7.	Flotation Device	D	-	-	Item moved to ATA 25.2 and renamed Life Raft, in Revision 6.	
8. ***	"Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
9. ***	Storage Bin/Cabin, Galley, and Lavatory Storage Compartment/Closet	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Proviso is not intended to preclude crewmember inspections. (Continued)	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
9. ***	Storage Bin/Cabin, Galley, and Lavatory Storage Compartment/Closet (Cont'd)	C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in retracted (fully open) position, c) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", d) Affected bin, compartment, or closet is not used for storage of any items, except those permanently affixed, e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and f) Passengers are briefed that affected bin, compartment, or closet is not used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.	
(Continued)						

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Sequence No.	Item	1	2	3	4	Change Bar
9. ***	Storage Bin/Cabin, Galley, and Lavatory Storage Compartment/Closet (Cont'd)	C	-	-	(M) May be inoperative in closed position provided: a) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", b) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and c) Location placarding for any emergency equipment stored in affected bin, compartment, or closet is removed or obscured. NOTE: Use of this proviso may be dependent upon an operator's aircraft security program, as appropriate.	
1) ***	Storage Compartment Key Lock	D	-	0	(M) May be inoperative in unlocked position provided doors can be secured by other means.	

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Sequence No.	Item	1	2	3	4	Change Bar
10. ***	Cargo Restraint System	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: • Type Certificate (TC), • Supplemental Type Certificate (STC), • Airplane Flight Manual (AFM), • Airplane Flight manual Supplement (AFMS), • Pilot's Operating Handbook (POH), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	May be inoperative or missing provided: a) Cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	
		A	-	-	Individual cargo areas may be inoperative provided: a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made with 120 consecutive calendar-days.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11. ***	Flight Attendant Seat Assembly (With only One Flight Attendant Seat)	D	1	0	(M) May be inoperative provided: a) Affected seat is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
1)	All Cargo Configuration				Deleted, Revision 6.	
12. ***	Galley/Cabin Waste Receptacle Access Door/Cover	C	-	-	(M)(O) May be inoperative provided: a) Container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	

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Sequence No.	Item	1	2	3	4	Change Bar
13.	Exterior Lavatory Door Ashtrays					
1)	Airplanes with multiple exterior lavatory door ashtrays installed	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.	
					NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.	
2)	Airplanes with only one exterior lavatory door ashtray installed	A	1	-	May be missing or inoperative for 10 days.	
14. ***	External Camera System	D	1	0		
15.	Emergency Vision Assurance System (EVAS)	D	2	0	May be inoperative or removed.	

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Sequence No.	Item	1	2	3	4	Change Bar
16.	Pilot Seat(s)					
1)	Vertical Adjustment	C	-	-	(M) May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Fore-Aft adjustment is operative.	
2)	Armrest	C	-	-	(M) May be inoperative provided: a) Affected armrest is in the upright position or removed, and b) Seat is acceptable to the affected crewmember.	
3)	Recline Adjustment	C	-	-	(M) May be inoperative provided: a) Seat is secured at a position acceptable to the affected crewmember, and b) Seat is able to move full Fore Aft on its track.	
4)	Lumbar Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.	
5)	Thigh Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.	
6)	Fore-Aft Adjustment	B	-	-	(M)(O) May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Seat position permits full rudder pedal movement.	
17.	Rudder Pedal Adjustment	C	2	0	(M) May be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s), and b) Position of pedal(s) permits normal full flight control movement.	

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Sequence No.	Item	1	2	3	4	Change Bar
18.	Keyed Lock	D	-	0	(M) May be inoperative provided that before each departure, the associated door is verified CLOSED, LATCHED, and/or LOCKED by:	
					a) Visually verifying door latches or lock handles are flush, b) Visually verifying door edges are flush with fuselage, and c) Physically pushing against inward opening access doors to verify that they are closed and locked.	
19.	Airplane Ladder	C	-	0	(M) May be inoperative or removed provided:	
					a) Ladder is secured by alternate means, and b) If ladder is removed, all remaining pins and hardware are secured to prevent them from coming loose in flight.	
1)	Ladder Hardware (Pip Pin, Lanyard, etc.)	D	-	0	(M) May be inoperative or removed provided:	
					a) Ladder is secured by alternate means, and b) If ladder is removed, all remaining pins and hardware are secured to prevent them from coming loose in flight.	
20. ***	Baggage Compartment Shelf					
1) ***	Shelf Stowage Strap	D	-	0	May be inoperative or removed provided the shelves remain in the down position.	
2) ***	Shelf Support Strap	D	-	0	May be inoperative or removed provided the shelves remain in the stowed (up) position and are not used.	

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Sequence No.	Item	1	2	3	4	Change Bar
21.	Portable Flashlight/ Flashlight Holder	C	-	-	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
22.	Non-Essential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided item(s) is deferred in accordance with operator's 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 flightcrew and included in appropriate operator's document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

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Sequence No.	Item	1	2	3	4	Change Bar
23. ***	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	-	Deleted, Revision 6.	
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
24. ***	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-	Deleted, Revision 6.	
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	
25. ***	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Deleted, Revision 6.	
***	Tamper Seal or Tag	C	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
					(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	

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Sequence No.	Item	1	2	3	4	Change Bar
26.	Cabin Management System	D	1	0		
1) ***	Cabin Power Bus Controller (043A1)	D	1	0		
2) ***	Advanced Cabin Server (428A4, 428A5)	D	2	0		
3) ***	GCMS Controller (179A5, 179A6)	D	2	0		
4) ***	I/O Concentrator (178A1, 178A2)	D	2	0		
5) ***	Aft I/O Concentrator (178A3, 178A4)	D	2	0		
6) ***	AVDS Node	D	6	0		
7) ***	Galley Touch Screen (502S2)	D	1	0		
8) ***	Vestibule Touch Screen (482S1)	D	1	0		
9) ***	Maintenance Server	D	1	0		
10) ***	Switching Node	D	25	0		
27. ***	Flightcrew Rest Facilities and Equipment	C	-	0	(O) May be inoperative provided appropriate adjustments to flightcrew FDP times are applied.	
		C	-	0	May be inoperative provided operations do not require their use.	
28. ***	Underwater Acoustic Beacon (UAB)	D	-	0	May be inoperative or missing provided device is not required by 14 CFR.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
29. ***	Low Frequency Underwater Locator Device (LF-ULD)	D	-	-	May be inoperative provided operations do not require its use.	
		C	-	0	May be inoperative or missing.	
30. ***	Equipment for Location of an Aircraft in Distress (Autonomous Distress Tracking (ADT), Emergency Locator Transmitter – Distress Tracking (ELT-DT), and Global Aeronautical Distress and Safety System (GADSS))	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
		A	-	0	(M) May be missing provided: a) Placard stating, "ELT not installed," is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days.	
		C	-	0	May be inoperative provided that at least one automatic ELT is operative.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
***	Tamper Seal or Tag	C	-	0	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
2.	Wing Overheat Warning System	C	2	0	Except for ER operations, may be inoperative provided: a) Wing Anti-Ice is not used, and b) Airplane is not operated in known or forecast icing conditions.	
3.	APU Fire Detection System APU Fire Detector Fail (Amber – Caution)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) APU is not used, b) Both engine driven generators are operative, c) RAT is operative, and d) Associated circuit breakers are pulled and collared.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	Baggage Compartment Smoke Detection System	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.	
5. ***	Lavatory Smoke Detection System	D	-	0		
6. ***	Lavatory Fire Extinguisher System	D	-	0		
7. ***	Galley Smoke Detection System	D	-	0		
8. ***	Galley Fire Extinguishing System	D	-	0		
9.	Engine Fire Detection System Fire Detection Loop Fault (Amber – Caution)	C	2	1	(O) Except for ER operations, one complete loop (A or B) may be inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4 Change Bar
10. ***	Flame Detector	D	-	0	
11.	Electronic Equipment Rack Overheat Warning System	C	-	0	
12. ***	Passenger Compartment Closet Smoke Detector	D	-	-	May be inoperative provided door remains OPEN for visual check from crew stations.
13. ***	Entranceway Baggage Compartment Smoke Detector	D	-	-	May be inoperative provided door remains OPEN for visual check from crew stations.

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
1.	Automatic Ground Spoiler System	C	1	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.	
2.	Control Wheel Pitch Trim Switch	C	2	1	(O) May be inoperative provided: a) Pilot-flying has operative switch, and b) Backup Pitch Trim Switch is operative.	
3.	Autopilot Pitch Servo	C	2	1	(M) May be inoperative provided the associated circuit breaker is pulled and collared. NOTE: FGC/AP is required for NAT HLA, RVSM, RNP and PRNAV operations.	
4.	Autopilot Roll Servo	C	2	1	(M) May be inoperative provided the associated circuit breaker is pulled and collared. NOTE: FGC/AP is required for NAT HLA, RVSM, RNP, and PRNAV operations.	
5.	Single FCC Channel	A	4	3	(M) May be inoperative provided: a) Failed channel is in the FCC Channel 1A or Channel 2B position, b) Inoperative channel circuit breaker is pulled and collared, and c) Repairs are made within 5 flight-days.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
6.	Inboard Spoiler Pair (For airplanes with ASC 135/FCC v10.1 or subsequent) Spoiler Panel Fail (Amber – Caution)	A	1	0	(M)(O) May be inoperative provided: a) No “FCS Maintenance Required” (Amber – Caution) CAS message is displayed prior to Step b), b) Associated circuit breakers are pulled and collared, c) Repairs are made within 1 flight-day, d) Maximum cruise altitude is limited to 43,000 ft., e) Anti-skid is operative, f) 20 degrees flaps are used for takeoff, g) Rated EPR power is used for takeoff, and h) Steep Approach Mode is not required. NOTE 1: “FCS Maintenance Required” (Blue – Advisory) CAS will upgrade to “FCS Maintenance Required” (Amber – Caution) when both circuit breakers are pulled per Step b). NOTE 2: “Spoiler Panel Fail” amber CAS message will be displayed.	
7.	Backup Flight Control Unit (BFCU)	A	1	0	(M) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Repairs are made within 10 flight-days.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
8.	Control Wheel Position Sensors					
1)	FCC RVDT	A	8	7	May be inoperative provided repairs are made within 10 flight-days.	
2)	BFCU RVDT	A	2	0	(M) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Repairs are made within 10 flight-days.	
9.	Control Column Position Sensors					
1)	FCC RVDT	A	8	7	May be inoperative provided repairs are made within 10 flight-days.	
2)	BFCU RVDT	A	2	0	(M) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Repairs are made within 10 flight-days.	
10.	Rudder Pedal Position Sensors					
1)	FCC RVDT	A	4	3	May be inoperative provided repairs are made within 10 flight-days.	
2)	BFCU RVDT	A	1	0	(M) May be inoperative provided: a) Associated circuit breaker is pulled and collared, and b) Repairs are made within 10 flight-days.	
11.	Speed Brake Handle Position Sensor	A	4	3	May be inoperative provided repairs are made within 10 flight-days.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
12.	Stick Shaker Stick Shaker 1-2 Fail (Blue – Advisory)	A	2	1	(M)(O) May be inoperative provided: a) Associated circuit breaker is pulled and collared, b) Flightcrew briefs the remaining operative stall warning indications prior to each takeoff and approach, and c) Repairs are made within 3 flight-days. NOTE 1: For IRS dispatch relief, see ATA 34 NAVIGATION, Item 2. 1) Attitude Reference Sensors (IRS 1-2-3). NOTE 2: For AHRS dispatch relief, see ATA 34 NAVIGATION, Item 2. 2) Attitude Heading Reference System (AHRS 1-2).	
13.	FCC Fan Module	A	2	1	May be inoperative provided repairs are made within 10 flight-days.	

