



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

Master Minimum Equipment List (MMEL)

Revision: 5
Date: XX/XX/XXXX

Pilatus Aircraft Ltd. PC-24

****Two-Section MMEL****

**** FOR 14 CFR PARTS 91, 125, and 135 OPERATIONS ONLY ****

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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			MASTER MINIMUM EQUIPMENT LIST	
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AIRCRAFT: PC-24			TABLE OF CONTENTS AND CONTROL PAGE	
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Section One	Line Replaceable Unit (LRU) Component Relief	1-1	4	09/29/2022
21	Air Conditioning	21-1 thru 4	5	XX/XX/XXXX
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44	Cabin Systems	44-1	5	XX/XX/XXXX
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52	Doors	52-1 thru 2	5	XX/XX/XXXX
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AIRCRAFT: PC-24		LOG OF REVISIONS
REV NO.	DATE	PAGE NO.
Original	10/06/2017	ALL PAGES.
1	02/20/2020	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-1 thru 2, 23-5 thru 6, 25-1 thru 5, 27-1, 30-1, 33-1 thru 3, 34-1 thru 3, 34-10 thru 12, 35-2, 36-1, 38-1, 52-1, 73-1.
2	09/24/2020	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Guidelines for (M) and (O) Procedures, 21-2, 22-1, 23-2, 24-1, 25-4, 27-2, 30-1, 32-1, 33-2 thru 3, 45-1, 46-1.
3	10/01/2021	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Guidelines for (M) and (O) Procedures, 1-1, 21-2, 23-2, 23-6, 25-1 thru 3, 25-6, 25-8, 27-2, 28-1, 30-1, 31-1 thru 2, 32-1, 33-3, 34-1 thru 3, 34-9, 34-11 thru 12, 35-2, 36-1. SECTION 2: 2-1 thru 2-4.
4	09/29/2022	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Guidelines for (M) and (O) Procedures, 21-1 thru 3, 22-1, 23-1 thru 2, 24-1, 25-6, 25-10, 26-1, 27-1 thru 3, 28-1 thru 3, 30-1 thru 2, 31-3, 32-1, 34-1 thru 4, 34-6, 34-14, 36-1 thru 2, 44-1, 46-1, 52-1, 73-1, 79-1. SECTION 2: 2-3 thru 2-11.
4a	11/08/2023	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, 22-1, 25-7.
5	XX/XX/XXXX	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Guidelines for (M) and (O) Procedures, 21-1 thru 4, 22-1 thru 6, 23-4, 24-1, 25-2, 27-2 thru 4, 30-2 thru 7, 31-1, 31-3 thru 4, 34-14, 36-2 thru 4, 42-1, 44-1, 45-1, 46-1, 52-1 thru 2, 73-1, 74-1, 79-1. SECTION 2: 2-2 thru 2-11.

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AIRCRAFT: PC-24	HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 5**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
Guidelines for (M) and (O) Procedures	Table of (M) and (O) procedures deleted. Replaced by reference to Pilatus Aircraft MMOP document.
ATA 21 Air Conditioning	
21-1	Item 21-30-01: Added relief for Cabin Pressure Control System (CPCS).
21-2	Item 21-50-01: Updated proviso.
21-3	Item 21-60-04: Added provisos.
21-3	Item 21-70-01: Added relief for Cabin Air Ionizer.
21-3	Item 21-80-01: Updated proviso b). Added proviso c).
21-4	Item 21-80-10: Updated proviso.
21-4	Item 21-80-11: Added relief for Condenser Module.
ATA 22 Autoflight	
22-1	Item 22-10-01: Added relief for Autopilot.
22-1	Item 22-10-01: Updated proviso.
22-2	Item 22-10-04: Updated item name. Updated proviso.
22-2	Item 22-10-04: Added relief for Rudder servo channel (UMS Build 10.0 and higher).
22-3 thru 6	Item 22-10-05: Added relief for Flight Controller.
22-6	Item 22-10-10: Added relief for Touch Control Steering (TCS) Switch.
ATA 23 Communications	
23-4	Item 23-50-06: Added relief for Independent Volume Controller (IVC).

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PAGE NO.	EXPLANATION OF CHANGE	
ATA 24 Electrical Power		
24-1	Item 24-20-01: Updated item name. Updated proviso.	
24-1	Item 24-20-01: Added relief for 115V AC Power Supply System (UMS Build 10.0 and higher)	
24-1	Item 24-20-02: Item deleted.	
ATA 25 Equipment/Furnishings		
25-2	Item 25-12-01: Added relief for Cockpit USB Charger.	
ATA 27 Flight Controls		
27-2	Item 27-30-02: Added relief for Horizontal Stabilizer Trim Position Indication.	
27-2	Item 27-60-06: Updated proviso.	
27-3	Item 27-60-07: Updated proviso.	
27-4	Item 27-60-09: Updated proviso.	
ATA 30 Ice and Rain Protection		
30-2	Item 30-10-05: Updated proviso.	
30-3	Item 30-40-02: Added relief for Windshield Temperature Sensor.	
30-3	Item 30-40-02: Added relief for Windshield De-fog Contactor.	
30-4	Item 30-40-04: Added relief for Windshield Anti-ice Contactor.	
30-5	Item 30-40-10: Added relief for Lightning Protection Module (LPM).	
30-6	Item 30-40-11: Added relief for Windshield Heating Element.	
30-7	Item 30-40-12: Added relief for Side Window Heating Element.	
ATA 31 Indication/Recording Systems		
31-1	Item 31-11-01: Added relief for Flight Time Counter.	
31-1	Item 31-11-02: Added relief for CVR Test / Erase Switch (including guard and “ON” indication).	
31-1	Item 31-11-03-01: Added relief for Aural Disable Switch, Guard.	

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ATA 31 Indication/Recording Systems (Cont'd)		
31-1	Item 31-11-04-01: Added relief for Cockpit Lamp Test Switch, Guard.	
31-2	Item 31-40-01: Added relief for Electronic Checklist.	
31-3	Item 31-50-01-02: Added relief for Master WARNING Pushbutton, Reset Function.	
31-3	Item 31-50-02-02: Added relief for Master CAUTION Pushbutton, Reset Function.	
ATA 34 Navigation		
34-14	Item 34-60-01-01: Added relief for Graphical Flight Planning.	
ATA 36 Pneumatic		
36-2	Item 36-10-04-01: Updated proviso.	
36-3	Item 36-10-05-01: Updated proviso.	
36-3	Item 36-10-06: Updated proviso.	
36-4	Item 36-10-07: Updated proviso.	
36-4	Item 36-10-08: Updated proviso.	
ATA 42 Integrated Modular Avionics		
42-1	Item 42-10-00-01: Added relief for Aural Warning Driver.	
ATA 44 Cabin Systems		
44-1	Item 44-00-01: Added relief for Cabin USB Charger. Item 44-01-01: Added relief for Wireless Charging Module.	
ATA 45 Central Maintenance System		
45-1	Item 45-10-02: Added relief for Air/Ground Communication System (AGCS).	
ATA 46 Information Systems		
46-1	Item 46-20-01-02: Updated proviso.	
46-1	Item 46-20-10: Updated proviso.	

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AIRCRAFT: PC-24		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
ATA 52 Doors		
52-1	Item 52-10-02: Added relief for Passenger Door Seal.	
52-1	Item 52-20-01: Added relief for Emergency Exit Door (plug hatch) Seal.	
52-1	Item 52-30-02: Added relief for Cargo Door Seal.	
52-1	Item 52-30-06: Updated sequence number and item name.	
52-1	Item 52-30-07: Updated sequence number.	
52-2	Item 52-70-01: Added relief for Door Warning System.	
ATA 73 Engine Fuel and Control		
73-1	Item 73-30-01: Updated item name.	
ATA 74 Engine Ignition		
74-1	Item 74-00-01: Added relief for Engine ignition source.	
ATA 79 Engine Oil		
79-1	79-30-03: Added relief for Oil Level Sensor.	
Section Two Crew Alerting System (CAS) Message Relief		
2-2	Added items 3 and 4 to the STATEMENT PAGE.	
2-3	ADS-B In Fail (Advisory): Updated repair category and proviso.	
2-3	AGM1/FMS1 GFP INOP (Status): Deleted relief.	
2-3	AGM1/FMS1+2 GFP INOP (Status): Deleted relief.	
2-3	AGM1/FMS2 GFP INOP (Status): Deleted relief.	
2-4	AGM2/FMS1 GFP INOP (Status): Deleted relief.	
2-4	AGM2/FMS1+2 GFP INOP (Status): Deleted relief.	
2-4	AGM2/FMS2 GFP INOP (Status): Deleted relief.	
2-4	AIL Trim Fail (Caution): Deleted relief.	
2-4	AP 1 Fail (Advisory): Deleted relief.	
2-4	AP 1+2 Fail (Advisory): Deleted relief.	

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PAGE NO.	EXPLANATION OF CHANGE	
Section Two Crew Alerting System (CAS) Message Relief (Cont'd)		
2-4	AP 2 Fail (Advisory): Deleted relief.	
2-4	ATC Datalink Fail (Caution): Deleted relief.	
2-4	ATR Disarm (Advisory): Deleted relief.	
2-4	ATR Unavailable (Caution): Deleted relief.	
2-4	Anti-Skid Fail (Caution): Updated repair category and proviso.	
2-4	Aural Warning Fault (Advisory): Deleted relief.	
2-5	Added relief for Bleed Sensor Degrade (Status).	
2-5	CIO 1 Fail (Advisory): Deleted relief.	
2-5	CIO 2 Fail (Advisory): Deleted relief.	
2-5	CVR Fail (Status): Deleted relief.	
2-5	CVR+FDR Fail (Status): Deleted relief.	
2-5	Check DU 3 (Caution): Deleted relief.	
2-5	Check DU 4 (Caution): Deleted relief.	
2-5	Added relief for Cool Fail (Advisory).	
2-5	DME 1 Fail (Advisory): Deleted relief.	
2-6	Added relief for ECS Inflow Degrade (Advisory).	
2-6	FD 1 Fail (Advisory): Deleted relief.	
2-6	FD 1+2 Fail (Advisory): Deleted relief.	
2-6	FD 2 Fail (Advisory): Deleted relief.	
2-6	FDR Fail (Status): Deleted relief.	
2-6	FMS 1 Fail (Advisory): Deleted relief.	
2-6	FMS 2 Fail (Advisory): Deleted relief.	
2-6	Fuel QTY Degrade (Advisory): Updated repair category and proviso.	
2-7	GND COOL Fan Fail (Advisory): Updated repair category and proviso.	