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
14.	Roll Trim Motor	A	1	0	(M)(O) May be inoperative provided: a) Roll Motor Control switch is selected OFF, b) Associated circuit breaker is pulled and collared, c) Before each flight, with the flight controls powered, the crew verifies roll trim functionality and when trim is centered that full aileron authority is available, d) There are no other associated flight control malfunctions, e) Repairs are made within 5 flight-days. NOTE: Roll trim will be available in Normal and Alternate flight control modes, but unavailable in Direct or Backup modes.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
15.	Electric Backup Hydraulic Actuator (EBHA) EB Mode (For Airplanes with ASC 102/FCC v8.2 or Subsequent and REU 35 or Subsequent)					
1)	Outboard Spoiler EB Mode	A	2	1	May be inoperative provided: a) Remaining outboard spoiler actuator EB mode is operative, b) All other components of the flight control system are operative, c) No "FCS Maintenance Required" (Amber – Caution) CAS message is displayed, and d) Repairs are made within 5 flight-days.	
2)	Aileron EB Mode	A	2	1	May be inoperative provided: a) Remaining aileron actuator EB mode is operative, b) All other components of the flight control system are operative, c) No "FCS Maintenance Required" (Amber – Caution) CAS message is displayed, and d) Repairs are made within 5 flight-days.	
3)	Elevator EB Mode	A	2	1	May be inoperative provided: a) Remaining elevator actuator EB mode is operative, b) All other components of the flight control system are operative, c) No "FCS Maintenance Required" (Amber – Caution) CAS message is displayed, and d) Repairs are made within 5 flight-days.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Tank Temperature System	C	2	0	(O) May be inoperative provided: a) Total Air Temperature (PROG pg 3 > AIR DATA) is used as an indication of fuel temperature, b) Airplane is operated in accordance with AFM Limitations, and c) Both Fuel Low Level Gauging Probes are operative.	
2.	Fuel Quantity Signal Conditioner (FQSC) Channel FQSC Channel Fail, L-R (Blue – Advisory)	C	2	1	One channel may be inoperative provided both fuel flow meters are operative.	
3.	Fuel Low Level Gauging Probe	C	2	0	(O) May be inoperative provided: a) Both FQSC Channels are operative, b) Fuel Level Low caution not present, c) All Fuel Boost Pumps are operative, d) Fuel Crossflow Valve is OPENED when either wing tank contains 2,000 lbs or less fuel, and e) Both Fuel Tank Temperature Sensors are operative.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
4.	Fuel Boost Pump Alt Fuel Pump Fail, L-R (Amber – Caution) Main Fuel Pump Fail, L-R (Amber – Caution)	C	4	3	(O) Except for ER operations, may be inoperative provided:	
					a) Fuel Crossflow Valve is OPEN and operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, and d) Airplane is operated in accordance with AFM Limitations.	
5.	Fuel Intertank Valve	C	1	0	(M)(O) Except for ER operations, may be inoperative provided:	
					a) All Fuel Boost Pumps are operative, b) Fuel Crossflow Valve is operative, c) Fuel Quantity Indicating System is operative, and d) Intertank Valve is verified CLOSED and electrically deactivated.	
6.	Heated Fuel Return System (HFRS) Fuel Return Fail, L-R (Blue – Advisory)	C	2	0	(O) May be inoperative provided:	
					a) Flightcrew monitors fuel tank temperature, and b) Airplane is operated in accordance with AFM Limitations.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
7.	Fuel Boost Pump Warning System	C	4	3	(O) Except for ER operations, may be inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, and c) Airplane is operated in accordance with AFM Limitations.	
8.	Fuel Crossflow Valve					
1)	Failed CLOSED	C	1	0	(O) Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Fuel intertank Valve is OPEN when either wing tank contains 2,000 lbs or less fuel, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.	
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
8.	Fuel Crossflow Valve (Cont'd)					
2)	Failed OPEN Fuel Crossflow Valve Open (Amber – Caution)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Airplane is operated in accordance with AFM Limitations, e) Fuel tank temperature system must be operative, and f) Flightcrew monitors fuel tank temperature. NOTE 1: Heated Fuel Return will be inoperative. NOTE 2: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.	
9.	Pressure Fueling System (Single Point Refueling) Refuel System Fail (Blue – Advisory)	D	1	0	(M) May be inoperative provided Pressure Fueling System is deactivated. NOTE: Maximum over wing fuel load is approximately 43,650 lbs (19,799 kg)/6,515 gal (24,661 lit).	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
10.	Ground Service Control Panel (Next to Refueling Port)	D	1	0	NOTE: Airplane can be pressure refueled using the SMCs.	
11.	Automatic Fueling System	D	1	0	(M) May be inoperative provided refueling is accomplished by Overwing Gravity Refuel. NOTE: Both tanks can be filled using over wing refueling. Maximum over wing fuel load is approximately 43,650 lbs (19,799 kg)/6,515 gal (24,661 lit).	
12.	Fuel Cap Chain	D	-	0		
13.	Single Point Refueling Cap	C	1	0	(O) May be inoperative or missing provided the single point refueling receptacle is checked for leaks before every takeoff.	
14.	SMC REFUEL Control Menu	D	1	0	May be inoperative provided the Ground Service Control Panel is operational.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	Brake Accumulator Pressure Gauge (Main Wheel Well)	D	2	0	May be inoperative provided: a) Cockpit Brake Accumulator Pressure Indicator (BAPI) is operative, and b) Brake Synoptic Page Accumulator Indication is operative.	
2.	Auxiliary Hydraulic Pump Pressure Indication Aux Hyd Pressure Sen Fail (Blue – Advisory)	C	1	0	(O) May be inoperative provided: a) Cockpit Brake Accumulator Pressure Indicator (BAPI) is operative, and b) Prior to engine start, Auxiliary Pump operation and pressure must be verified on the BAPI (inboard parking brake pressure).	
3.	Power Transfer Unit (PTU) Hydraulic Pressure Indication PTU Hyd Pressure Sen Fail (Blue – Advisory)	C	1	0	(O) May be inoperative provided: a) Left Hydraulic Pressure Indication is operative, and b) PTU Hydraulic system is operative.	
4.	PTU Hydraulic Pump (Auto Mode)	C	1	0	(O) May be inoperative provided: a) Manual mode is verified to be operative before every flight, and b) Manual mode is selected on for each takeoff and landing.	
5.	Auxiliary Hydraulic Pump (Auto Mode)	C	1	0	(O) May be inoperative provided Auxiliary pump is selected ON for takeoff and landing.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
6.	Left Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area) Hydraulic Qty Sen Fail, L (Blue – Advisory)	D	1	0	(O) May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure.	
7.	Right Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area) Hydraulic Qty Sen Fail, R (Blue – Advisory)	D	1	0	(O) May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure.	
8.	Left Hydraulic System Quantity Indication (EICAS) Hydraulic Qty Sen Fail, L (Blue – Advisory)	C	1	0	(O) May be inoperative provided: a) Quantity is checked by reservoir indicator or Ground Service Control Panel Left Hydraulic Quantity indicator before each departure, b) PTU is manually selected on for takeoff and landing, and c) Only one quantity indicating system is failed. NOTE: System pressure must be present for an accurate reading.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
9.	Right Hydraulic System Quantity Indication (EICAS) Hydraulic Qty Sen Fail, R (Blue – Advisory)	C	1	0	(O) May be inoperative provided: a) Quantity is checked by reservoir indicator or Ground Service Control Panel Right Hydraulic Quantity indicator before each departure, and b) Only one quantity indicating system is failed. NOTE: System pressure must be present for an accurate reading.	
10.	Left Hydraulic Reservoir Temperature Sensor Hydraulic Temp Sen Fail, L (Blue – Advisory)	C	2	0	(O) May be inoperative provided quantity is checked by reservoir indicator before each departure. NOTE: System pressure must be present for an accurate reservoir indication reading. With both sensors failed, EICAS quantity will not be temperature compensated.	
11.	Right Hydraulic Reservoir Temperature Sensor Hydraulic Temp Sen Fail, R (Blue – Advisory)	C	2	0	(O) May be inoperative provided quantity is checked by reservoir indicator before each departure. NOTE: System pressure must be present for an accurate reservoir indication reading. With both sensors failed, EICAS quantity will not be temperature compensated.	
12.	Hydraulic Reservoir Replenishing System	D	1	0	(M) May be inoperative provided hydraulic reservoirs are replenished as needed using approved servicing techniques.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
13.	Brake Accumulator Pressure Gauge (cockpit Brake Accumulator Pressure Indicator (BAPI))	C	1	0	May be inoperative provided the Brake Synoptic Page Accumulator Indication is operative.	
14.	Brake Synoptic Page Accumulator Pressure Indication	C	1	0	May be inoperative provided Brake Accumulator Pressure Indicator (BAPI) is operative.	
15.	Brake Accumulator Pressure Transducer (Inboard or Outboard)	C	2	1	One may be inoperative provided: a) Brake system page brake pressure indications are operative, and b) BAPI is operative.	
16.	Left/Right/PTU/Aux Pressure Filter Hydraulic Filter Maint Req'd (Blue – Advisory)	A	4	0	May be inoperative provided repairs are made within 50 flight-hours or 3 flight-days, whichever occurs first.	
17.	Left/Right Return Filter Hydraulic Filter Maint Req'd (Blue – Advisory)	A	2	0	May be inoperative provided repairs are made within 50 flight-hours or 3 flight-days, whichever occurs first.	
18.	EDP/PTU/AUX Case Drain Filter Hydraulic Filter Maint Req'd (Blue – Advisory)	A	2	0	May be inoperative provided repairs are made within 25 flight-hours or 3 flight-days, whichever occurs first.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cowl Anti-Ice Pressure Indication System	B	2	0	(M)(O) Except for ER operations, may be inoperative provided that with the affected engine running and affected Cowl Anti-Ice selected ON, the affected valve is verified OPEN. NOTE: Cowl Anti-Ice operation can be verified by the hot air discharge from the engine nacelle Cowl Anti-Ice Exhaust port.	
		B	2	0	(O) Except for ER operations, may be inoperative provided airplane is operated at greater than +10 °C SAT.	
		B	2	0	(O) Except for ER operations, may be inoperative provided: a) Airplane is operated in VMC, and b) Airplane is not operated in visible moisture.	
2.	Wing Anti-Ice System	C	2	0	(O) Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
	Wing Anti-Ice Sys Fail, L-R (Amber – Caution)					
1)	Automatic Function	C	2	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.	
3.	Windshield Heat System	C	2	1	(O) Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.	
	Front WShld Heat Fail, L-R (Amber – Caution)					
	Front WShld Heat Fault, L-R (Blue – Advisory)					
(Continued)						