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Section Two	Crew Alerting System (CAS) Message Relief (Cont'd)	
2-7	Gear Actuator TEMP (Caution): Deleted relief.	
2-7	Gear CTRL Fail (Status): Deleted relief.	
2-7	HF Fail (Advisory): Deleted relief.	
2-7	HF Low PWR (Advisory): Deleted relief.	
2-7	HSDI Fail (Caution): Deleted relief.	
2-7	Added relief for Heat Fail (Advisory).	
2-8	IVC 1 Fail (Advisory): Deleted relief.	
2-8	IVC 1+2 Fail (Advisory): Deleted relief.	
2-8	IVC 2 Fail (Advisory): Deleted relief.	
2-8	Ice Detector Fail (Caution): Deleted relief.	
2-8	L Bleed Off/Fail (Caution): Updated proviso,	
2-8	L Bleed TEMP Fail (Caution): Updated repair category and proviso,	
2-8	L FADEC TLD/R FADEC TLD (Status): Deleted relief.	
2-8	L Fuel QTY Fail (Caution): Updated repair category and proviso.	
2-9	L NAI Fail (Caution): Deleted relief.	
2-9	L Oil LVL Low (Caution): Deleted relief.	
2-9	L XFER Valve Fail (Caution): Deleted relief.	
2-9	L+R Ice DTECT Fail (Caution): Deleted relief.	
2-9	Lift Dump Fail (Caution): Deleted relief.	
2-9	MAINT Memory Full (Status): Deleted relief.	
2-9	MFS Degrade (Caution): Deleted relief.	
2-9	MMDR 2 Fail (Caution): Updated proviso.	
2-9	Maintenance (Status): Deleted relief.	
2-9	Maintenance Fail (Advisory): Updated repair category and proviso.	

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Section Two Crew Alerting System (CAS) Message Relief (Cont'd)		
2-9	NAI Fail On (Advisory): Deleted relief.	
2-9	NTO Exceedance (Status): Deleted relief.	
2-9	Processor 1 Fail (Advisory): Deleted relief.	
2-9	R Bleed Off/Fail (Caution): Updated repair category and proviso.	
2-10	R Bleed TEMP Fail (Caution): Updated repair category and proviso.	
2-10	R FADEC TLD (Status): Deleted relief.	
2-10	R Fuel QTY Fail (Caution): Updated repair category and proviso.	
2-10	R NAI Fail (Caution): Deleted relief.	
2-10	R Oil LVL Low (Caution): Deleted relief.	
2-10	R XFER Valve Fail (Caution): Deleted relief.	
2-10	RAAS Fail (Advisory): Deleted relief.	
2-10	Rad Alt 1 Fail (Caution): Deleted relief.	
2-10	Rudder Bias 1 Fail (Advisory): Deleted relief.	
2-10	Rudder Bias 2 Fail (Advisory): Deleted relief.	
2-10	SATCOM 1 Data Fail (Advisory): Deleted relief.	
2-10	SATCOM 1 Fail (Advisory): Deleted relief.	
2-10	SATCOM 1 Voice Fail (Advisory): Deleted relief.	
2-10	SATCOM 2 Fail (Advisory): Deleted relief.	
2-11	TAWS Fail (Advisory): Deleted relief.	
2-11	TCAS Fail (Advisory): Deleted relief.	
2-11	TF 1 Fail (Advisory): Deleted relief.	
2-11	TF 1+2 Fail (Advisory): Deleted relief.	
2-11	TF 2 Fail (Advisory): Deleted relief.	
2-11	Terrain Fail (Advisory): Deleted relief.	

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Section Two Crew Alerting System (CAS) Message Relief (Cont'd)		
2-11	WAI Fail (Caution): Deleted relief.	
2-11	X-Bleed Fail Closed (Caution): Deleted relief.	
2-11	XPDR 1 Fail (Caution): Deleted relief.	
2-11	XPDR 2 Fail (Caution): Deleted relief.	
2-11	Yaw Damper 1 Fail (Advisory): Deleted relief.	
2-11	Yaw Damper 2 Fail (Advisory): Deleted relief.	

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AIRCRAFT: PC-24		DEFINITIONS

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

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AIRCRAFT: PC-24	PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.

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AIRCRAFT:
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GUIDELINES FOR (M) AND (O) PROCEDURES

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List (Pilatus Aircraft PC-24) (M) and (O) Procedures, published by the aircraft manufacturer.

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AIRCRAFT: PC-24	LRU COMPONENT RELIEF

SECTION ONE

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

AIRCRAFT: PC-24		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
20-01	Cockpit Mixer	C	1		May be inoperative provided the cockpit air distribution and temperature is acceptable to the flightcrew.	
20-02	Hot Air Distributer (HAD)	C	1		May be inoperative provided the cockpit air distribution and temperature is acceptable to the flightcrew.	
20-03	Zone Control Valve (ZCV)	C	1		May be inoperative provided the cockpit air distribution and temperature is acceptable to the flightcrew.	
20-08	Air Flow Switch	C	2		(O)(M) May be inoperative provided: a) Affected air flow switch is deactivated, and b) Both venturi flow meters (VFMs) are operative, c) Opposite side bleed source (L or R) is selected, d) X-bleed is selected to CLOSE, e) Operations are not conducted in known or forecast icing conditions, f) Flight is conducted at or below FL 250, and g) Both venturi flow meters (VFMs) are operative.	
30-1	Cabin Pressure Control System (CPCS)	C	1	0	(M)(O) May be inoperative provided: a) Outflow valve is deactivated in fully open position, b) Both ECMU channels are deactivated, and c) Flight is conducted unpressurised and at or below 10,000 ft.	
					NOTE: Includes outflow valve, ECMU and CPCS manual controls (DUMP, MODE, CABIN ALT), Excludes PRV and NPRV.	

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AIRCRAFT: PC-24	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Cockpit Electric Heater	C	1		(O) May be inoperative provided: a) The cockpit air distribution and temperature is acceptable to the flightcrew, b) The cockpit electrical heater is deactivated, and c) Left bleed air system is operative.	
40-02	Cabin Electric Heater	C	4	2	(O) No more than two may be inoperative provided the affected heater(s) is deactivated.	
50-01	Vapor Cycle System (VCS)	B	1	0	May be inoperative provided: a) The cockpit air distribution and temperature is acceptable to the flightcrew, and b) OAT at engine start does not exceed 40 °C (+104 °F).	
60-01	Temperature Control Valve (TCV)	C	2	1	(O) May be inoperative provided: a) Opposite side bleed source (L or R) is selected, b) X-bleed is selected to CLOSED, c) Operations are not conducted in known or forecast icing conditions, and d) Flight is conducted at or below FL 250.	
60-02	Flow Control Valve (FCV)	C	2	1	(O) May be inoperative provided: a) Opposite side bleed source (L or R) is selected, b) X-bleed is selected to CLOSE, c) Operations are not conducted in known or forecast icing conditions, and d) Flight is conducted at or below FL 250.	

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AIRCRAFT: PC-24	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
60-03	Dual Heat Exchanger Fan (DHEF)	C	1	0	(M)(O) May be inoperative provided: a) DHEF is electrically deactivated, b) Bleed air OFF takeoff is performed, and c) PBIT is performed before takeoff.	
60-04	Temperature Control Valve Outlet Temperature Sensor (TOTS)	C	2	1	(O) May be inoperative provided: a) Opposite side bleed source (L or R) is selected, b) X-bleed is selected to CLOSE, c) Operations are not conducted in known or forecast icing conditions, and d) Flight is conducted at or below FL 250.	
60-05	Venturi Flow Meter (VFM)	C	2	1	(O) May be inoperative provided: a) Opposite side bleed source (L or R) is selected, b) X-bleed is selected to CLOSE, c) Operations are not conducted in known or forecast icing conditions, and d) Flight is conducted at or below FL 250.	
70-01 ***	Cabin Air Ionizer	D	-	0		
80-01	Cockpit Evaporator Fan	C	1	0	(O) May be inoperative provided: a) It is deactivated, b) Cockpit air distribution and temperature is acceptable to the flightcrew, and left bleed air system is operative, c) Left bleed air system is operative, and d) OAT at engine start does not exceed 40 °C (+104 °F).	

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AIRCRAFT: PC-24	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
80-02	Cabin Evaporator Fan	C	2	0	(O) May be inoperative provided affected fan(s) is deactivated.	
80-10	Compressor	C	1	0	May be inoperative provided: a) The cockpit air temperature is acceptable to the flightcrew, and b) OAT at engine start does not exceed +40 °C (+104 °F).	
80-11	Condenser Module	C	1	0	May be inoperative provided: a) Cockpit air temperature is acceptable to the flightcrew, and b) OAT at engine start does not exceed +40 °C (+104 °F).	
90-01	Zone Temperature Sensor (Including Associated Fan)	C	2	1	May be inoperative provided: a) Cockpit air temperature is acceptable to flightcrew, and b) Cabin air temperature is acceptable to passengers.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Autopilot	B	2	0	(O) May be inoperative provided: a) "AP 1+2 Fail" advisory CAS message is displayed, b) "AFCS Fault" advisory CAS message is not displayed, c) Affected autopilot/channel is not part of the equipment required for intended operation, and d) Single pilot operations are not conducted.	
		C	2	1	(O) May be inoperative provided: a) "AP 1 Fail" or "AP 2 Fail" advisory CAS message is displayed, b) "AFCS Fault" advisory CAS message is not displayed, c) Affected autopilot/channel is not part of the equipment required for intended operative, and d) Single pilot operations are not conducted.	
		C	2	1	(M)(O) May be inoperative provided: a) Affected autopilot/channel is deactivated, b) Affected autopilot/channel is not part of the equipment required for intended operation, c) Single pilot operations are not conducted, and d) Associated rudder servo channel is considered inoperative.	
10-03	Autopilot Quick Disconnect Switches	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require use of the autopilot.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-04	Rudder Servo Channel	C	2	1	NOTE: Performs yaw damper and rudder bias (boost) functions. (M)(O) May be inoperative provided: a) Affected rudder servo is deactivated, b) Associated autopilot (1 or 2) is not part of the equipment required for intended operation, c) Flight is conducted at or below FL 300, and d) Single pilot operations are not conducted. NOTE: Deactivation of the rudder servo channel affects associated autopilot.	
	(UMS Build 10.0 and Higher)	C	2	1	(O) Rudder servo channel 2 may be inoperative provided: a) Rudder servo channel 2 is deactivated, b) Autopilot 2 is not part of the equipment required for intended operative, c) Flight is conducted at or below FL 300, and d) Single pilot operations are not conducted. NOTE: Deactivation of rudder servo channel 2 affects autopilot 2	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-05	Flight Controller					
-01	Pitchwheel (UP DN)	C	1	0	(O) May be inoperative provided it is not part of the equipment required for intended operation.	
-02	BNK Button	C	1	0	(O) May be inoperative provided it is not part of the equipment required for intended operation.	
-03	HDG TRK Knob/ PUSH SYNC Button	B	1	0	(O) May be inoperative provided: a) Flight director APR, HDG/T and NAV modes are not used, b) Autopilot 1 and 2 are not part of the equipment required for intended operation, and c) Single pilot operations are not conducted.	
-04	APR Button	C	1	0	(O) May be inoperative provided: a) Approach (AP) modes are not part of the equipment required for intended operation, and b) Single pilot operations are not conducted.	
-05	HDG/T Button	B	1	0	(O) May be inoperative provided: a) autopilot 1 and 2 are not part of the equipment required for intended operation, and b) Single pilot operations are not conducted.	
-06	NAV Button	C	1	0	(O) May be inoperative provided: a) Affected NAV modes are not part of the equipment required for intended operation, and b) Single pilot operations are not conducted. NOTE: Affected modes include FMS lateral navigation, VOR navigation (en route) and NAV Localizer.	
(Continued)						

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-05	Flight Controller (Cont'd)					
-07	FMS MAN Knob/ PUSH IAS/MACH Button	C	1	0	May be inoperative provided: a) Auto-throttle (AT) is not used, b) Flight director FLC and VNAV modes are not used, c) Affected modes are not part of the equipment required for intended operations, and d) Single pilot operations are not conducted.	
-08	AT Button	C	1	0	May be inoperative provided auto- throttle is considered inoperative (refer to 22-30-01).	
-09	VS Button	C	1	0	(O) May be inoperative provided: a) Vertical speed (VS) mode is not part of the equipment required for intended operation, and b) Single pilot operations are not conducted.	
-10	FLC Button	C	1	0	(O) May be inoperative provided: a) Auto-throttle (AT) is not used during takeoff, b) Flight level change (FLC) mode is not part of the equipment required for intended operation, and c) Single pilot operations are not conducted.	
-11	ALT Button	B	1	0	(O) May be inoperative provided: a) Autopilot 1 and 2 are not part of the equipment required for intended operations, and b) Single pilot operations are not conducted.	
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-05	Flight Controller (Cont'd)					
-12	VNAV Button	C	1	0	(O) May be inoperative provided: a) Vertical navigation (VNAV) modes are not part of the equipment required for intended operation, and b) Single pilot operations are not conducted.	
-13	MINIMUMS Knob/ PUSH RA/BARO Knob	C	1	0	(O) May be inoperative provided: a) Approach minimums or operating procedures do not require its use, b) Single pilot operations are not conducted, and c) Alternate procedures are established and used.	
-14	FD Button				(O) May be inoperative provided: a) Flight director (1 and 2) and autopilot (1 and 2) are not part of the equipment required for intended operation, and b) Single pilot operations are not conducted.	
-15	L/R Button	C	1	0		
-16	Indication LED	C	14	0	May be inoperative provided associated green arrow indication points to pilot-flying side.	
(Continued)						

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-05	Flight Controller (Cont'd)					
-17	Channels	C	2	1	May be inoperative provided: a) "Flight CTLR A Fail" or "Flight CTLR B Fail" caution CAS message is displayed, b) Both autopilot quick disconnect switches are operative, c) Flight is conducted at or below FL 300, d) Autopilot quick disconnect is used for normal yaw damper disengagement, and e) Single pilot operations are not conducted. NOTE: Yaw damper may still be used. It can be engaged using the Flight Controller (AP or YD button) but can only be disengaged using the autopilot quick disconnect switch.	
10-10	Touch Control Steering (TCS) Switch	C	2	1	May be inoperative in open (inactive) position on pilot not flying side.	
30-01	Auto-throttle	C	1	0	(M) May be inoperative provided the system is deactivated.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Press to Transmit (PTT) Switches	B	-	-	Any in excess of one for each required flightcrew member may be inoperative provided the affected switch is in the open (non-transmitting) position. NOTE: Mounted on the control yokes (all MSN) and side panels (MSN 185 and up and MSN 101-184 with SB 23-006 incorporated).	
10-01	HF Communications	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
12-01	VHF Communications (Multi-Mode Digital Radio (MMDR))	D	2	1	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the essential bus and not required for emergency procedures. NOTE: MMDR 1 must be operational.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
15-01	SatCom System	D	1	0	May be inoperative provided procedures do not require its use.	
20-01	Selective Call Systems (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.	
-01	Channels	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.	
21-01 ***	Datalink	D	-	0	May be inoperative provided procedures do not require its use.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
40-01	Passenger Address (PA) System	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) 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.	
40-02	Flightcrew Interphone System	D	1	0	May be inoperative for single pilot operations.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
50-01	Flight Deck Speaker	C	2	0	May be inoperative provided:	
					a) A headset is operative for each required crewmember on flightcrew compartment duty, and	
					b) A spare operative headset is readily available in the flightcrew compartment for use by any of the required crewmembers on flightcrew compartment duty.	
	Holder of an Air Carrier or Commercial Operator Certificate					
50-02	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
-01	Headset Boom Microphones	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.	
-02	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
-03	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
50-03	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
	Operator other than a Holder of an Air Carrier or Commercial Operator Certificate					
50-06	Independent Volume Controller (IVC)	C	2	1	IVC 1 may be inoperative provided the volume for COM1 (VHF 1) and COM5/TEL (SATCOM 1) (if installed) is acceptable to the flightcrew. NOTE: SATCOM 1 is identified as COM5 on KMA 29 audio panel and as TEL on KMA 29A audio panel.	
		C	2	1	IVC 2 may be inoperative provided the volume for COM2 (VHF 2) is acceptable to the flightcrew.	
		C	2	0	Both may be inoperative provided the volume for COM1 (VHF 1), COM2 (VHF 2) and COM5/TEL (SATCOM 1) (if installed) is acceptable to the flightcrew. NOTE: SATCOM 1 is identified as COM5 on KMA 29 audio panel and as TEL on KMA 29A audio panel.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-04	Flight Deck Headsets/Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-01	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-02	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
-03	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
51-05	Flight Deck Hand Microphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
60-01	Static Dischargers				NOTE: No more than two dischargers may be inoperative or missing.	
-01	Left Wing	C	4	3	One other than the outermost discharger on the left wingtip may be inoperative or missing. NOTE: The left wing static dischargers include the two dischargers installed on the left wingtip and the two installed on the left aileron.	
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Sequence No.	Item	1	2	3	4	Change Bar
60-01	Static Dischargers (Cont'd)					
-02	Right Wing	C	4	3	One other than the outermost discharger on the right wingtip may be inoperative or missing.	
					NOTE: The right wing static dischargers include the two dischargers installed on the right wingtip and the two installed on the right aileron.	
-03	Left Horizontal Stabilizer	C	2	1	The inner discharger may be inoperative or missing.	
-04	Right Horizontal Stabilizer	C	2	1	The inner discharger may be inoperative or missing.	
-05	Rudder	C	2	1	One may be inoperative or missing.	
71-01	Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) FDR operates normally, and b) Repairs are made within 3 flight-days.	
-01	Independent Power Source	C	1	0		
71-02 ***	Cockpit Voice Recorder (CVR) without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
-01	Independent Power Source	C	1	0		
	Other Than a Holder of an Air Carrier or Commercial Operator Certificate					
71-03 ***	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made in accordance with 14 CFR.	
-01	Independent Power Source	C	1	0		