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
3.	Windshield Heat System (Cont'd)					
1)	Windshield Heat Sensors				Deleted, Revision 6.	
4.	Side Window Heat System	C	2	0		
	Side WShld Heat Fail, L-R (Amber – Caution)					
	Side WShld Heat Fault, L-R (Blue – Advisory)					
	Side WShld Ht Cont Fail, L-R (Blue – Advisory)					
1)	Side Window Heat Sensors				Deleted, Revision 6.	
2)	Side Window Heat Sensors				Deleted, Revision 6.	
5.	Anti-Ice Heater Switch Light	B	4	0	(M)(O) May be inoperative provided all other elements of the anti-ice heater indicating system are verified to operate normally.	
6.	Ice Detection System	C	2	0	(O) May be inoperative provided airplane is operated in accordance with alternate AFM Limitations.	
	Ice Detect Fail, L-R (Amber – Caution)					
					NOTE: With Ice Detection Systems inoperative, automatic anti-ice is not available.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
7.	Cowl Anti-Ice System	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Affected Valve(s) are verified CLOSED, b) The switch for the affected valve(s) is selected to the OFF position, and c) Airplane is not operated in known or forecast icing conditions.	
	Cowl Valve Fail Open, L-R (Amber – Caution)					
1)	Cowl Anti-Ice Required	C	2	1	(M)(O) May be inoperative provided: a) Affected Valve is verified OPEN, b) All components of both HP Bleed Air Systems are operative, c) Both Environmental Control Systems (ECS) Packs are operative, d) Performance Computer is initialized with COWL + WING ANTI ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, e) Cowl and Wing Anti-Ice switches selected ON, and f) Airplane is operated in accordance with AFM Limitations. NOTE: “Cowl Anti-Ice HI, L-R” amber caution and “Cowl Anti-Ice Miscompare” blue advisory CAS messages may post with sustained high engine power settings, e.g., during takeoff.	
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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
7.	Cowl Anti-Ice System (Cont'd)					
2)	Cowl Anti-Ice Not Required	C	2	1	(M)(O) May be inoperative provided:	
					a) Affected Valve is verified OPEN,	
					b) All components of both HP Bleed Air Systems are operative,	
					c) Both Environmental Control Systems (ECS) Packs are operative,	
					d) Performance Computer is initialized with COWL + WING ANTI-ICE selected OFF for either takeoff or landing when COWL ANTI-ICE valve is pressurized,	
					e) Speeds are manually boxed in SMC,	
					f) Prior to takeoff, airplane flap, ground spoiler, and anti-skid configuration is verified correct, and	
					g) Airplane is operated in accordance with AFM Limitations.	
8.	Cowl Pressure Differential Indication System	C	1	0	May be inoperative provided Cowl Anti-Ice Pressure Indications are operative.	
9.	Windshield Surface Seal Protection System	D	2	0	(O) May be inoperative provided airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10.	Cabin Window Heat System	D	1	0	(M) May be inoperative provided: a) Cabin Window Heat switch is selected OFF, and b) Associated circuit breakers are pulled and collared.	
1)	Cabin Window Heating Element	D	-	0	(M) May be inoperative provided the associated circuit breakers are pulled and collared.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clocks (Cockpit)	D	2	1		
2.	Flight Data Recorder (FDR) System					
	FDR System Fail (Blue – Advisory)					
	(Holder of an Air Carrier or Commercial Operator Certificate)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but before takeoff, or 2. The FDR repair was attempted but was not successful, c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished before dispatch, and d) Repairs are made within 3 flight-days.	
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
2.	Flight Data Recorder (FDR) System (Cont'd)					
	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 calendar-days.	
	FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.	
	Flight Data Recorder (FDR) Systems (Operator Other Than a Holder of an Air Carrier of Commercial Operator Certificate)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
3.	Brake Temperature Monitoring System (BTMS)	C	1	0	(O) May be inoperative provided airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Brake Cooling.	
4.	G Monitor System	D	1	0		
5.	Electronic Checklist	C	1	0	May be inoperative provided the current AFM is carried on board the airplane.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
6. ***	Security System	D	1	0		
7.	Engine Cowl Open Indicating System	D	1	0	(O) May be inoperative provided right engine cowl is visually confirmed CLOSED and LATCHED before starting APU on the ground.	
8.	Airplane Personality Module (APM)	C	4	3		
	APM 1-2-3-4 Fail (Blue – Advisory)					
9.	Plastic Guard Switch Cover	D	-	1	May be inoperative provided APU FIRE EXT DISCHD plastic guard switch cover is installed and operative.	
10.	Configuration Management System (CMS)	C	2	1		
	CMS 1-2 Fail (Blue – Advisory)					
11. ***	InfraRed Counter Measures System (IRCM) or Directional InfraRed Counter Measures System (DIRCM)	D	1	0		
12. ***	Quick Access Recorder (QAR)	D	1	0		
13. ***	XM Weather Receiver	D	1	0		

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
1.	Rudder Pedal Steering System Rudder Steering Fail (Amber – Caution)	C	1	0	(O) May be inoperative provided: a) Nose Wheel Tiller Steering System is operative, and b) Left seat pilot performs the takeoff and landing tasks.	
2.	Variable Gain Nose Wheel Steering NWS Fixed Gain (Blue – Advisory)	C	1	0	(O) May be inoperative provided the fixed gain steering mode is operative.	
3.	Nose Wheel Steering Accessory Hardware (Torque Link Lanyards)				Deleted, Revision 6.	
4.	Tire Pressure Monitoring System	D	1	0	(M) May be inoperative provided: a) Tire pressures are checked before each flight, and b) Associated SSPC is pulled and collared.	
5.	Nose Wheel Tire Pressure Monitoring Harness	D	1	0	(M) May be inoperative provided harness is deactivated and secured.	
		D	1	0	(M) May be inoperative provided harness is removed.	
6.	Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheel Well)	B	1	0	(O) May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Cockpit Indication (2/3 SUMMARY or 2/3 HYDRAULIC Synoptic Display Page) is operative and checked prior to each flight.	
7.	Emergency Landing Gear Extension Bottle Pressure Cockpit Indication	B	1	0	(O) May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheel well) is operative and checked prior to each flight.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
8.	Landing Gear Extension/Retraction System (Includes Dump Valve, Gear Handle and Blow Down Bottle)	A	1	0	(O) May be inoperative provided: a) Airplane is operated with the landing gear in the extended position, b) Landing gear handle remains in the down position, c) Ground lock pins are installed to ensure that all three landing gears are LOCKED down throughout flight, d) Both pilots use cockpit headsets, e) Operations are not conducted in known or forecast icing conditions, f) Extended over water operations are prohibited, g) Flight is conducted in accordance with G650 Operating Manual (OM), h) Category II operations are prohibited, i) EFVS approach operations below 200 ft. above touchdown zone elevation are prohibited, and j) Repairs are made within 1 flight-day.	
9. ***	Automatic Brake System Autobrake Fail (Amber – Caution)	C	1	0	May be inoperative provided system is left in OFF position.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System (Excluding EFIS and EICAS)	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciation/indications are excluded from this relief.	
2.	Passenger Cabin Interior Illumination System	D	-	-	May be inoperative provided: a) Cabin emergency lighting is operative, b) Sufficient lighting is operative for crew to perform required duties, and c) Lighting configuration at dispatch is acceptable to flightcrew.	
3.	Passenger Lighted Information Signs					
1)	Passenger Lighted Information Sign	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
(Continued)						

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3.	Passenger Lighted Information Signs (Cont'd)					
2)	Internal Baggage Door Placard "DO NOT OPEN" Lighted Sign (Airplanes without ASC 903)	C	1	0	(O) May be inoperative provided: a) Procedures are established and used to alert crew members and passengers that airplane altitude is above 40,000 ft., and b) Passengers are briefed that internal baggage compartment door must remain closed above 40,000 ft.	
		C	1	0	(O) May be inoperative provided airplane is operated at or below 40,000 ft.	
3)	Internal Baggage Door Placard "DO NOT OPEN" Lighted Sign (Airplanes with ASC 903)	C	1	0	(O) May be inoperative provided: a) Procedures are established and used to alert crew members and passengers that airplane altitude is above 45,000 ft., and b) Passengers are briefed that internal baggage compartment door must remain closed above 45,000 ft.	
		C	1	0	(O) May be inoperative provided airplane is operated at or below 45,000 ft.	

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Sequence No.	Item	1	2	3	4	Change Bar
4.	Beacon Light LED Element Bank	C	2	0	May be inoperative provided airplane is not operated between sunset and sunrise.	
		C	2	0	May be inoperative provided Strobes are installed and operative.	
		C	2	1	One Element Bank may be inoperative.	
5.	Wing-tip Strobe (Anti-Collision Light) LED Element Bank (Per Wing-tip)	C	6	4	One of three forward facing and one of three outboard facing banks may be inoperative at each wingtip position.	
		C	6	2	May be inoperative provided: a) At least one bank is operative at each wing-tip, and b) Airplane is not operated between sunset and sunrise.	
6.	Tail Position Strobe (Anti-Collision Light) LED Element Bank	C	9	6	One of three aft facing, one of three left facing and one of three right facing banks may be inoperative.	
		C	9	0	May be inoperative provided airplane is not operated between sunset and sunrise.	
7.	Wing-tip Position Light LED Element Bank (Per Wing-tip)	C	2	1		
		C	2	0	May be inoperative provided airplane is not operated between sunset and sunrise.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
8.	Tail Position Light LED Element Bank	C	2	1		
		C	2	0	May be inoperative provided airplane is not operated sunset to sunrise.	
9.	Wing Inspection Light	C	2	0	May be inoperative provided ground deicing procedures do not require their use.	
10.	Landing Light	B	2	1	May be inoperative provided all three LED clusters of the taxi light are operative.	
		C	2	0	May be inoperative provided airplane is not operated between sunset and sunrise.	
11.	Taxi Light System	C	1	0		
1)	Individual LED Light Cluster	C	3	0		
12.	Wing-tip Recognition Light and Taxi Light System	D	4	0		
13. ***	Floor Proximity Emergency Escape Path Marking System Light				Deleted, Revision 6.	
14.	Pulse Light System (Identification Light)	D	-	0		
15.	Logo Lights System	D	1	0		
16. ***	Ramp Lights System	D	-	0		
17. ***	Flashlight Charging System	D	-	0		

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Sequence No.	Item	1	2	3	4	Change Bar
18.	Aft Compartment Light (Boiler Room)	D	-	0		
19.	Pylon Mounted Exterior Baggage Loading Light System	D	-	0		
20.	Wheel Well Light	D	3	0		
21.	Exterior Emergency Evacuation Lighting System	C	1	0	May be inoperative provided airplane is not operated between sunset and sunrise.	
22.	Service Door Light	D	-	0		
23.	Dim and Test Annunciator Channel	C	-	-	May be inoperative provided the switch capsule is not used in an emergency procedure where the actuation of the switch is not displayed elsewhere in the cockpit. NOTE: The CPCS Panel Flight and Landing Switch Lights must be operative.	
24.	Airstair Light	D	-	0	May be inoperative provided an alternate means (e.g., flashlight) is used to illuminate the airstair.	
25.	Dome Light	D	-	0	May be inoperative provided an alternate means (e.g., flashlight) is used to illuminate the vestibule area.	
26.	Baggage Compartment Light	D	3	0	May be inoperative provided no emergency equipment is carried in the baggage compartment.	
		D	3	0	May be inoperative provided an operative flashlight is installed in baggage compartment.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
1.	Directional Compass Reference Sensor (IRS 1-2-3)	B	3	2	(O) May be inoperative provided: a) Both PFD Heading Indicating Systems operate independently, and b) Airplane is operated in accordance with AFM Limitations.	
2.	Attitude Reference Sensors Inertial					
1)	Inertial Reference System (IRS 1-2-3) IRS 1-2-3 Fail (Blue – Advisory)	A	3	2	(O) May be inoperative provided: a) Repairs are made within 1 flight-day, b) Both PFD Attitude Indicating Systems operate independently, i.e., flightcrew will ensure same IRS is not used as attitude source for both pilots, c) Standby Multi-Function Controller (SMC) Attitude Indicators are operative, and d) Both AHRS sensors are operative.	
2)	Attitude Heading Reference System (AHRS 1-2) AHRS 1-2 Fail (Amber – Caution)	A	2	1	(M)(O) May be inoperative provided: a) Repairs are made within 1 flight-day, b) Both PFD Attitude Indicating Systems operate independently, and c) All three Attitude Reference Sensors (IRS 1-2-3) are operative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3.	Standby Multi-Function Controller (SMC)	A	2	1	(M)(O) Right SMC may be inoperative provided: a) FMS is the navigation source on both PFDs, b) Destination and alternate airports have either LPV, GPS, FMS overlay, or ILS approach available without NOTAM restrictions, c) No other display system failures exist, d) Associated circuit breaker is pulled and collared, e) Alternate procedures are established and used, and f) Repairs are made within 1 flight-day. NOTE: With SMC 2 failed, Pressurization Semi-Mode will not be available.	
1)	Secondary Flight Display (SFD)	C	2	0	(O) Except for ER operations, the Attitude position indicator may be inoperative provided not required by 14 CFR.	
		B	2	0	Attitude position indicator may be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
		C	2	1	(M) One may be inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, and b) All three Attitude Reference Sensors (IRS 1-2-3) are operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
3.	Standby Multi-Function Controller (SMC) (Cont'd)					
1)	Secondary Flight Display (SFD) (Cont'd)					
a)	Standby Air Data System (ADS 4) (Altitude and Airspeed Function) ADS STBY Fail (Blue – Advisory)	C	1	0	(M) Airplane may be dispatched provided: a) Associated circuit breakers are pulled and collared, b) None of the following CAS messages are also displayed: • ADS 1 Fail Advisory, • ADS 2 Fail Advisory, • ADS 3 Fail Advisory, c) Airplane is operated in day VMC only, d) Both Engine Generators are operative, and e) APU Generator is operative. NOTE 1: With ADS STBY circuit breaker pulled, the associated “ADS STBY Fail” blue CAS message will post. Refer to specific CAS in Section 2 for more info. NOTE 2: If “FCS Maintenance Required” blue CAS message posts, check active CMC faults to ensure they are related to the inoperative ADS.	
b)	Standby Heading Display	C	2	0	May be inoperative provided all three Heading Reference Systems are operative.	
					(Continued)	