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01 ***	115V AC Power Supply System (UMS Build 10.0 and higher)	C	1	0	NOTE: Excludes the AC power outlet in the cabin that is provided as part of the cold weather kit (refer to 25-94-01). Includes use of cockpit outlets as a power connection for portable EFB. (O) System supplying cockpit and cabin outlets may be inoperative provided: a) It is deactivated, and b) Alternate procedures are established and used.	
	(UMS Build 10.0 and higher)	D	1	0	(O) System supplying cockpit and cabin outlets may be inoperative provided: a) It is deactivated, and b) Procedures do not require use of cockpit outlets.	
	(UMS Build 10.0 and higher)	D	-	0	(O) System supplying cabin outlets may be inoperative provided affected system is deactivated.	
20-02 ***	AC Power Outlets Inverter				Deleted, Revision 5.	
40-01	External Power System	C	1	0	May be inoperative provided operations do not require its use.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Cockpit Sun Visors	D	2	0	May be inoperative or missing provided there is no field of vision restriction for the flightcrew.	
10-02	Pilot Seat Vertical Adjustment	C	1	0	May be inoperative provided: a) It is acceptable to the flightcrew, and b) Emergency evacuation is not impeded.	
10-03	Pilot Seat Horizontal Adjustment	C	1	0	May be inoperative provided: a) It is acceptable to the flightcrew, and b) Emergency evacuation is not impeded.	
11-01	Safety Harness	C	2	1	May be inoperative on the right cockpit seat provided: a) The flight is conducted in single pilot operations, b) The right-hand seat is not occupied, and c) The seat is secured and placarded "DO NOT OCCUPY".	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Cockpit USB Charger				NOTE: Includes use as a power connection for portable EFB.	
	(UMS Build 10.0 and higher)	C	-	0	(O) May be inoperative provided: a) Affected cockpit USB charger is deactivated, b) Associated cabin USB chargers (if installed) are considered inoperative (refer to 44-00-01), c) Associated wireless charging modules (if installed) are considered inoperative (refer to 44-01-01), and d) Alternate procedures are established and used.	
					NOTE: Deactivation of cockpit USB chargers also affects cabin USB chargers (if installed) and wireless charging modules (if installed).	
	(UMS Build 10.0 and higher)	D	-	-	(O) May be inoperative provided: a) Affected cockpit USB charger is deactivated, b) Associated cabin USB chargers (if installed) are considered inoperative (refer to 44-10-02), c) Associated wireless charging modules (if installed) are considered inoperative (refer to 44-10-03, and d) Procedures do not require use of affected cockpit USB charger.	
					NOTE: Deactivation of cockpit USB chargers also affects cabin USB chargers (if installed) and wireless charging modules (if installed).	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Storage Cabinets/Wardrobe/Galley	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure affected bin, compartment, or closet in 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, d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed, and e) Any associated galley electrical equipment is deactivated. NOTE: Proviso is not intended to preclude crewmember inspections.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Storage Cabinets/Wardrobe/Galley (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: Any emergency equipment located in affected bin, compartment, or closet (permanently affixed) is available for use.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Storage Cabinets/Wardrobe/Galley (Cont'd)	C	-	-	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.	
20-02 ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
20-03 ***	Nonessential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Seats	D	-	-	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
-01	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in the full upright position.	
-02	Under Seat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, and b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert cabin crew of inoperative restraining bar.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Seats (Cont'd)					
-03	Under Seat Stowage Compartment (Applicable for Executive Seats Only)	D	-	-	May be inoperative provided: a) Baggage is not stowed under associated seat, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) The compartment is not used to store a required life vest.	
-04	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
-05	Swivel/Travel Mechanisms	D	-	-	One or more may be inoperative and the affected seat occupied provided: a) Affected seat is secured in takeoff and landing position, b) Affected seat does not block an emergency exit, and c) Affected seat does not restrict any passenger from access to the main aircraft aisle.	
		C	-	-	One or more may be inoperative and the affected seat occupied provided the affected seat is immovable in the takeoff and landing position.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
30-01 ***	Microwave Oven	D	1	0	(M) May be inoperative provided: a) Microwave oven is deactivated, b) Microwave oven is empty, and c) Microwave oven door is fully closed.	
30-02 ***	Coffee Brewer	D	1	0	(M)(O) May be inoperative provided: a) Coffee brewer is deactivated, b) Coffee brewer is latched in retracted position, c) Coffee brewer is verified not to have leaks, and d) Coffee pot (carafe) and brew basket are empty and secure.	
30-03 ***	Forward Galley Door Sensors	D	2	0	(O) May be inoperative provided associated galley electrical equipment is deactivated.	

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Sequence No.	Item	1	2	3	4	Change Bar
50-01 ***	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 OEM Weight and Balance source document, and b) Repairs are made within 120 consecutive calendar-days.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
60-01	Life Rafts	D	1	-	(O) May be inoperative or missing provided: a) Extended overwater flights are not conducted, and b) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	
61-01	Life Jackets	D	-	-	(M)(O) Any in excess of those required may be inoperative or missing provided: a) Required distribution is maintained, b) Inoperative life jacket and its installed location are placarded inoperative, c) Inoperative life jacket is secured out of sight, and d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Emergency Locator Transmitter (ELT)					
-01	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
-02	Fixed ELTs	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 days.	
		A	-	0	May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive 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.	
	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.	
	ELT Indicator Light	D	-	0		
	ELT Aural Alarm	D	-	0		

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
66-01	First Aid Kits (FAK)	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
67-01	Cabin Placards (Seated Passenger Information)	C	-	-	One or more placards may be illegible or missing provided a legible placard is visible from each occupied passenger seat.	
94-01	Cold Weather Kit	D	1	0	May be inoperative provided operations do not require its use. NOTE: Includes external battery heating system and one AC power outlet in the cabin.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Baggage Compartment Smoke Detector	C	1	0	May be inoperative provided: a) Baggage compartment is empty, and b) "Baggage COMP Smoke" caution CAS message is not displayed.	
10-02	FIRE XTING Pushbutton	C	4	0		
10-03	ENG ISOL Pushbutton					
-01	FIRE Indication Lamps	C	4	2	One FIRE indication lamp in each pushbutton may be inoperative.	
-02	ENG ISOL Indication Lamps	C	4	2	One ENG ISOL indication lamp in each pushbutton may be inoperative.	
22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Aileron Trim	B	1	0	(M)(O) May be inoperative provided: a) The aileron trim tab is set to, and secured in, the NEUTRAL position, and b) If the autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance. NOTE: If the aileron trim tab cannot be set to the NEUTRAL position, then dispatch is not permitted.	
10-02	Aileron Trim Position Indication	B	1	0	(O) May be inoperative provided: a) Trim tab is visually checked for full range of travel, b) Trim tab is set to position for takeoff and appropriate setting is verified by visual inspection prior to each departure, and c) If the autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance.	
20-01	Rudder Trim Position Indication	B	1	0	(O) May be inoperative provided: a) Trim tab is visually checked for full range of travel, b) Trim tab operation is not restricted, and c) Trim tab is set to position for takeoff and appropriate setting is verified by visual inspection prior to each departure.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
30-02	Horizontal Stabilizer Trim Position Indication	B	1	0	(O) May be missing (displayed as amber X and dashed) provided: a. Caution CAS message "STAB TRIM Degrade" is not displayed, b. Horizontal stabilizer trim is checked for smooth movement through the full range of travel, c. Secondary horizontal stabilizer trim system is verified operative, and d. Horizontal stabilizer trim is set to position for take-off and appropriate setting is verified by visual inspection prior to each departure. NOTE: Position indication will re-appear in flight, displayed in cyan.	
60-06	Roll Assist Position Sensor (RAPS)	C	2	0	(M)(O) May be inoperative provided: a) Roth RAPS are electrically isolated, and b) Maximum crosswind component (including gust intensity) at landing is limited to 20 kt. NOTE: Roll assist is unavailable.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
60-07	Multi-Function Spoiler (MFS) System	B	1	0	(O)(M) May be inoperative provided: a) All MFS panels are fully retracted, b) All MFS actuators are visually inspected and confirmed to be braked, c) All MFS actuators are deactivated, d) Aircraft remains at or below FL 250, e) Aircraft speed does not exceed M 0.71, f) Operations do not require airbrake use, g) Flight manual takeoff and landing performance penalties are applied, and h) Maximum crosswind component (including gust intensity) at landing is limited to 20 kt.	
					NOTE: Roll assist and airbrake are unavailable.	
60-08	Ground Spoiler System	B	1	0	(O)(M) May be inoperative provided: a) All GS panels are fully retracted and verified to be over center, b) All GS actuators are deactivated, c) Anti-skid system is operative, d) Operations are not conducted in known or forecast icing conditions, e) Takeoff or landing is not conducted on unpaved or contaminated runways, and f) Flight manual performance penalties are applied.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
60-09	Spoilers Actuator Power and Control Module	B	2	0	(M)(O) May be inoperative provided: a) Affected spoilers actuator power and control module is deactivated, b) Associated GS panels are fully retracted, c) Associated MFS panels are fully retracted, d) Anti-skid system is operative, e) Aircraft speed does not exceed M 0.71, f) Aircraft remains at or below FL 250, g) Operations do not require airbrake use, h) Flight manual takeoff and landing performance penalties are applied, i) Operations are not conducted in known or forecast icing conditions, j) Takeoff or landing is not conducted on unpaved or contaminated runway, and k) Maximum crosswind component (including gust intensity) at landing is limited to 20 kt. NOTE: Both spoiler APCMs are inoperative: lift dump, roll assist and air brake are unavailable. Single spoiler APCM inoperative: lift dump, roll assist and airbrake are degraded (only inboard or outboard GS and MFS operate).	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Refuel/Defuel Shutoff Valve	C	2	0	May be inoperative provided the aircraft is not pressure fueled or pressure defueled.	
40-01	Fuel Quantity Indication System	B	2	1	(O) One (L or R) may be inoperative provided: a) The aircraft is only gravity fueled, b) Fuel quantity in associated tank is verified by an alternate procedure, c) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance, d) Aileron trim is verified operative, and e) Aileron trim position indication is operative. NOTE 1: Fuel AUTO transfer function inhibited. NOTE 2: "Fuel Imbalance" caution CAS message may be displayed spuriously during take-off and landing.	
		B	2	0	(O) Both (L and R) may be inoperative provided: a) The aircraft is gravity fueled to the maximum, b) The flight is restricted to a maximum of 2 hours, c) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance, d) Aileron trim is verified operative, and e) Aileron trim position indicator is operative.	
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Fuel Quantity Indication System (Cont'd)				NOTE 1: Fuel AUTO transfer function inhibited. NOTE 2: "Fuel Imbalance" caution CAS message may be displayed spuriously during take-off and landing.	
42-01	Low Level Sensors	C	2	0	One or both may be inoperative provided: a) The aircraft is fueled to the maximum before each flight, and b) The flight is restricted to a maximum of 2 hours.	
42-02	High Level Sensor	C	2	0	One or both may be inoperative provided the aircraft is not pressure refueled (overwing fueling only is allowed).	
43-01	Collector Tank Fuel Temperature Indication	C	2	1	(O) May be dashed provided alternate procedures are established and used.	
43-02 ***	Engine Inlet Fuel Temperature Indication	D	2	0	May be missing (blanked).	
60-01	Fuel Door Switch	C	1	0	(O) May be inoperative provided the refuel door is verified closed before each flight. NOTE: Pressure refuel may be unavailable.	
60-02	Refuel/Defuel Panel	C	1	0	(O) May be inoperative provided: a) Power switch (PWR - REFUEL/DEFUEL) is in the OFF position and guarded, and b) Refuel/Defuel panel is verified to be depowered. NOTE: Use over wing refueling.	

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28. Fuel

Sequence No.	Item	1	2	3	4 Change Bar
60-03	Refuel/Defuel Panel PWR - REFUEL/ DEFUEL Switch (including guard)	C	1	0	(M) May be inoperative, damaged or missing provided Refuel/Defuel panel is deactivated. NOTE: Use over wing refueling.
60-04	Refuel/Defuel panel INC/DEC switch	C	1	0	May be inoperative in the neutral position.

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Wing Anti-Ice Valve	C	2	1	(O) May be inoperative in the Open position provided: a) Opposite side bleed source (L or R) is selected, b) X-bleed is selected to CLOSED, c) Operations are not conducted in known or forecast icing conditions, and d) Flight is conducted at or below FL 250.	
		C	2	0	May be inoperative in the closed position provided operations are not conducted in known or forecast icing conditions.	
10-02	Wing Anti-Ice Temperature Sensor	C	2	0	May be inoperative provided operations are not conducted in known or forecast icing conditions.	
10-03	Wing Anti-Ice Pressure Sensors					
-01	Control	C	2	0	May be inoperative provided operations are not conducted in known or forecast icing conditions.	
-02	Monitor (Wing Root)	C	2	1	(O) May be inoperative provided: a) Opposite side bleed source (L or R) is selected, b) X-bleed is selected to CLOSE, c) Operations are not conducted in known or forecast icing conditions, and d) Flight is conducted at or below FL 250.	
-03	Monitor (Wing Tip)	C	2	0	May be inoperative provided operations are not conducted in known or forecast icing conditions.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-05	Horizontal Stabilizer De-Ice (HSDI) System	C	1	0	May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) HSDI is verified to be off.	
20-01	Nacelle Inlet Anti-Ice Valve	C	2	0	One or both valves may be failed in the open position provided ambient temperature remains less than 10 °C during ground operations.	
21-01	Nacelle Inlet Anti-Ice Monitoring System	B	2	0	May be inoperative provided operations are not conducted at in known or forecasted icing conditions.	
40-01	Windshield Heating Normal System	C	2	1	(M) May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, b) "WSHLD De-Fog Degrade" caution CAS message is not displayed, c) Affected windshield heating normal system is deactivated, and d) Windshield emergency heating system is verified operative. NOTE: Note: Left system heats zones L2, L1.2 and R1.1. Right system heats zones R2, R1.2 and L1.1.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
40-02	Windshield Temperature Sensor	C	8	4	(M) One or more sensors on the same windshield heating system may be inoperative provided: a) Affected windshield heating system is deactivated, b) Other (left or right) windshield heating system is operative, c) "WSHLD De-Fog Degrade" caution CAS message is not displayed, and d) Operations are not conducted in known or forecast icing conditions. NOTE: Left system heats zones L2, L1.2 and R1.1. Right system heats zones R2, R1.2 and L1.1.	
40-03	Windshield De-Fog Contactor	C	2	1	May be inoperative in open position provided: a) Other (left or right) windshield heating system is operative, and b) "WSHLD De-Fog Degrade" caution CAS message is not displayed. NOTE: Left system heats zones L2, L1.2 and R1.1. Right system heats zones R2, R1.2 and L1.1.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
40-04	Windshield Anti-Ice Contactor	C	2	1	(M) May be inoperative provided: a) Affected windshield heating system is deactivated, b) Other (left or right) windshield heating system is deactivated, c) "WSHLD De-Fog Degrade" caution CAS message is not displayed, and d) Operations are not conducted in known or forecast icing conditions. NOTE: Left system heats zones L2, L1.2 and R1.1. Right system heats zones R2, R1.2 and L1.1.	
		C	2	1	(M) Right windshield anti-ice contactor may be inoperative provided: a) Right windshield heating system is deactivated, b) Left windshield heating system is operative, c) "WSHLD De-Fog Degrade" caution CAS message is not displayed, and d) Operations are not conducted in known or forecast icing conditions. NOTE: Left system heats zones L2, L1.2 and R1.1. Right system heats zones R2, R1.2 and L1.1.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
40-10	Lightning Protection Module (LPM)	C	4	2	(M) LPM A and/or LPM B may be inoperative provided: a) Right windshield heating system is deactivated, b) Left windshield heating system is operative, c) "WSHLD De-Fog Degrade" caution CAS message is not displayed, and d) Operations are not conducted in known or forecast icing conditions. NOTE: Left system heats zones L2, L1.2 and R1.1. Right system heats zones R2, R1.2 and L1.1.	
		C	4	3	(M) LPM D may be inoperative provided: a) Left windshield heating system is deactivated, b) Right windshield heating system is operative, c) "WSHLD De-Fog Degrade" caution CAS message is not displayed, and d) Operations are not conducted in known or forecast icing conditions. NOTE: Left system heats zones L2, L1.2 and R1.1. Right system heats zones R2, R1.2 and L1.1.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
40-11	Windshield Heating Element	C	4	2	Element for zones L1.1 and R1.2 may be inoperative provided: a) Left windshield heating system is operative, b) "WSHLD De-Fog Degrade" caution CAS message is not displayed, and c) Operations are not conducted in known or forecast icing conditions. NOTE: Left system heats zones L2, L1.2 and R1.1. Right system heats zones R2, R1.2 and L1.1	
		B	4	3	Element for zone L1.2 may be inoperative provided: a) Right windshield heating system is operative, b) "WSHLD De-Fog Degrade" caution CAS message is not displayed, and c) Operations are not conducted in known or forecast icing conditions. d) Single pilot operations are not conducted. NOTE: Left system heats zones L2, L1.2 and R1.1. Right system heats zones R2, R1.2 and L1.1 Element for zone R1.1 may be inoperative provided: a) Right windshield heating system is operative, b) "WSHLD De-Fog Degrade" caution CAS message is not displayed, and c) Operations are not conducted in known or forecast icing conditions. NOTE: Left system heats zones L2, L1.2 and R1.1. Right system heats zones R2, R1.2 and L1.1	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
40-12	Side window heating element				May be inoperative provided: a) Other (left or right) windshield heating system is operative, and b) "WSHLD De-Fog Degrade" caution CAS message is not displayed. NOTE: Left system heats zones L2, L1.2 and R1.1. Right system heats zones R2, R1.2 and L1.1.	
80-01	Ice Detector	C	2	0	One or both may be inoperative provided flight is not conducted into known or forecasted icing conditions.	
		C	2	1	(O) May be inoperative provided all anti-ice systems are turned ON manually when icing conditions as defined in the AFM exist or are anticipated.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Flight Time Counter	C	1	0	(O) May be inoperative provided a procedure is established to record flight time.	
11-02	CVR Test/ Erase Switch (Including Guard and "ON" Indication)					
	(CVR Installed)	-	1	0	May be inoperative provided cockpit voice recorder (CVR) is considered inoperative (refer to 23-71-03).	
	(CVFDR Installed)	-	1	0	May be inoperative provided cockpit voice and flight data recorder (CVFDR) is considered inoperative (refer to 31-31-01).	
11-03	Aural Disable Switch					
-01	Guard	C	1	0	May be inoperative, damaged or missing provided it does not interfere with correction operation of the switch.	
11-04	Cockpit Lamp Test Switch					
-01	Guard	C	1	0	May be inoperative, damaged or missing provided it does not interfere with correct operation of the switch.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-01 ***	Flight Data Recorder (FDR) System (Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR))	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate	A	-	0	May be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but not successful, c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Flight Data Recorder (FDR) Recording					
-01	Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) CVR operates normally, and b) Repairs are made within 20 consecutive calendar-days.	
-02	Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
31-03	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	Flight Data Recorder (FDR) Installed for an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate	A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
35-01 ***	Quick Access Recorder	D	1	0	May be inoperative provided procedures do not require its use.	
40-01	Electronic Checklist	C	1	0	May be inoperative or out of currency provided current revision of approved checklists are available and used.	
					NOTE: Includes yoke mounted ECL buttons.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
50-01	Master WARNING Pushbutton					
-01	Indication Lamps	C	4	1	For single pilot operations, any in excess of one lamp in the pilot side master WARNING pushbutton may be inoperative.	
		C	4	2	One lamp in each master WARNING pushbutton may be inoperative.	
-02	Reset Function	C	2	1	For single pilot operations, co-pilot side master WARNING pushbutton reset function may be inoperative in inactive (non-reset) position.	
		C	2	1	May be inoperative in inactive (non-reset) position provided single pilot operations are not conducted.	
50-02	Master CAUTION Pushbutton					
-01	Indication Lamps	C	4	1	For single pilot operations, any in excess of one lamp in the pilot side master CAUTION pushbutton may be inoperative.	
		C	4	2	One lamp in each master CAUTION pushbutton may be inoperative.	
-02	Reset Function	C	2	1	For single pilot operations, co-pilot side master CAUTION pushbutton reset function may be inoperative in inactive (non-reset) position.	
		C	2	1	May be inoperative in inactive (non-reset) position provided single pilot operations are not conducted.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Stop Wedge (Tell-Tale)	A	2	0	(M) May be missing provided: a) Nose landing gear and nose wheel steering are inspected in accordance with aircraft maintenance manual, before the first flight under present MMEL item and after each landing, and b) Repairs are made within 3 flight-legs. NOTE: A damaged stop wedge must be removed from the aircraft.	
30-01	Landing Gear Actuator Heater	C	3	0	(O) One or more may be inoperative provided the SAT is maintained above -55 °C in flight.	
30-02	Landing Gear Control Unit (LGCU) Lever Position Switches	C	4	3	One may be inoperative.	
41-06	Anti-Skid System	B	1	0	(M)(O) May be inoperative provided: a) The DACU is deactivated, b) Takeoff or landing is not conducted on unpaved, wet, or contaminated runways, c) Main braking is verified to be operational without the anti-skid system, d) Ground spoiler system is operative, and e) Flight manual performance penalties are applied.	
41-07	Hydraulic Filter Assembly Bypass Electrical Indicator	C	2	0	(M) May be inoperative provided the associated red button bypass indicator is verified to be in (not raised) before each flight.	
41-08	Brake Line Pressure Sensor	C	2	0	One or both may be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
10-01	Flight Deck Compartment and Instrument Lighting	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 flightcrew members' eyes, c) The three overhead flood lights are operational, and d) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
		C	-	-	Co-pilot's station instrument lights may be inoperative for single pilot operations provided co-pilot's station instrument is not required to be used by the pilot.	
20-01	Passenger Compartment Lighting	D	-	0	May be inoperative provided passengers are not carried.	
		C	-	-	Individual lights may be inoperative provided inoperative lights are not part of the cabin emergency lighting.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Refuel/Defuel Compartment Light	D	1	0	May be inoperative.	
30-02	GSE Storage Compartment Light	D	1	0	May be inoperative.	
30-03	Cargo Area Lights	D	5	0	One or more may be inoperative.	
40-01	Welcome Lights	D	2	0	May be inoperative.	
20-02	Passenger Lighted Information Sign	C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
41-01	Navigation/Position Lights	C	3	0	One or more may be inoperative for operations between sunrise and sunset.	
42-01	Anticollision Light System				NOTE: Red beacons and white strobe lights.	
-01	Red Beacons	C	2	0	(O) May be inoperative provided the white strobe lights are operative.	
-02	White Strobe Lights	C	1	0	May be inoperative provided the red beacons are operative.	
43-01	Wing Icing Detection Lights	C	1	0	May be inoperative provided: a) Primary ice detection system is operative, and b) Ground deicing procedures do not require their use.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
44-01	Landing Lights	B	2	1	The right landing light may be inoperative for night operations.	
		C	2	0	May be inoperative for other than night operations.	
45-01	Taxi Lights	C	4	0	May be inoperative.	
46-01	Logo Lights	D	2	0	May be inoperative.	
47-01 ***	Recognition Lights	D	2	0	May be inoperative.	
50-01	Cabin Overhead Emergency Lighting	B	6	5	(O) May be inoperative provided one of the two entrance area spotlights is operative. NOTE: The cabin emergency lighting consists of two spotlights in the entrance area and four table lights.	
		D	6	0	May be inoperative for daylight operations.	
50-02	EXIT Signs	C	3	-	May be inoperative provided 50% of the LEDs are operative and the signs remain legible.	
		A	3	0	May be inoperative for all-cargo operations provided repairs are made at the next major scheduled maintenance interval (i.e., 600 flight-hours or 1 year, whichever comes first).	
60-01	Independent Portable Lights	C	-	-	May be inoperative or missing provided each required crewmember has an operative independent portable light readily available when seated at designated station.	
		D	-	-	May be inoperative or missing for other than night operations under VFR.	