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Sequence No.	Item	1	2	3	4	Change Bar
3.	Standby Multi-Function Controller (SMC) (Cont'd)					
1)	Secondary Flight Display (SFD) (Cont'd)					
c)	NAV 1/Glideslope/ Localizer Function	C	1	0		
d)	DME Display	C	-	0		
4.	Weather Radar System	C	-	-	(O) Except for ER operations, may be inoperative except where required by 14 CFR.	
5.	VOR/ILS Navigation System NAV 2 Fail (Blue – Advisory)	C	-	-	May be inoperative unless required by 14 CFR and no relief may be provided to an inoperative systems or component if powered by an emergency bus. NOTE: NAV 1 is powered by the emergency bus.	
6.	Marker Beacon System	C	2	0	May be inoperative provided approach procedures do not require its use.	
7.	Automatic Direction Finding System ADF Fail (Blue – Advisory)	C	1	-	As required by 14 CFR.	
8.	ATC Transponder and Automatic Altitude Reporting System ATC 1-2 Fail (Blue – Advisory)	B	2	0	May be inoperative provided: a) Operations do not require its use, and b) Before flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.	
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Sequence No.	Item	1	2	3	4	Change Bar
8.	ATC Transponder and Automatic Altitude Reporting System (Cont'd)					
1) ***	Elementary and Enhanced Downlink Airplane Reportable Parameters Not Required by 14 CFR	D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made before completion of the next heavy maintenance visit.	
9.	Distance Measuring Equipment (DME) System	D	2	0	Any in excess of those required by 14 CFR may be inoperative.	
	DME 1-2 Fail (Blue – Advisory)					
10.	Radio Altimeter System	C	2	1	(O) May be inoperative provided: a) Remaining Radio Altimeter test results are satisfactory prior to dispatch, b) Landing weather minimums or operating procedures do not require its use, c) Other systems affected (EGPWS, TCAS, Autothrottle, Altimeter Ground Awareness Display, Synthetic Vision Primary Flight Display, and automatic cowl/wing anti-icing) are considered, d) Approach capability at destination and alternate airports must be assessed, and e) Steep Approach Mode is not required.	
	Radio Altimeter 1-2 Fail (Blue – Advisory)					

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Sequence No.	Item	1	2	3	4	Change Bar
11.	Long Range Navigation System (IRS, GPS, and Global Navigation Satellite System Unit (GNSSU))	C	-	-	May be inoperative except where operations require the use of IRS, GPS, or GNSSU.	
	GPS 1-2 Fail (Blue – Advisory)					
		C	-	-	As required by 14 CFR. NOTE 1: IRS Navigation Function only. See Attitude Reference Sensors for IRS Attitude Function. NOTE 2: IRS navigation capability required for RNP AR operations.	
1)	GNSSU WAAS	C	2	0	WAAS function may be inoperative provided enroute and approach procedures do not require its use.	
12.	Enhanced Ground Proximity Warning System (EGPWS)					
	Class A TAWS Equipment Required					
1)	GPWS	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
	GPWS 1-2 Fail (Blue – Advisory)					
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
12.	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					
	Class A TAWS Equipment Required (Cont'd)					
1)	GPWS (Cont'd)					
a)	Mode 1–4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation (Mode 5)	C	-	1		
		B	-	0		
d)	Advisory Callout	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
***		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
12.	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					
e) ***	Windshear Mode (Reactive) Windshear 1-2 Fail (Blue – Advisory)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3) ***	Terrain Display	C	-	1		
		B	-	0		
4) ***	Runway Awareness & Advisory System (RAAS) RAAS 1-2 Fail (Blue – Advisory)	C	2	0		

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Sequence No.	Item	1	2	3	4	Change Bar
13. ***	Lightning Sensor System (LSS) LX Fail (Blue – Advisory)	D	-	0		
14. ***	Stormscope				Deleted, Revision 6.	
15.	Traffic Alert and Collision Avoidance System (TCAS II) TCAS Fail (Blue – Advisory)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
(Continued)						

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34. Navigation					
Sequence No.	Item	1	2	3	4
15.	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)				
2)	Resolution Advisory (RA) Display System	C	2	1	May be inoperative on the non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
3)	Traffic Alert Display System	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
4)	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
5) ***	Airspace Selection Function	C	-	0	
16. ***	Microwave Landing System (MLS)	D	-	-	As required by 14 CFR.
17.	Guidance Panel Digital Indications and Mode Select Indications				
1)	Speed Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
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Sequence No.	Item	1	2	3	4	Change Bar
17.	Guidance Panel Digital Indications and Mode Select Indications (Cont'd)					
2)	Heading Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
3)	VS/FPA Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
4)	Altitude Select Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
5)	LNAV	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
6)	VNAV	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
7)	FLCH	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
8)	Manual Speed	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
9)	Bank Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
10)	BC Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
11)	Heading Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
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Sequence No.	Item	1	2	3	4	Change Bar
17.	Guidance Panel Digital Indications and Mode Select Indications (Cont'd)					
12)	VS/FPA Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
13)	Alt Hold Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
14)	Approach	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
15)	PFD Command	C	1	0	(O) May be inoperative provided the associated value is available in the Primary Flight Display.	
16)	AP Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
18.	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days.	
		C	-	1		
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Sequence No.	Item	1	2	3	4	Change Bar
18.	Altitude Alerting System (Cont'd)					
1)	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
2)	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
19.	Display Unit	C	4	3	(M)(O) May be inoperative provided: a) The unit is located in the DU 3 position, and b) The pilot in the left seat flies the airplane.	
20.	Magnetometer	C	2	0	May be inoperative provided all three IRSs are operative.	
21. ***	Head Up Display System	D	1	0	May be inoperative provided landing weather minimums or operating procedures do not require its use.	
1)	HUD Cooling Fans					
a)	HUD Computer Fan	C	1	0	(O) May be inoperative provided extended HUD ground operations are avoided.	
	HUD Comp Fan Fail (Blue – Advisory)					
b)	HUD Overhead Unit Fan	C	2	0	(O) One or both fans may be inoperative provided: a) Extended HUD ground operations are avoided, and b) Pilot selected HUD brightness is reduced.	
	HUD OHU Fan Fail (Blue – Advisory)					

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Sequence No.	Item	1	2	3	4	Change Bar
22.	Slip-Skid Indicator	B	2	1	May be inoperative provided: a) Both SMCs are installed and operative, and b) An operative slip indication is obtained by selecting another IRS source via the SMC.	
		B	2	0	May be inoperative provided airplane is operated during day VMC conditions.	
23.	Data LAN Management Unit (DLMU)	C	1	0		
24.	Air Data System (ADS 1-2-3)	C	3	2	(M)(O) May be inoperative provided: a) Associated circuit breakers are pulled and collared, b) An operative ADS is selected for use, c) Standby ADS (ADS 4) is operational, d) Manual Pressurization Control System is operative, e) Cabin Altitude and Differential Pressure Indicators are operative, f) Cabin Rate of Climb Indicator is operative, g) Autopilot is operative, and h) Airplane is operated in accordance with AFM Limitations.	
	ADS 1 Fail (Blue – Advisory)					
	ADS 2 Fail (Blue – Advisory)					
	ADS 3 Fail (Blue – Advisory)					
					NOTE 1 If “FCS Maintenance Required” blue CAS message posts, check active CMC faults to ensure they are related to the inoperative ADS.	
					NOTE 2 FGC 1-2 Not Using ADS 1-2-3 advisory CAS message will post after complying with the above provisos.	

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Sequence No.	Item	1	2	3	4	Change Bar
24.	Air Data System (ADS 1-2-3) (Cont'd)	C	3	2	(M)(O) May be inoperative provided: a) Associated circuit breakers are pulled and collared, b) An operative ADS is selected for use, c) Airplane is operated in unpressurized configuration, and d) Standby ADS (ADS 4) is operational. NOTE 1: If "FCS Maintenance Required" blue CAS message posts, check active CMC faults to ensure they are related to the inoperative ADS. NOTE 2: FGC 1-2 Not Using ADS 1-2-3 advisory CAS message will post after complying with the above provisos.	

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Sequence No.	Item	1	2	3	4	Change Bar
25. ***	Cabin Management System					
1) ***	CabinView System	D	-	0		
26.	Windshear Warning and Flight Guidance System (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
27. ***	Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	Pred Windshear Unavailable (Blue – Advisory)				NOTE: RDR-4000 has predictive windshear detection capability (optional).	
28. ***	Cockpit Video Monitor	D	-	0		
29. ***	Head-Up Checklist	D	-	0		
30. ***	Enhanced Vision System (EVS)	D	1	0	NOTE: With EVS inoperative or with one or more EVS SSPCs pulled or tripped a blue "Landing Gear System Fault" CAS message may be displayed.	
	EVS Fail (Amber – Caution)					
1) ***	EVS Window Heat	D	1	0		
	EVS Window Heat Fail (Amber – Caution)					
2) ***	Secondary (non-HUD) EVS Display Repeater	D	1	0	May be inoperative provided procedures are not dependent on its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
31.	Terrain Server Function/EGPWM Module	C	2	0	NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.	
	EGPWM SYS 1-2 Fail (Blue – Advisory)					
	Terrain 1-2 Fail (Blue – Advisory)					
	Terrain Bus Fail (Blue – Advisory)					
1) ***	Runway Overrun Awareness and Alerting System (ROAAS)	B	2	0		
	ROAAS 1-2 Fail (Blue – Advisory)					
	ROAAS Unavailable (Blue – Advisory)					
32.	Advanced Graphics Module (AGM)	C	4	3	(M)(O) May be inoperative provided: a) Inoperative AGM is located in the AGM 3 position, and b) Crew actions for subsequent failures are established.	
	AGM 1-2-3-4 Fail (Blue – Advisory)					
	AGM 1-2-3-4 DMU Charts Fail (Blue – Advisory)					
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
32.	Advanced Graphics Module (AGM) (Cont'd)					
	For airplanes with ASC 902	C	4	3	(O) May be inoperative provided: a) Inoperative AGM is electronically switched to the AGM 3 position, resulting in DU 3 Red Xing, and b) Crew actions for subsequent failures are established.	
	For airplanes with ASC 903	B	4	3	(O) May be inoperative provided: a) Inoperative AGM is on the non-flying pilot side, and b) Crew actions for subsequent failures are established.	
33.	Cockpit Printer	D	1	0		
34.	Cursor Control Device	C	2	0	(M)(O) May be inoperative provided: a) Both Standby Multi-Function Controllers (SMCs) are operative, b) Current terminal charts for the origin, destination and alternate airports are carried onboard the airplane and available to the flightcrew, and c) Both CAS Scroll switches must be operative.	
	CCD 1-2 Fail (Blue – Advisory)					