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Sequence No.	Item	1	2	3	4	Change Bar
13-01	Vertical Speed Indication (VSI)	C	2	1	One may be inoperative provided the operative VSI is on the pilot in command (PIC) side.	
		C	2	1	May be inoperative for operations under day VMC provided procedures do not require its use.	
14-01	Primary Airspeed Indication	B	2	1	The co-pilot's primary airspeed indication may be inoperative for single pilot operations. NOTE: Standby airspeed indication is not considered as a primary airspeed indication.	
16-01	Altitude Alerting System	A	-	0	(O) Except where enroute operations require its use, 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.	
-01	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
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Sequence No.	Item	1	2	3	4	Change Bar
16-01	Altitude Alerting System (Cont'd)					
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
		C	2	1	May be inoperative for operations under day VMC provided procedures do not require its use.	
16-02	Primary Altitude Indication	B	2	1	The co-pilot's primary altitude indication may be inoperative for single pilot operations.	
21-01	Standby Attitude Indicator					
-01	(MSN 101 - 211)	C	-	0	May be inoperative provided it is not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Not in known or forecast over-the-top conditions.	
-02	(MSN 212 and up)	B	-	0	May be inoperative provided: a) Flight is conducted under day VMC with visual horizon and not in known or forecast over-the-top conditions, b) ATT FAIL is displayed on the pilot ESIS, c) Light is conducted at or below FL 300, and d) Attitude heading	

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Sequence No.	Item	1	2	3	4	Change Bar
22-01	Attitude Heading Reference System (AHRS) 2	B	1	0	(M) May be inoperative provided: a) AHRS 2 is deactivated, b) ATT 1 is selected as source for co-pilot PFD, c) Operations are conducted under VFR, d) Flight is conducted at or below FL 300, e) Autopilot is not used, f) Single pilot operations are not conducted, g) Standby attitude indication system is operative, and h) Standby heading indication is operative.	
22-02	Attitude Heading Reference System (AHRS) 3	C	1	0	(M) May be inoperative provided: a) AHRS 3 is deactivated, b) flight is conducted at or below FL 300, and c) Attitude heading reference system (AHRS) 2 is operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
24-01	Turn Indication	C	2	0	May be inoperative for single pilot operations provided: a) Operations are conducted under day VMC, and b) ESIS is operative on the pilot's side.	
		B	2	0	May be inoperative provided three independent attitude indications are operative.	
		C	2	1	May be inoperative provided: a) The PIC turn/slip indicator is operative, and b) Primary attitude indications are operative on PIC side.	
		B	2	1	May be inoperative provided: a) Operations are conducted under day VMC, and b) Primary attitude indications are operative on PIC side.	
24-02	Slip Indication	C	-	1	May be inoperative provided the operative slip/skid indication is on the PIC station.	
25-01	Flight Director Symbols (FD Bars)	C	2	0	May be inoperative provided: a) Affected flight director is not part of the equipment required for intended operation, and b) Associated autopilot, if affected, is considered inoperative (refer to Item 22-10-01, Autopilot).	
31-01	VOR	C	2	0	May be inoperative provided operations do not require its use.	
32-01	ILS	B	2	0	May be inoperative provided operations do not require its use.	
		D	2	0	May be inoperative for VFR operations.	

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Sequence No.	Item	1	2	3	4	Change Bar
34-01	Marker Beacon	C	1	0	May be inoperative for IFR operations provided approach procedures do not require their use.	
		D	1	0	May be inoperative for VFR operations.	
41-01	IRS	C	1	0	May be inoperative provided operations do not require its use.	
42-01	Weather Detection System					
-01	Weather Radar	D	1	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	1	0	May be inoperative provided operations are conducted in VFR conditions, not at night.	
		C	1	0	May be inoperative provided operations do not require its use.	
-02 ***	XM Weather System	D	-	0	Any in excess of those required by 14 CFR may be inoperative provided operations do not require their use.	
		C	-	0	May be inoperative provided operations are conducted in VFR conditions, not at night.	
		C	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	May be inoperative provided weather radar and/or stormscope is operational.	

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Sequence No.	Item	1	2	3	4	Change Bar
42-03 ***	Stormscope Lightning Detection System	D	-	0	Any in excess of those required by 14 CFR may be inoperative provided operations do not require their use.	
		C	-	0	May be inoperative provided operations are conducted in VFR conditions, not at night.	
		C	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	May be inoperative provided weather radar and/or XM weather is operational.	
44-01	Radar Altimeter	A	1	0	May be inoperative for a maximum of 6 flights or 2 calendar-days, whichever comes first, provided: a) The flight is planned and conducted taking into account the unavailability of the synthetic vision (below 2500 ft.) the TCAS and the degraded functionality of the TAWS, and b) Approach minima or operating procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
44-02	Ground Proximity Warning System (GPWS) Class A TAWS Equipment Required	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-01	Modes 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.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-03	Glideslope Deviation(s) (Mode 5)	C	-	1		
-04	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callouts are not required by 14 CFR, and b) Alternate procedures are established and used.	
-05	Windshear Mode (Reactive)	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.	