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
35.	Modular Avionics Unit (MAU) Fan MAU 1-2-3 Fan Failed (Blue – Advisory)	C	3	2	(O) May be inoperative provided: a) Performance of items affected by the indicated MAU are monitored during the flight, and b) Only one MAU has a failed fan.	
36.	Multi-Function Control Display Unit (MCDU)	C	3	2	(M) May be inoperative provided: a) The FMS functions and Radio Tuning functions are operative on the remaining MCDUs, b) All Display Units are operative, and c) The inoperative MCDU is located in the No. 2 position. NOTE: MCDU 1 has Standby Engine instruments. MCDU 3 has Backup Radio Tuning functions.	
1)	Flight Management System (FMS) Function FMS 1-2-3 Fail (Blue – Advisory)	B	3	1	Except where enroute operations or approach minimums require its use, may be inoperative provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, and c) Procedures do not require its use. NOTE: Two systems are required for dispatch into NAT HLA or RNP-10 airspace. RNP RNAV including PRNAV and BRNAV only require a single FMS.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
36.	Multi-Function Control Display Unit (MCDU) (Cont'd)					
a)	Navigation Database Database Config (Blue – Advisory)	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
2)	Radio Tuning Function	B	3	2		
37.	Chart Function on Display Unit	D	2	0	May be inoperative provided current aeronautical charts are carried onboard the airplane and available to the flightcrew. NOTE: Guidance for out-of-date databases can be found in the AFM.	
38.	Video Function on Display Unit	D	1	0	NOTE: If EVS video cannot be displayed on HUD of pilot monitoring or on DU 2 or DU 3, EFVS approaches to landing and rollout are prohibited.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
39.	Automatic Dependent Surveillance-Broadcast (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.	
	ADS-B Out Fail (Blue – Advisory)				NOTE: Any ADS-B function that operates normally may be used.	
	ATC ADS-B Transmitter Fail (Blue – Advisory)					
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
	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.	
					NOTE: Any ADS-B Out function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.	
					NOTE: Any ADS-B Out function that operates normally may be used.	
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
39.	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out) (Cont'd)					
***	ADS-B In	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	ADS-B In Fail (Blue – Advisory)				NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use.	
					NOTE: Any ADS-B function that operates normally may be used.	
40.	Cockpit Display and Traffic Information (CDTI)	D	-	0	May be inoperative.	
***					NOTE 1: Surface CDTI data will not be available and must be supplemented with other means of deconfliction.	
	SURF Unavailable (Blue – Advisory)					
	VSA Unavailable (Blue – Advisory)				NOTE 2: Cockpit Display Traffic Information (CDTI) display of data from other airplane systems may be used.	
41.	Synthetic Vision Primary Flight Display (SV-PFD) Function	D	2	0		

42.	CAS Scroll Switch	D	2	0	May be inoperative provided both CCDs are operative.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
1.	Passenger Oxygen System and Supply	B	-	-	As required by 14 CFR.	
2.	Cabin Oxygen ON Warning System	C	1	0	May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative, and b) Cabin Altitude Pressure Warning System is operative.	
		C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
3.	Oxygen Service Panel Pressure Gauge	D	2	0	May be inoperative provided associated cockpit gauge is operative and monitored.	
4.	Portable Oxygen Bottle or Unit (Including Mask and Hose)	D	-	-	May be inoperative or removed provided: a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	Portable Oxygen Bottle or Unit (Including Mask and Hose) (Cont'd)				NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
					NOTE 2: 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.	
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
5.	Oxygen Supply Warning System	C	2	0	(O) May be inoperative provided associated cockpit oxygen gauge is operative and monitored.	

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4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
6.	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBEs, removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
7. ***	Electronic Equipment Rack Oxygen Pressure Gauge	D	-	0	Deleted, Revision 6.	
8.	Cockpit Oxygen Pressure Indication	C	2	1	(O) One may be inoperative provided: a) Oxygen Service Panel Pressure Gauges are operative and checked before every takeoff, and b) Crew Oxygen Off and Passenger Oxygen Off messages are not displayed on the CAS prior to every takeoff.	
9.	Passenger Oxygen Control Panel ALT SELECT (High Alt) Switch	C	1	0	(O) May be inoperative provided airplane is operated from airports no higher than 14,500 ft. in accordance with AFM Limitations.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
10.	Therapeutic Oxygen	D	-	-	May be inoperative or missing.	
11.	Oxygen System Overboard Discharge Indication	C	1	0	(O) Disc may be damaged or missing provided: a) Oxygen Service Panel pressure gauges are operative and checked before every takeoff, b) Crew Oxygen Off Caution CAS message and Passenger Oxygen Off Caution CAS message are not displayed on the CAS prior to every takeoff, c) Crew and Passenger Oxygen quantity is monitored prior to every takeoff and during flight, and d) Airplane is operated in accordance with AFM Limitations.	

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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
1.	HP Bleed Air Systems					
1)	Pressurized Configuration BAS Fail, L-R (Pressurized Configuration) (Amber – Caution)	C	2	1	(M)(O) Except for ER operations, may be inoperative provided: a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified operative and selected OPEN, and d) Airplane is operated in accordance with AFM Limitations.	
2)	Unpressurized Configuration BAS Fail, L-R (Unpressurized Configuration) (Amber – Caution)	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Airplane is not operated in forecast or known icing conditions, c) Rear baggage compartment is not used (empty), d) Internal baggage door remains OPEN, and e) Airplane is operated in accordance with AFM Limitations.	

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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
2.	Isolation Valve	C	1	0	(M)(O) May be inoperative provided: a) Both Bleed Air Systems are operative, b) Both Environmental Control System (ECS) Packs are operative, c) Isolation Valve is electrically deactivated, d) Isolation Valve is verified CLOSED, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Valve must be OPENED manually during left engine start.	
3.	Bleed Air System Switch Capsule Light	C	4	0	May be inoperative provided Bleed Air System indications are available on the Synoptic display.	

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
1.	Potable Water System	C	2	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, b) Associated system components are verified not to have leaks, and c) Passengers are advised of the inoperative water system. NOTE: Any portion of system which operates normally may be used.	
		D	2	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
2.	Lavatory Waste System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured CLOSED and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisos are not intended to prohibit inspections by crewmembers.	

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---	--

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
3.	Lavatory Dump/Drain System	C	-	-	(M) May be inoperative provided: a) Dump Valve is secured in the CLOSED and LOCKED position, and b) System is checked for leaks before every flight.	
4.	Vacuum Toilet Holding Tank Indicator	D	1	0	May be inoperative provided: a) Tank is verified to be serviced before first flight of the day, and b) Tank is serviced after the last flight of the day.	
5. ***	Shower	D	1	0	(M) May be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
6.	Water Line Heater	D	-	-	(M)(O) Individual components may be inoperative provided: a) Inoperative components are deactivated or isolated, b) Inoperative components are verified to not have leaks, and c) One of the following resolutions has been accomplished or verified: 1) Unaffected potable water system is selected via GCMS, or 2) Affected heater has operative redundant backup, or 3) Consideration is given to affected water line enclosure temperature. NOTE: Gulfstream Tech Ops may be able to provide amplifying information on individual water line locations.	
7.	Drain Mast Heater	C	4	0	(M) Individual components may be inoperative provided: a) Water system is drained and purged, b) Inoperative components are deactivated or isolated, and c) Procedures are established to ensure the system is not serviced.	

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45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
1.	Central Maintenance Computer (CMC)	C	1	0	May be inoperative provided all faults are recorded after each flight.	
	CMC Fail (Blue – Advisory)	C	1	0	(M) May be inoperative or missing provided: a) All faults are recorded after each flight, and b) The CMC module is replaced with an Airflow Blockage Module (ABM) if the CMC module is removed from the MAU.	
2. ***	Aircraft Health and Trend Monitoring System (AHTMS)					
1) ***	Aircraft Health and Trend Monitoring Unit (AHTMU)	D	1	0	(M) May be inoperative provided associated circuit breaker is pulled and collared.	
2) ***	Remote Data Concentrator (RDC)	D	1	0	(M) May be inoperative provided associated circuit breaker is pulled and collared.	
3) ***	Wireless Data Networking Unit (WDNU)	D	1	0	(M) May be inoperative provided associated circuit breaker is pulled and collared.	

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Electronic Flight Bag (EFB) System					
1) ***	EFB System (Installed EFB System)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
2) ***	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
3) ***	Power Supply/ Power Connection	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	-	May be inoperative provided procedures do not require its use.	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	Auxiliary Power Unit (APU) APU Fail (Amber – Caution)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Both Engine Driven Generators are operative, b) RAT is operative, c) APU air inlet door is secured fully CLOSED (confirm visually), and d) Associated circuit breakers are pulled and collared.	
2.	APU Maintenance Required (Blue – Advisory)	C	1	0	(M) Airplane may be dispatched and APU operated with an APU Maintenance advisory CAS message provided the following code is not observed on the CMC: • APU-LCV TORQUE MOTOR FAILED / 4922212APU.	
		C	1	0	(M)(O) Airplane may be dispatched with the following fault code observed on the CMC provided the APU is only used for backup electrical power in flight: • APU-LCV TORQUE MOTOR FAILED / 4922212APU. NOTE: In flight APU air may not be available due to an indicated failure of the Load Control Valve (LCV). For an engine restart in flight, a crossbleed start or a windmilling airstart will be required if the LCV fails to open.	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
3.	APU EGT Indicator (EICAS and Overhead)	C	2	1		
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Driven Generators are operative, and c) RAT is operative.	
4.	APU Tachometer (EICAS and Overhead)	C	2	1		
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Driven Generators are operative, and c) RAT is operative.	
5.	APU "READY" Light Indication	C	1	0	(O) May be inoperative provided the APU is operated in accordance with AFM Limitations.	
6.	APU Remote Oil Quantity/Servicing System	C	1	0	(M) May be inoperative provided oil is checked before every flight.	
7. ***	APU Oil Pressure Gauge	D	-	0		
8. ***	APU Oil Temperature Gauge	D	-	0		
9. ***	APU Fuel Pressure Gauge	D	-	0		
10.	APU Start Indicator Light	C	1	0		
11.	APU Air Load Control Valve	C	1	0	(M) May be inoperative provided valve is verified in CLOSED position.	

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
12.	APU Fuel Shutoff Valve (SOV) APU Shutoff Valve Fail (Amber – Caution)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) APU is not used, b) Both Engine Driven generators are operative, c) RAT is operative, and d) Associated circuit breakers are pulled and collared. NOTE: External air start will be required for engine ground start.	
13.	APU External Fire Warning Alarm (Fire Warning Bell)	C	1	0	May be inoperative provided an APU operation is monitored in cockpit.	
14.	APU Air Inlet Door System	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) APU Air inlet door is secured fully CLOSED, b) APU is not operated, c) Both Engine Driven Generators are operative, and d) RAT is operative.	
15.	Surge Control Valve	C	1	0	(O) Except for ER operations, may be inoperative provided: a) APU is restricted to ground use only at pressure altitude of 8,000 ft. or below, b) Both Engine Driven Generators are operative, and c) RAT is operative.	
16.	Ignition System Channel	C	2	1		
17.	EGT Thermocouple System	C	2	1		
18.	Temperature Resistance Bulb (T2)	C	1	0		

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
19.	Inlet Pressure Transmitter (P2)	C	1	0		
20.	RPM Speed Sensor Channel	C	2	1		
21.	APU Hour Meter	C	1	0		
22.	Oil Temperature Sensor	C	1	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.	
23. ***	APU Start/Engine Cowl Interrupt System	D	1	0		
24.	Deprime Solenoid	C	1	0	(M)(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
1.	External/Service Door Warning Light System Service Door (Blue – Advisory)	C	1	0	(M) May be inoperative provided that before each departure, the associated door is verified CLOSED, LATCHED, and/or LOCKED by: a) Visually verifying door latches or lock handles are flush, b) Visually verifying door edges are flush with fuselage, and c) Physically pushing against inward opening access doors to verify that they are closed and locked. • Emergency Entry Switch (Main Entry Door), • Engine Access (Left Engine), • Engine Access (Right Engine), • External Air, • External Power, • Forward Cowl (Left Engine), • Forward Cowl (Right Engine), • Fuel Drain Valve (Left Wing), • Fuel Drain Valve (Right Wing), • Fuel Hopper Drain (Left Wing), • Fuel Hopper Drain (Right Wing), • Fuel Service, • Ldg Gear Maintenance, • Nose Wheel Well • Oxygen Service, • Radome, • Security, • Tail Compartment, • Waste Service, • Water Service, • Wheel Well (Left Main Gear), and • Wheel Well (Right Main Gear).	

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PAGE NO. 52-2

DATE: XX/XX/XXX

AIRCRAFT:
GVI (G650), GVI (G650ER)

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
2.	External Baggage Door Operating System	C	1	0	(M) May be inoperative provided that before each departure, the external baggage door is pushed against to verify that it is CLOSED and LOCKED.	
3.	External Baggage Door Warning Light System	C	1	0	(M) May be inoperative provided that before each departure, the external baggage door is pushed against to verify that it is CLOSED and LOCKED.	
4.	Lavatory Door	D	-	-	May be inoperative provided the affected door is secured OPEN or CLOSED for taxi, takeoff, and landing. NOTE: Includes pop-up panels, latches, locks, and handles.	
5.	External Baggage Door Warning System	C	1	0	(M) May be inoperative provided that before each departure, the external baggage door is pushed against to verify that it is CLOSED and LOCKED.	
6.	Main Entry Door Acoustic Curtain/Door System Acoustic Door Closed (Amber – Caution)	D	-	-	May be inoperative provided the affected door is secured OPEN for taxi, takeoff, and landing. NOTE: Includes pop-up panels, latches, locks, and handles.	

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PAGE NO. 52-3

DATE: XX/XX/XXX

AIRCRAFT:
GVI (G650), GVI (G650ER)

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
7.	Main Entry Door Warning System Main Door (Blue – Advisory)	A	1	0	(O) May be inoperative provided: a) With the parking brake applied and the Main Door closed, the Main Door is visually confirmed latched and locked, b) On line up and ready with power levers advanced to takeoff power for takeoff, reconfirm the correct position of the following: 1. FLAP Handle, 2. SPEED BRAKE Handle, 3. PARK/EMERG BRAKE Handle, 4. Landing Gear Control Handle, 5. Thrust Reverser Levers, 6. GPWS/GND SPLR FLAP ORIDE Switch, 7. Pitch, Rudder, and/or Roll Trim, and c) Repairs are made within 1 flight-day. NOTE: “Main Door” Blue Advisory CAS Message will change to an Amber Caution CAS Message once the parking brake is released. In addition, it will trigger an associated red “Aircraft Configuration” Warning CAS Message when thrust levers are advanced to takeoff power. This warning cannot be inhibited and must be acknowledged.	

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PAGE NO. 52-4

DATE: XX/XX/XXX

AIRCRAFT:
GVI (G650), GVI (G650ER)

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
8.	Overwing Exit Doors Warning System (Indicating System Inoperative or Individual Door Warning Indication) Emergency Exit Unlocked (Amber – Caution)	C	4	0	(O) May be inoperative provided before each departure: a) A crewmember verifies by visual inspection that in each of the four Overwing Exit Doors the locking tabs are extended and engaged, and b) All four Overwing Exit Door Release Handles are stowed flush.	
9.	Internal Baggage Door Warning System (Cockpit Indication)					
1)	(Airplanes without ASC 903)	C	1	0	(O) May be inoperative provided airplane is operated at or below FL 400.	
		C	1	0	(O) May be inoperative provided: a) Door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above FL 400. after each use, and b) Door is placarded "DO NOT ENTER" at or above FL 400.	
2)	(Airplanes with ASC 903)	C	1	0	(O) May be inoperative provided airplane is operated at or below FL 450.	
		C	1	0	(O) May be inoperative provided: a) Door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above FL 450. after each use, and b) Door is placarded "DO NOT ENTER" at or above FL 450.	

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TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
10.	Interior Pocket Door	D	-	-	May be inoperative provided the affected door is secured OPEN for taxi, takeoff, and landing.	
					NOTE: Includes pop-up panels, latches, locks, and handles.	
11.	Airstair Bottom Folding Step	A	1	0	May be inoperative provided repairs are made within 10 flight-days.	

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AIRCRAFT:
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TABLE KEY

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

71. Powerplant

Sequence No.	Item	1	2	3	4	Change Bar
1.	EPA Tank Ejector Pump	D	2	0	(M) May be inoperative provided maintenance procedures are established to drain tank: a) Before the first flight of each day, b) After three normal shutdowns, and c) After two false (wet) starts.	

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AIRCRAFT:
GVI (G650), GVI (G650ER)**TABLE KEY**

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Flow Indication Systems					
1)	EICAS	C	2	1	May be inoperative provided: a) Associated EPR, LP, and HP indicating system are operative, and b) Fuel quantity indicating systems are operative.	
2)	MCDU	C	2	1	May be inoperative provided: a) Associated Engine Pressure Ration (EPR), Low Pressure (LP), and High Pressure (HP) indicating system are operative, and b) Fuel quantity indicating systems are operative.	
2.	Fuel Low Pressure Warning System (EICAS)	C	2	1	(O) May be inoperative provided: a) Associated Fuel Boost Pumps are operative, and b) Airplane is operated at or below FL 200.	
3.	Engine FADEC System	A	2	0	(M)(O) Airplane may be dispatched with Blue "Engine Maintenance STD (###)" and/or "Engine Maintenance LTD" messages displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the BR700-725 A1-12 Time Limits Manual (GVI), chapter 5 (no extensions are authorized), and b) FADEC faults are reviewed by flightcrew before each takeoff.	
	Engine Maintenance ###, L-R (Blue – Advisory)					
	Engine Maintenance LTD, L-R (Blue – Advisory)					
(Continued)						

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AIRCRAFT: GVI (G650), GVI (G650ER)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
3.	Engine FADEC System (Cont'd)				NOTE: Blue "Engine Maintenance STD (###)" messages require maintenance action within 150 hours and Blue "Engine Maintenance LTD" messages require maintenance action within 250 hours.	

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GVI (G650), GVI (G650ER)

TABLE KEY

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

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
1.	Ignition Systems					
1)	No. 1 Igniters	A	2	1	May be inoperative provided: a) Both No. 2 Igniters are operative, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 150 flight-hours.	
2)	No. 2 Igniters	A	2	1	May be inoperative provided: a) Both No. 1 Igniters are operative, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 150 flight-hours.	
2.	Ignition ON Indicator System	C	2	0	(M) May be inoperative provided both continuous ignition systems are verified to be operative before each flight.	

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TABLE KEY

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

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
1.	HP Tachometer Indication EICAS	C	2	1	May be inoperative on either engine provided associated LP, EPR and Fuel Flow Indicating Systems (EICAS or Standby) are operative for affected engine.	
					NOTE: Standby HP Indication may also be inoperative on both engines.	
2.	Engine Vibration Monitor Systems Sensors					
1)	Primary Sensors	C	2	0	May be inoperative provided associated secondary sensor system is operative.	
2)	Secondary Sensors	C	2	0	May be inoperative provided associated primary sensor system is operative.	
3.	Standby Engine Instrument on Multi-Function Control Display (MCDU)	C	1	0	May be inoperative provided associated EICAS indication is operative.	

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78. Engine Exhaust

Sequence No.	Item	1	2	3	4 Change Bar
1.	Thrust Reverser	C	2	0	(M)(O) May be inoperative provided: a) Affected Thrust Reverser is deactivated, stowed, and LOCKED in forward thrust position, and b) Airplane is operated in accordance with AFM Limitation and Procedures.

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GVI (G650), GVI (G650ER)

TABLE KEY

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
1.	Low Oil Pressure Warning System	C	2	1	May be inoperative provided oil pressure indication for both engines are operative.	
2.	Engine Oil Replenishment System	D	1	0		
3.	Imminent Oil Filter Blockage Indication	A	2	1	(M) May be inoperative provided: a) CMC is checked and the "OIL FILTER IMMINENT 7934002 [L-R] ENG" fault message associated with Imminent Oil Filter Blockage is present, b) Associated oil filter bypass pop up indicator is verified in normal (recessed) position before each engine start, c) Oil filter is changed every flight-day or every 15 flight-hours, whichever occurs first, d) All three Chip Detectors are checked and verified to be free of all debris in accordance with the AMM, e) Procedures are in place to ensure all other DND (Do Not Dispatch) messages are addressed before dispatch, and f) Repairs are made within 3 flight-days. NOTE: Imminent Oil Filter Blockage will display an amber CAUTION "Engine Maintenance (L-R)" CAS message. Dispatch is allowed with this message displayed after complying with the required (M) procedure.	

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AIRCRAFT:
GVI (G650), GVI (G650ER)

TABLE KEY

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
4.	Oil Quantity Indication System (EICAS/SMC/Ground Service Control Panel)	C	3	0	(M) May be inoperative provided the engine oil quantity is verified on the engine oil quantity gauge before each engine start.	
5.	Oil Filter Differential Pressure Transducer	C	2	0	(M) May be inoperative provided: a) Associated oil filter bypass pop up indicator is verified in normal (recessed) position before each engine start, b) Oil filter fault is not displayed in CMC, c) Fault is confirmed to be on the indication system, and d) Procedures are in place to ensure all other DND (Do Not Dispatch) messages are addressed before dispatch. NOTE: After complying with the (M) procedure, dispatch is allowed with the amber caution "Engine Maintenance (L-R)" CAS message displayed.	

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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
1.	Engine Starting System	C	2	0	(M)(O) May be inoperative provided: a) Continuous Ignition System is operative, b) Start Valve has not failed in OPEN position, c) Start Valve is manually OPENED and CLOSED for engine starting, d) Continuous Ignition, Engine Selector, and Start Switches are switched to OFF when engine has reached self-sustaining speed, and e) Engine start is accomplished in accordance with AFM Chapter 3, Abnormal Procedures.	
2.	Auto Start System	C	2	0	(O) May be inoperative provided: a) Alternate start system is operative, and b) AFM procedures for alternate engine start are used to start engines.	

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AIRCRAFT:
GVI (G650), GVI (G650ER)

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
3.	Start Valve Position Indication	C	2	0	(M) May be inoperative provided: a) Start Valve has not failed in OPEN position as verified by visual means through an access panel, b) Ignition ON indication is operative during engine start, and c) Start Valve is verified CLOSED following engine start by visual means.	
		C	2	0	(M)(O) May be inoperative provided: a) Continuous Ignition System is operative, b) Start Valve has not failed in OPEN position, c) Start Valve is manually OPENED and CLOSED for engine starting, d) Continuous Ignition, Engine Selector, and Start Switches are switched to OFF when engine has reached self-sustaining speed, and e) Engine start is accomplished in accordance with AFM Chapter 3, Abnormal Procedures.	

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---	--

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
4. ***	Start Valve Position Indicator Light	C	2	0	(M) May be inoperative provided: a) Start valve has not failed in OPEN position as verified by visual means through an access panel, b) Start valve is manually OPENED and CLOSED for engine starting in accordance with AFM Start Valve Failure procedure, and c) Continuous Ignition, Engine Selector, and Start switches are switched to the OFF position when engine has reached self-sustaining speed.	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 6 DATE: 03/11/2026	PAGE NO. 2-1
AIRCRAFT: GVI (G650), GVI (G650ER)	CAS MESSAGE RELIEF

SECTION TWO

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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SECTION TWO MMEL RELIEF

Crew members must be trained and performing within their normal duties while completing any proviso actions listed in Section Two of this MMEL.

Operators may not include any relief listed in the MMEL which does not meet regulatory requirements of their operation (i.e., CAMP, operations specifications, 14 CFR specific area of operation etc.)

For more information on Section Two MMEL Relief, refer to the FAA MMEL Policy Letter (PL) 119, Two-Section MMELs, found on the FAA Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.

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AIRCRAFT:
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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
A/T 1 or 2 FAIL (Blue – Advisory)		Relief combined with ATA 22.1, Autothrottle System, Revision 6.	
A/T 1-2 TQA Power Fail (Blue – Advisory)		Relief combined with ATA 22.1, Autothrottle System, Revision 6.	
A/V Cabinet Door Open (Amber – Caution)	C	(O) Airplane may be dispatched provided the door is verified closed.	
A/V Cabinet Hot (Amber – Caution)	C	(O) Airplane may be dispatched provided associated SSPCs are pulled.	
ACP 3 Fail (Blue – Advisory)		Deleted, Revision 6.	
ACS Default Mode L or R (Blue – Advisory)	C	Airplane may be dispatched.	
ACS Fail, L-R (Amber – Caution)		Relief combined with ATA 21.12, Environmental Control System (ECS) Packs, Revision 6.	
ACS Maintenance, L-R (Blue – Advisory)	C	Airplane may be dispatched.	
ADF Fail (Blue – Advisory)		Relief combined with ATA 34.7, Automatic Direction Finding System, Revision 6.	
ADS 1 Fail (Blue – Advisory)		Relief combined with ATA 34.24, Air Data System (ADS 1-2-3), Revision 6.	
ADS 2 Fail (Blue – Advisory)		Relief combined with ATA 34.24, Air Data System (ADS 1-2-3), Revision 6.	
ADS 3 Fail (Blue – Advisory)		Relief combined with ATA 34.24, Air Data System (ADS 1-2-3), Revision 6.	
ADS STBY Fail (Blue – Advisory)		Relief combined with ATA 34.3.1) a), Standby Air Data System (ADS 4) (Altitude and Airspeed Function), Revision 6.	
ADS-B In Fail (Blue – Advisory)		Relief combined with ATA 34.39, Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out), Revision 6.	