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Sequence No.	Item	1	2	3	4	Change Bar
44-03	Terrain System - Forward-Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
44-04	Terrain Displays	C	-	1		
		B	-	0		
44-05 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
44-06	Ground Proximity Warning System (GPWS) Class B TAWS Equipment Required	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-01	Modes 1 and 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
-03 ***	Modes 2, 4, and 5	C	3	0		
-04	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callouts are not required by 14 CFR, and b) Alternate procedures are established and used.	
-05 ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
44-07	Terrain System - Forward-Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
44-08 ***	Terrain Displays	C	-	0		
44-09 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
44-10 ***	TAWS/GPWS Class C TAWS Equipment Required	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
45-01	Traffic Alert and Collision Avoidance System (TCAS II)	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) It is not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
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Sequence No.	Item	1	2	3	4	Change Bar
45-01	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
-01	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	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.	
-02	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) 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.	
-03	Traffic Alert (TA) Display System(s)	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.	
-04	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require the use of TCAS.	
-05	Airspace Selection Function	C	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
51-01	Distance Measuring Equipment (DME) Systems	C	2	0	Any in excess of those required by 14 CFR may be inoperative.	
52-01	ATC Transponders and Automatic Altitude Reporting Systems	B	2	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	2	1	Any in excess of those required by 14 CFR may be inoperative.	
-01	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	

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Sequence No.	Item	1	2	3	4	Change Bar
52-02 ***	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. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	(O) 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.	
		C	-	1	(O) One may be inoperative	
***	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 function that operates normally may be used.	
		C	-	1	(O) One may be inoperative.	
		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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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-02 ***	ADS-B System (In and Out) (Cont'd)					
***	ADS-B Out UAT	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.	
		C	-	1	One may be inoperative.	
		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.	
***	ADS-B In	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	(O) May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	
55-01	Automatic Direction Finding Equipment (ADF)	D	1	0	May be inoperative provided operations do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
57-01	Global Navigation Satellite System (GNSS)	C	2	0	(O) One or more may be inoperative provided: a) Operations do not require its use, and b) Alternate procedures are developed and used.	
60-01	Flight Management System (FMS)	C	2	1	May be inoperative provided affected FMS is not part of the equipment required for intended operation.	
-01	Graphical Flight Planning	C	-	0	May be inoperative.	
61-01	Navigation Database	A	-	0	(O) 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) It 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.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Flightcrew Fixed Oxygen System					
-01	Flightcrew Compartment Quantity Indication	C	1	0	(O) May be inoperative provided a procedure is established to ensure that the oxygen supply is at or above the minimum for the intended flight.	
-02	Oxygen Bottle Gauge	C	1	0	May be inoperative provided the associated flightcrew compartment quantity indication is operative.	
-03	Flightcrew Oxygen Masks	C	2	1	The co-pilot mask may be inoperative provided the right seat is not occupied and placarded "DO NOT OCCUPY".	
20-01	Passenger Oxygen System	B	-	0	(O) May be inoperative provided: a) Maximum altitude is limited to 10,000 ft. MSL, b) Adequate supply of fresh air is provided to the cabin, and c) Passengers are appropriately briefed.	
20-02	Automatic Mask Deployment System	C	1	0	(O) May be inoperative provided maximum altitude is limited to 10,000 ft. MSL if passengers are onboard.	
20-03	Passenger Dropdown Masks	C	-	-	(O) One or more may be inoperative provided: a) Affected seats are blocked and placarded "DO NOT OCCUPY", and b) Units are operative for all operative passenger seats and lavatory (if applicable).	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
50-01 ***	Portable Oxygen Cylinder Assembly (POCA)	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution is maintained throughout the aircraft, b) The inoperative portable oxygen cylinder assembly is placarded inoperative, and c) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	

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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Air Shutoff Valve (SOV)	C	2	1	(M)(O) May be inoperative provided: a) Bleed air SOV is deactivated closed, b) Opposite side bleed source (L or R) is selected, c) Operations are not conducted in known or forecast icing conditions, and d) Flight is conducted at or below FL 250. NOTE: Dispatch with an SOV failed open/partially open is not permitted.	
10-02	Bleed Air Pressure Regulating Valve (PRV)	C	2	1	(O) May be inoperative provided: a) Opposite side bleed source (L or R) is selected, b) Operations are not conducted in known or forecast icing conditions, and c) Flight is conducted at or below FL 250.	
10-03	Cross Bleed Valve (XBV)	C	1	0	May be inoperative in the closed position provided operations are not conducted in known or forecast icing conditions.	

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-04	Bleed Pressure Sensor (BPS)					
-01	(MSN 101 – 230 without SB 42-016)	C	2	1	(M)(O) One may be inoperative provided: a) The associated bleed air SOV is deactivated close, b) Opposite side bleed source (L or R) is selected, c) X-bleed is selected to CLOSED, d) Operations are not conducted in known or forecast icing conditions, and e) Flight is conducted at or below FL 250.	
-02	(MSN 101 – 230 with SB-42-016) (MSN 231 and up)	C	2	1	(M)(O) May be inoperative provided: a) Associated bleed air shut-off valve (SOV) is deactivated closed, b) Opposite side bleed source (L or R) is selected, c) Operations are not conducted in known or forecast icing conditions, and d) Flight is conducted at or below FL 250.	

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-05	Bleed Temperature Sensor (BTS)					
-01	(MSN 101 – 230 without SB 42-016)	C	4	2	(M)(O) One or two on the same bleed side may be inoperative provided: a) The associated bleed air shut-off valve (SOV) is deactivated closed, b) Opposite side bleed source (L or R) is selected, c) X-bleed is selected to CLOSE, d) Operations are not conducted in known or forecast icing conditions, and e) Flight is conducted at or below FL 250.	
-02	(ALL) (MSN 101 – 230 with SB 42-016) (MSN231 and up)	C	4	2	(M)(O) One or two on the same bleed side may be inoperative provided: a) The associated bleed air shut-off valve (SOV) is deactivated closed, b) Opposite side bleed source (L or R) is selected, c) Operations are not conducted in known or forecast icing conditions, and d) Flight is conducted at or below FL 250.	
10-06	Diverter Valve	C	2	1	(M)(O) One may be inoperative provided: a) The associated bleed air shut-off valve (SOV) is deactivated closed, b) Opposite side bleed source (L or R) is selected, c) Operations are not conducted in known or forecast icing conditions, and d) Flight is conducted at or below FL 250.	

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-07	Bleed Check Valve	C	2	1	(O) One may be inoperative provided: a) Opposite side bleed source (L or R) is selected, b) Operations are not conducted in known or forecast icing conditions, and c) c) Flight is conducted at or below FL 250.	
10-08	Burst Disk Assembly	C	2	1	(M)(O) May be inoperative provided: a) Associated bleed air shut-off valve (SOV) is deactivated closed, b) Opposite side bleed source (L or R) is selected, c) X-bleed is selected to CLOSE, d) Operations are not conducted in known or forecast icing conditions, and e) Flight is conducted at or below FL 250.	

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38. Water/Waste

Sequence No.	Item	1	2	3	4 Change Bar
30-01	Water and Waste System	D	1	0	(M) May be inoperative provided: a) Water/waste is drained and system inspected for residual leakage, b) System components are deactivated, and c) Lavatory is secured in the stowed position.

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42. Integrated Modular Avionics						
Sequence No.	Item	1	2	3	4	Change Bar
10-00	Modular Avionics Unit (MAU)					
-01	Aural Warning Driver	C	2	1	May be inoperative.	

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TABLE KEY

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

44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
00-01 ***	Cabin USB Charger (UMS Build 10.0 and higher)	D	-	0	(O) May be inoperative provided: a) Affected cabin USB charger is deactivated, b) Associated cockpit USB chargers are considered inoperative (refer to 25-12-01), and c) Associated wireless charging modules (if installed) are considered inoperative (refer to 44-01-01). NOTE: Deactivation of cabin USB chargers also affects cockpit USB chargers and wireless charging modules (if installed).	
01-01 ***	Wireless Charging Module (UMS Build 10.0 and higher)	D	-	0	(O) May be inoperative provided: a) Affected wireless charging module is deactivated, b) Associated cockpit USB chargers are considered inoperative (refer to 25-12-01), and c) Associated cabin USB chargers (if installed) are considered inoperative (refer to 44-00-01). NOTE: Deactivation of cabin USB chargers also affects cockpit USB chargers and wireless charging modules (if installed).	
10-01	Cabin Core Systems	D	-	0	NOTE: Includes Cabin Management System (CMS) controller, eConnect, XM satellite radio, cabin SATCOM and air-to-ground Broadband internet.	

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45. Central Maintenance System						
Sequence No.	Item	1	2	3	4	Change Bar
10-01	Central Maintenance Computer (CMC)	D	1	0	May be inoperative.	
10-02 ***	Air/Ground communication system (AGCS)	D	1	0		

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TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Display Units					
-01	Co-Pilot PFD	C	1	0	May be inoperative provided the flight is conducted in single pilot operations.	
-02	Lower MFD	B	1	0	(O) May be inoperative provided: a) Display reversionary modes are verified operative, b) Standby attitude indication system is operative, c) Standby heading indication is operative, and d) Single pilot operations are not conducted.	
20-10	Wireless Data Loading System (WDLS)	D	1	0	(O) May be inoperative provided WDLS is deactivated.	
	(UMS Build 10.0 and higher)					
31-01	Cursor Control Device (CCD)	C	1	0	May be inoperative.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Passenger door seal	C	1	0	(O) May be inoperative provided: a) Door seal does not interfere with door operation, and b) Flight is conducted unpressurized and at or below 9,500 ft.	
20-01	Emergency exit door (plug hatch) seal	C	2	1	(O) May be inoperative provided flight is conducted unpressurized and at or below 9,500 ft.	
30-02	Cargo door seal	C	1	0	(O) May be inoperative provided: a) Door seal does not interfere with door operation, and b) Flight is conducted unpressurized and at or below 9,500 ft.	
30-06	Cargo Door Closing Actuation System	D	1	0	(M) May be inoperative provided: a) The actuator is electrically deactivated, and b) The cargo door is verified to be properly closed and locked before each flight.	
30-07	Cargo Door Gas Strut	D	1	0	May be inoperative provided the cargo door remains closed, latched and locked.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-01	Door Warning System	D	1	0	(O) May be inoperative provided: a) A flight crewmember confirms by visual inspection (green indicators) that the associated door is properly closed and locked prior to each ground start of the left engine, b) Associated door is not reopened again prior to departure, c) 'Fasten Seat Belt' sign remains ON, and d) Passengers are briefed prior to each departure to have their seat belts fastened during the entire flight. NOTE: Includes passenger door and cargo door. For fuel door, refer to 28-60-01.	