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AIRCRAFT:
GVI (G650), GVI (G650ER)

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ADS-B Out Fail (Blue – Advisory)		Relief combined with ATA 34.39, Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out), Revision 6.	
Aft Cabin Temp Fan Fail (Blue – Advisory)		Relief combined with ATA 21.9, Cockpit Zone Temperature Control Systems & Cabin Zone Temperature Control Systems, Revision 6.	
Aft Emer Av Battery Fail (Amber – Caution)		Relief combined with ATA 24.15, IRU Back Up Battery (Forward and Aft Emergency Avionics Battery), Revision 6.	
Aft Emer Lt Battery Fail (Amber – Caution)		Relief combined with ATA 24.15, IRU Back Up Battery (Forward and Aft Emergency Avionics Battery), Revision 6.	
AGM 1-2-3-4 DMU Charts Fail (Blue – Advisory)		Relief combined with ATA 34.32, Advanced Graphics Module (AGM), Revision 6.	
AGM 1-2-3-4 Fail (Blue – Advisory)		Relief combined with ATA 34.32, Advanced Graphics Module (AGM), Revision 6.	
AHRS 1-2 Fail (Amber – Caution)		Relief combined with ATA 34.2. 2), Attitude Heading Reference System (AHRS 1-2), Revision 6.	
Alt Fuel Pump Fail L-R (Amber – Caution)		Relief combined with ATA 28.4, Fuel Boost Pump, Revision 6.	
AP 1-2 Fail (Amber – Caution)		Relief combined with ATA 22.7, Flight Guidance Computer (FGC)/Autopilot (Flight Director), Revision 6.	
AP 1-2 Power Fail (Blue – Advisory)		Relief combined with ATA 22.7, Flight Guidance Computer (FGC)/Autopilot (Flight Director), Revision 6.	
APM 1-2-3-4 Fail (Blue – Advisory)		Relief combined with ATA 31.8, Airplane Personality Module (APM), Revision 6.	
APU Fail (Amber – Caution)		Relief combined with ATA 49.1, Auxiliary Power Unit (APU), Revision 6.	
APU Fire Detector Fail (Amber – Caution)		Relief combined with ATA 26.3, APU Fire Detection System, Revision 6.	

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AIRCRAFT:
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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
APU GCU Fail (Blue – Advisory)		Relief combined with ATA 24.3, APU Generator Control Unit (GCU), Revision 6.	
APU Generator Fail (Blue – Advisory)		Relief combined with ATA 24.2, APU Generator, Revision 6.	
APU Generator Maint Reqd (Blue – Advisory)	C	Airplane may be dispatched.	
APU Maintenance Required (Blue – Advisory)		Relief combined with ATA 49.1, Auxiliary Power Unit (APU), Revision 6.	
APU Shutoff Valve Fail (Amber – Caution)		Relief combined with ATA 49.11, APU Fuel Shutoff Valve (SOV), Revision 6.	
ATC 1-2 Fail (Blue – Advisory)		Relief combined with ATA 34.8, ATC Transponder and Automatic Altitude Reporting System, Revision 6.	
ATC ADS-B Transmitter Fail (Blue – Advisory)		Relief combined with ATA 34.39, Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out), Revision 6.	
Aux Hyd Pressure Sen Fail (Blue – Advisory)		Relief combined with ATA 29.2, Auxiliary Hydraulic Pump Pressure Indication, Revision 6.	
Autobrake Fail (Amber – Caution)		Relief combined with ATA 32.9, Automatic Brake System, Revision 6.	

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AIRCRAFT:
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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
BAROSET 1 Fail (Blue – Advisory)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also displayed: • ADS 2 Fail Advisory, • ADS 3 Fail Advisory, • ADS Stby Fail Advisory, • BAROSET 2 Fail Advisory, • BAROSET 3 Fail Advisory, b) Manual Pressurization Control System is operative, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, e) ADS 1 is not used, f) Autopilot is operative, and g) Airplane is operated in accordance with AFM Limitations. NOTE 1: Two systems are required for operation in RVSM airspace. NOTE 2: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.	

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AIRCRAFT:
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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
BAROSET 2 Fail (Blue – Advisory)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also displayed: • ADS 1 Fail Advisory, • ADS 3 Fail Advisory, • ADS Stby Fail Advisory, • BAROSET 1 Fail Advisory, • BAROSET 3 Fail Advisory, b) Manual Pressurization Control System is operative, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, e) ADS 2 is not used, f) Autopilot is operative, and g) Airplane is operated in accordance with AFM Limitations. NOTE 1: Two systems are required for operation in RVSM airspace. NOTE 2: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.	

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AIRCRAFT:
GVI (G650), GVI (G650ER)

TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
BAROSET 3 Fail (Blue – Advisory)	C	(O) Airplane may be dispatched provided: a) None of the following CAS messages are also displayed: • ADS 1 Fail Advisory, • ADS 2 Fail Advisory, • ADS Stby Fail Advisory, • BAROSET 1 Fail Advisory, • BAROSET 2 Fail Advisory, b) Manual Pressurization Control System is operative, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, e) ADS 3 is not used, f) Autopilot is operative, and g) Airplane is operated in accordance with AFM Limitations. NOTE 1: Two systems are required for operation in RVSM airspace. NOTE 2: Transponder and Flight Director/Autopilot must use same ADC data for RVSM.	
BAS Default Mode, L-R (Blue – Advisory)	C	Airplane may be dispatched.	
BAS Fail, L-R (Pressurized Configuration) (Amber – Caution)		Relief combined with ATA 36.1, HP Bleed Air Systems, Revision 6.	
BAS Fail, L-R (Unpressurized Configuration) (Amber – Caution)		Relief combined with ATA 36.1, HP Bleed Air Systems, Revision 6.	
BAS Maintenance Req'd, L-R (Blue – Advisory)	C	Airplane may be dispatched.	
Battery Charger Fail, R (Amber – Caution)		Relief combined with ATA 24.5, Right Main Airplane Battery Charger, Revision 6.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Brake Maintenance Req'd (Blue – Advisory)	C	(O) Airplane may be dispatched in accordance with AFM guidance.	
Cabin Pressure Semi-Auto (Blue – Advisory)	C	(O) Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations.	
CCD 1-2 Fail (Blue – Advisory)		Relief combined with ATA 34.34, Cursor Control Device, Revision 6.	
Check L-R SFD Heading (Amber – Caution)		Deleted, Revision 6.	
Check L-R SFD Pitch (Amber – Caution)		Deleted, Revision 6.	
Check L-R SFD Roll (Amber – Caution)		Deleted, Revision 6.	
Check L-R STBY Heading (Amber – Caution)		Deleted, Revision 6.	
Check SFD ADS (Amber – Caution)		Deleted, Revision 6.	
CMC Fail (Blue – Advisory)		Relief combined with ATA 45.1, Central Maintenance Computer (CMC), Revision 6.	
CMF 1-2 Fail (Blue – Advisory)		Relief combined with ATA 23.18, Datalink System (CMF), Revision 6.	
CMS 1-2 Fail (Blue – Advisory)		Relief combined with ATA 31.10, Configuration Management System (CMS), Revision 6.	
Cockpit Temp Fan Fail (Blue – Advisory)		Relief combined with ATA 21.9, Cockpit Zone Temperature Control Systems & Cabin Zone Temperature Control Systems, Revision 6.	
Cockpit Voice Recorder Fail (Blue – Advisory)		Relief combined with ATA 23.2, Cockpit Voice Recorder (CVR), Revision 6.	
Cowl Valve Fail Open, L-R (Amber – Caution)		Relief combined with ATA 30.7, Cowl Anti-Ice System, Revision 6.	

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Item	1	2	Change Bar
CPAM Fail (Amber – Caution)		Relief combined with ATA 21.19, Cabin Pressure Acquisition Module (CPAM), Revision 6.	
CPCS 1-2 Fail (Blue – Advisory)		Relief combined with ATA 21.4, Automatic Pressurization Control System, Revision 6.	
CPCS Channel 1-2 Fail (Blue – Advisory)	A	(O) Except for ER operations, airplane may be dispatched with one CPCS channel failed provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, e) Airplane is operated in accordance with AFM Limitations, and f) Repairs are made within 2 flight-days.	
CPCS Control Panel Fail (Amber – Caution)		Relief combined with ATA 21.16, Cabin Pressure Indicator and Control Panel, Revision 6.	
CPCS Landing Elevation Fail (Blue – Advisory)	B	(O) Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations.	
CPCS Maintenance Required (Blue – Advisory)	C	Airplane may be dispatched.	
Database Config (Blue – Advisory)		Relief combined with ATA 34.36.1) a), Navigation Database, Revision 6.	
DME 1-2 Fail (Blue – Advisory)		Relief combined with ATA 34.9, Distance Measuring Equipment (DME) System, Revision 6.	
EGPWM SYS 1-2 Fail (Blue – Advisory)		Relief combined with ATA 34.31, Terrain Server Function/EGPWM Module, Revision 6.	
Emergency Exit Unlocked (Amber – Caution)		Relief combined with ATA 52.8, Overwing Exit Doors Warning System (Indicating System Inoperative or Individual Door Warning Indication), Revision 6.	
Engine Maintenance ###, L-R (Blue – Advisory)		Relief combined with ATA 73.3, Engine FADEC System, Revision 6.	
Engine Maintenance LTD, L-R (Blue – Advisory)		Relief combined with ATA 73.3, Engine FADEC System, Revision 6.	

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Item	1	2	Change Bar
EPS Maintenance Req'd, L-R (Blue – Advisory)	C	Airplane may be dispatched.	
EVS Fail (Amber – Caution)		Relief combined with ATA 34.30, Enhanced Vision System (EVS), Revision 6.	
EVS Maintenance Required (Blue – Advisory)	C	Airplane may be dispatched.	
EVS Window Heat Fail (Amber – Caution)		Relief combined with ATA 34.30. 1), EVS Window Heat, Revision 6.	
FCS Maintenance Required (Blue – Advisory)	A	Airplane may be dispatched provided, prior to each flight: a) Flightcrew complies with AFM procedures, b) All FCS-related CMC faults are reviewed for crew awareness of FCS component affected and logged for maintenance, and c) Repairs are made within 3 flight-days.	
FDR System Fail (Blue – Advisory)		Relief combined with ATA 31.2, Flight Data Recorder (FDR) System, Revision 6.	
Fire Detection Loop Fault (Amber – Caution)		Relief combined with ATA 26.9, Engine Fire Detection System, Revision 6.	
Flaps Maintenance Required (Blue – Advisory)	C	(O) Airplane may be dispatched in accordance with AFM procedures.	
FMS 1-2-3 Fail (Blue – Advisory)		Relief combined with ATA 34.36. 1), Flight Management System (FMS) Function, Revision 6.	
FMS/GPS Pos Monitor Unavail (Blue – Advisory)	B	Airplane may be dispatched provided: a) FMS position is checked against available sensors, and b) If errors encountered, affected GPS is de-selected as a position sensor and FMS position is updated.	
Forward Cabin Temp Fan Fail (Blue – Advisory)		Relief combined with ATA 21.9, Cockpit Zone Temperature Control Systems & Cabin Zone Temperature Control Systems, Revision 6.	

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Item	1	2	Change Bar
FQMS Degrade, L-R (Blue – Advisory)	C	(O) Airplane may be dispatched provided: a) Select CMC synoptic page and record all faults, b) Use conservative fuel quantity values for flight planning, and c) Record any faults displayed on Fuel Quantity Service Panel when on ground.	
	C	(O) Except for ER operations, airplane may be dispatched with either Left or Right FQMS Degrade advisory CAS message displayed provided: a) Both tanks are completely filled using over wing refueling, b) Both fuel flow meters are operative, c) After takeoff, power is set by matching fuel flow indications on both engines, and d) Flightcrew maintains a log of fuel burned. NOTE: Maximum over wing fuel load is approximately 43,650 lbs (19,840 kg)/6,476 gal (24,512 lit).	
	C	(O) Except for ER operations, airplane may be dispatched with either Left or Right FQMS Degrade advisory CAS message displayed provided: a) Affected tank is defueled before each refueling, b) Affected tank is fueled using over wing refueling with a known quantity of fuel, c) Both fuel flow meters are operative, d) After takeoff, power is set by matching fuel flow indications on both engines, and e) Flightcrew maintains a log of fuel burned. NOTE 1: Maximum over wing fuel load is approximately 43,650 lbs (19,840 kg)/6,476 gal (24,512 lit). NOTE 2: Total Fuel indications will be invalid with an inoperative indicator.	
FQMS Maintenance Required (Blue – Advisory)	C	Airplane may be dispatched.	
FQSC Channel Fail, L-R (Blue – Advisory)		Relief combined with ATA 28.2, Fuel Quantity Signal Conditioner (FQSC) Channel, Revision 6.	
Front WShld Heat Fail, L-R (Amber – Caution)		Relief combined with ATA 30.3, Windshield Heat System, Revision 6.	
Front WShld Heat Fault, L-R (Blue – Advisory)		Relief combined with ATA 30.3, Windshield Heat System, Revision 6.	

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CAS Messages

Item	1	2	Change Bar
Fuel Crossflow Valve Open (Amber – Caution)		Relief combined with ATA 28.8.2), Fuel Crossflow Valve Failed OPEN, Revision 6.	
Fuel Return Fail, L-R (Blue – Advisory)		Relief combined with ATA 28.6, Heated Fuel Return System, Revision 6.	
GCU Fail, L-R (Blue – Advisory)		Relief combined with ATA 24.1, Engine Generator, Revision 6.	
Generator Fail, L-R (Blue – Advisory)		Relief combined with ATA 24.1, Engine Generator, Revision 6.	
GPS 1-2 Fail (Blue – Advisory)		Relief combined with ATA 34.11, Long Range Navigation System (IRS, GPS, and GNSSU), Revision 6.	
GPWS 1-2 Fail (Blue – Advisory)		Relief combined with ATA 34.12.1), GPWS, Revision 6.	
HUD Comp Fan Fail (Blue – Advisory)		Relief combined with ATA 34.21.1) a), HUD Computer Fan, Revision 6.	
HUD OHU Fan Fail (Blue – Advisory)		Relief combined with ATA 34.21.1) b), HUD Overhead Unit Fan, Revision 6.	
Hydraulic Qty Sen Fail, L (Blue – Advisory)		Relief combined with ATA 29.6, Left Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area) and ATA 29.8, Left Hydraulic System Quantity Indication (EICAS), Revision 6.	
Hydraulic Qty Sen Fail, R (Blue – Advisory)		Relief combined with ATA 29.7, Right Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area) and ATA 29.9, Right Hydraulic System Quantity Indication (EICAS), Revision 6.	
Hydraulic Temp Sen Fail, L (Blue – Advisory)		Relief combined with ATA 29.10, Left Hydraulic Reservoir Temperature Sensor, Revision 6.	
Hydraulic Temp Sen Fail, R (Blue – Advisory)		Relief combined with ATA 29.11, Right Hydraulic Reservoir Temperature Sensor, Revision 6.	
Ice Detect Fail, L-R (Amber – Caution)		Relief combined with ATA 30.6, Ice Detection System, Revision 6.	
IRS 1-2-3 Fail (Blue – Advisory)		Relief combined with ATA 34.2.1), Inertial Reference System (IRS 1-2-3), Revision 6.	

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CAS Messages

Item	1	2	Change Bar
IRU On Sec Pwr (Blue – Advisory)		Relief combined with ATA 24.15, IRU Back Up Battery (Forward and Aft Emergency Avionics Battery), Revision 6.	
IRU Sec Pwr 1-2-3 Fail (Blue – Advisory)		Relief combined with ATA 24.15, IRU Back Up Battery (Forward and Aft Emergency Avionics Battery), Revision 6.	
L PSU Fan Fail (Blue – Advisory)		Relief combined with ATA 21.21, PSU Fan, Revision 6.	
Landing Gear System Fault (Blue – Advisory)	B	Airplane may be dispatched. NOTE: Message may display if EVS fails or if one or more EVS SSPCs are pulled/tripped.	
LX Fail (Blue – Advisory)		Relief combined with ATA 34.13, Lightning Sensor System, Revision 6.	
Main Door (Blue – Advisory)		Relief combined with ATA 52.7, Main Entry Door Warning System, Revision 6.	
Main Door Maint Reqd (Blue – Advisory)	B	Airplane may be dispatched.	
Main Fuel Pump Fail, L-R (Amber – Caution)		Relief combined with ATA 28.4, Fuel Boost Pump, Revision 6.	
Main TRU Fault, L-R (Amber – Caution)		Relief combined with ATA 24.4, Transformer - Rectifier Unit (TRU), Revision 6.	
MAU 1-2-3 Fan Fail (Blue – Advisory)		Relief combined with ATA 34.35, Modular Avionics Unit (MAU) Fan, Revision 6.	
MRC 1 Fail (Amber – Caution)		Relief combined with ATA 23.19, Modular Radio Cabinet (MRC), Revision 6.	
MRC 2 Fail (Blue – Advisory)		Relief combined with ATA 23.19, Modular Radio Cabinet (MRC), Revision 6.	
NAV 2 Fail (Blue – Advisory)		Relief combined with ATA 34.5, VOR/ILS Navigation System, Revision 6.	
NAVCOM Fail (Blue – Advisory)		Relief combined with ATA 23.17, NAV/COM Radio, Revision 6.	

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Item	1	2	Change Bar
NWS Fixed Gain (Blue – Advisory)		Relief combined with ATA 32.2, Variable Gain Nose Wheel Steering, Revision 6.	
NWS Maintenance Req'd (Blue – Advisory)	B	Airplane may be dispatched.	
Outflow Valve Fault (Blue – Advisory)		Relief combined with ATA 21.14, Thrust Recovery Outflow Valve, Revision 6.	
Pred Windshear Unavailable (Blue – Advisory)		Relief combined with ATA 34.27, Windshear Detection and Avoidance System (Predictive), Revision 6.	
PTU Hyd Pressure Sen Fail (Blue – Advisory)		Relief combined with ATA 29.3, Power Transfer Unit (PTU) Hydraulic Pressure Indication, Revision 6.	
RAAS 1-2 Fail (Blue – Advisory)		Relief combined with ATA 34.12.4), Runway Awareness & Advisory System (RAAS), Revision 6.	
Radio Altimeter 1-2 Fail (Blue – Advisory)		Relief combined with ATA 34.10, Radio Altimeter System, Revision 6.	
Refuel System Fail (Blue – Advisory)		Relief combined with ATA 28.9, Pressure Fueling System (Single Point Refueling), Revision 6.	
ROAAS 1-2 Fail (Blue – Advisory)		Relief combined with ATA 34.31.1), Runway Overrun Awareness and Alerting System (ROAAS), Revision 6.	
ROAAS Unavailable (Blue – Advisory)		Relief combined with ATA 34.31.1), Runway Overrun Awareness and Alerting System (ROAAS), Revision 6.	
Rudder Steering Fail (Amber – Caution)		Relief combined with ATA 32.1, Rudder Pedal Steering System, Revision 6.	
SATCOM Fail (Blue – Advisory)		Relief combined with ATA 23.9, Satellite Communication System, Revision 6.	
Select Manual Temperature C-F-A (Amber – Caution)		Relief combined with ATA 21.9.1), Cockpit Zone Temperature Control Systems & Cabin Zone Temperature Control Systems, Automatic System, Revision 6.	
Service Door (Blue – Advisory)		Relief combined with ATA 52.1, External/Service Door Warning Light System, Revision 6.	
Side WShld Heat Fail, L-R (Amber – Caution)		Relief combined with ATA 30.4, Side Window Heat System, Revision 6.	

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Side WShld Heat Fault, L-R (Blue – Advisory)		Relief combined with ATA 30.4, Side Window Heat System, Revision 6.	
Side WShld Ht Cont Fail, L-R (Blue – Advisory)		Relief combined with ATA 30.4, Side Window Heat System, Revision 6.	
SMC 2 Fail (Blue – Advisory)		Relief combined with ATA 34.3, Standby Multi-Function Controller (SMC), Revision 6.	
Spoiler Panel Fail (Amber – Caution) (For Airplanes With ASC-135/FCC v10.1 or Subsequent)		Relief combined with ATA 27.6, Inboard Spoiler Pair (For airplanes with ASC 135/FCC v10.1 or subsequent), Revision 6.	
SSPC Controller Fault, L-R (Blue – Advisory)		Relief combined with ATA 24.16, Remote Interface Unit (RIU) Channel (SSPC Controller Fault L-R), Revision 6.	
SSPC MCDU 1-2-3 Comm Fail (Blue – Advisory)	B	Airplane may be dispatched provided remaining two non-affected MCDUs remaining operational.	
SSPC Power Tile 4 Fail (Amber – Caution)		Relief combined with ATA 24.17, SSPC Power Tile 4, Revision 6.	
SSPC Power Tile 4 Fault (Blue – Advisory)		Relief combined with ATA 24.17, SSPC Power Tile 4, Revision 6.	
Stab Maintenance Required (Blue – Advisory)	B	Airplane may be dispatched.	
Stick Shaker 1-2 Fail (Blue – Advisory)		Relief combined with ATA 27.12, Stick Shaker, Revision 6.	
Stuck MIC ACP 4-5-6-7-8 (Blue – Advisory)	C	(O) Airplane may be dispatched with one Audio Control Box indicating Stuck MIC ACP provided: a) Pilot and Copilot ACPs are operative, b) Affected ACP circuit breaker is pulled and collared, c) It is not required as determined by the pilot in command, d) Flight Deck to cabin communication is operative, and e) Alternate procedures are established and used.	
SURF Unavailable (Blue – Advisory)		Relief combined with ATA 34.40, Cockpit Display and Traffic Information (CDTI), Revision 6.	

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CAS Messages

Item	1	2	Change Bar
TCAS Fail (Blue – Advisory)		Relief combined with ATA 34.15, Traffic Alert and Collision Avoidance System (TCAS II), Revision 6.	
Terrain 1-2 Fail (Blue – Advisory)		Relief combined with ATA 34.31, Terrain Server Function/EGPWM Module, Revision 6.	
Terrain Bus Fail (Blue – Advisory)		Relief combined with ATA 34.31, Terrain Server Function/EGPWM Module, Revision 6.	
Throttle Quadrant 1-2 Fail (Blue – Advisory)		Relief combined with ATA 22.1, Autothrottle System, Revision 6.	
VHF COM 2 Fail (Blue – Advisory)		Relief combined with ATA 23.1, Communication System (VHF, UHF), Revision 6.	
VSA Unavailable (Blue – Advisory)		Relief combined with ATA 34.40, Cockpit Display and Traffic Information (CDTI), Revision 6.	
Windshear 1-2 Fail (Blue – Advisory)		Relief combined with ATA 34.12.1) e), Windshear Mode (Reactive), Revision 6.	
Wing Anti-Ice Maint Reqd, L-R (Blue – Advisory)	C	Airplane may be dispatched provided: a) Prior to each departure, the affected side Wing Anti-Ice system is verified to operate normally, and b) All components of the Bleed Air System are operative.	
	B	Airplane may be dispatched with both “L-R” Advisory CAS Messages Displayed, provided airplane is not operated in known or forecast icing conditions.	
Wing Anti-Ice Sys Fail, L-R (Amber – Caution)		Relief combined with ATA 30.2, Wing Anti-Ice System, Revision 6.	
60 Hz Power Fail (Blue – Advisory)		Relief combined with ATA 24.14, 60Hz AC Electrical Power System, Revision 6.	