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4. REMARKS OR EXCEPTIONS

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
21-01	L FADEC TLD/ R FADEC TLD (Ground Only) (Status)	A	2	0	May be displayed provided repairs are made during the next scheduled engine maintenance/120 days (whichever occurs first) from the occurrence of the fault. NOTE: Both of the status messages may be displayed concurrently.	
30-01	Fuel Flow/Fuel Used System	B	2	1	(O) May be inoperative provided: a) Affected fuel flow (FF), fuel USED and fuel endurance (END) indications are not used, b) FMS fuel predictions are not used, c) Fuel on board is tracked during each flight, and d) Both fuel quantity indication systems are operative. NOTE 1: Fuel AUTO transfer function may be inhibited. NOTE 2: Remaining operative fuel flow (FF) indication may be used.	

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Engine Ignition System	B	4	3	May be inoperative in inactive (no ignition state). NOTE: Expect associated engine failure to lightoff to occur at every other ground start. Follow AFM procedure "Engine Fails to Start On-Ground – No Lightoff". Maximum of two ground start attempts permitted.	

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Oil Filter Bypass Electrical Indicator	C	2	1	(M) May be inoperative provided associated visual pop-out indicator is verified in (not raised) before each flight.	
30-02	Oil Debris Sensor	C	4	0	(M) May be inoperative provided magnet of affected oil debris sensor is visually inspected for presence of debris before each flight.	
30-03	Oil Level Sensor	C	2	0	(O) May be inoperative provided the associated engine oil level sight glass is visually inspected before each ground start.	

SECTION TWO

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
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1. Section Two of the MMEL will list only Crew Alerting system (CAS) Messages meeting the following requirements:
 - a) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
 - b) Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
 - c) Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.
3. Crew members must be trained and performing their normal duties while completing any proviso actions listed in Section Two of this MMEL.
4. 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.).

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ADS-B In Fail (***) (Advisory)	-	Deleted, Revision 5.	
AGM 1 DB Fail (Status)	C	(O) May be displayed provided: a) Conventional (non-RNAV/RNP) navigation is sufficient for the intended flight route, b) Current aeronautical information (e.g., charts) is available for the entire route and for the aerodromes to be used, c) Navigation database information is disregarded, d) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified, and e) AGM 1 electronic charts are not used.	
AGM 1+2 DB Fail (Status)	C	(O) May be displayed provided: a) Conventional (non-RNAV/RNP) navigation is sufficient for the intended flight route, b) Current aeronautical information (e.g., charts) is available for the entire route and for the aerodromes to be used, c) Navigation database information is disregarded, d) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified, and e) AGM 1 and 2 electronic charts are not used.	
AGM 2 DB Fail (Status)	C	(O) May be displayed provided: a) Conventional (non-RNAV/RNP) navigation is sufficient for the intended flight route, b) Current aeronautical information (e.g., charts) is available for the entire route and for the aerodromes to be used, c) Navigation database information is disregarded, d) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified, and e) AGM 2 electronic charts are not used.	
AGM1/FMS1 GFP INOP (Status)	C	Deleted, Revision 5.	
AGM1/FMS1+2 GFP INOP (Status)	C	Deleted, Revision 5.	
AGM1/FMS2 GFP INOP (Status)	C	Deleted, Revision 5.	

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TABLE KEY

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2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
AGM2/FMS1 GFP INOP (Status)	C	Deleted, Revision 5.	
AGM2/FMS1+2 GFP INOP (Status)	C	Deleted, Revision 5.	
AGM2/FMS2 GFP INOP (Status)	C	Deleted, Revision 5.	
AIL Trim Fail (Caution)	-	Deleted, Revision 5.	
AP 1 Fail (Advisory)	-	Deleted, Revision 5.	
AP 1+2 Fail (Advisory)	-	Deleted, Revision 5.	
AP 2 Fail (Advisory)	-	Deleted, Revision 5.	
AT Fail (Advisory)	-	Deleted, Revision 5.	
ATC Datalink Fail (***) (Caution)	-	Deleted, Revision 5.	
ATR Disarm (Advisory)	C	Deleted, Revision 5.	
ATR Unavailable (Caution)	C	Deleted, Revision 5.	
Anti-Skid Fail (Caution) (UMS Build 10.0 and higher)	B	(O) May be displayed provided: a) DACU is deactivated, b) Takeoff or landing is not conducted on unpaved, wet or contaminated runways, c) Main braking is verified to be operational without the anti-skid system, d) Flight Manual performance penalties are applied, and e) Ground spoiler system is operative.	
Aural Warning Fault (Advisory)	C	Deleted, Revision 5.	
Auto Yaw Trim Fail (***) (Advisory)	C	(O) May be displayed provided manual rudder trim is verified operative.	
BAT 1 Fail (Status)	C	(O) May be displayed provided it is verified that SERVICE indication for battery 1 is not illuminated.	
BAT 2 Fail (Status)	C	(O) May be displayed provided it is verified that SERVICE indication for battery 2 is not illuminated.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
Bleed Sensor Degrade (Status) (UMS Build 10.0 and higher)	C	(O) May be displayed provided: a) Bleed air shut-off valve (SOV) and X-bleed valve indications on the ECS synoptic page are available, b) Bleed air shut-off valve (SOV) on same side as affected sensor is deactivated closed, c) Opposite side bleed source (L or R) is selected, d) Operations are not conducted in known or forecast icing conditions, and e) Flight is conducted at or below FL 250. NOTE: Do not dispatch if affected sensor cannot be identified.	
CIO 1 Fail (***) (Advisory)	-	Deleted, Revision 5.	
CIO 2 Fail (***) (Advisory)	-	Deleted, Revision 5.	
CVR Fail (***) (Status)	-	Deleted, Revision 5.	
CVR+FDR Fail (***) (Status)	-	Deleted, Revision 5.	
Check DU 3 (Caution)	-	Deleted, Revision 5.	
Check DU 4 (Caution)	-	Deleted, Revision 5.	
Cool Fail (Advisory) (UMS Build 10.0 and higher)	B	(O) May be displayed provided: a) If affected, cockpit evaporator fan is deactivated, b) Both cabin evaporator fans are deactivated, c) Heat/Cool softkey on ECS synoptic is set to "OFF" or "HEAT", d) Cockpit air temperature is acceptable to the flightcrew, and e) OAT at engine start does not exceed +40 °C.	
DME 1 Fail (Advisory)	C	Deleted, Revision 5.	

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TABLE KEY

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2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ECS Inflow Degrade (Advisory)	C	(O) May be displayed provided: a) ECS BLEED selector is set to opposite (L or R) of affected ECS inflow side, b) X-bleed is selected to CLOSE, c) operations are not conducted in known or forecast icing conditions, d) Flight is conducted at or below FL 250, e) Cockpit air temperature and distribution is acceptable to flightcrew, and f) Cabin air temperature is acceptable to passengers. NOTE: Do not dispatch if affected ECS inflow side cannot be identified.	
FD 1 Fail (Advisory)	C	Deleted, Revision 5.	
FD 1+2 Fail (Advisory)	C	Deleted, Revision 5.	
FD 2 Fail (Advisory)	C	Deleted, Revision 5.	
FDR Fail (***) (Status)	-	Deleted, Revision 5.	
FMS 1 Fail (Advisory)	-	Deleted, Revision 5.	
FMS 2 Fail (Advisory)	-	Deleted, Revision 5.	
Fuel Door Open (Caution)	C	(O) May be displayed provided the refuel door is verified closed before each flight.	
Fuel QTY Degrade (Advisory)	B	(O) May be displayed provided: a) Only one fuel quantity indication is in degraded state, b) The aircraft is only gravity fueled, c) Fuel quantity in associated tank is verified by an alternative procedure, d) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance, e) Aileron trim is verified operative, and f) Aileron trim position indication is operative. NOTE 1: Fuel AUTO transfer function is inhibited. NOTE 2: "Fuel Imbalance" caution CAS message may be displayed spuriously during takeoff and landing.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
GND COOL Fan Fail (Advisory) (UMS Build 10.0 and higher)	C	(O) May be displayed provided: a) Dual heat exchanger fan (DHEF) is deactivated, and b) A bleed OFF takeoff is performed.	
GPS 1 Fail (Advisory)	C	(O) May be displayed provided: a) GPS 1 is not required for any segment of the intended flight route, and b) Alternate procedures are established and used, where applicable.	
GPS 2 Fail (Advisory)	C	(O) May be displayed provided: a) GPS 2 is not required for any segment of the intended flight route, and b) Alternate procedures are established and used, where applicable.	
Gear Actuator TEMP (Caution)	-	Deleted, Revision 5.	
Gear CTRL Fail (Status)	C	Deleted, Revision 5.	
HF Fail (***) (Advisory)	-	Deleted, Revision 5.	
HF Low PWR (***) (Advisory)	-	Deleted, Revision 5.	
HSDI Fail (Caution)	-	Deleted, Revision 5.	
Heat Fail (Advisory) (UMS Build 10.0 and higher) (Cabin Heaters Operative)	C	(O) May be displayed provided: a) If affected, cockpit evaporator fan is deactivated, b) Cockpit electrical heater is deactivated, c) Cabin electrical heaters are verified operative, d) Cockpit air distribution and temperature is acceptable to the flightcrew, and e) Left bleed air system is operative.	
(UMS Build 10.0 and higher) (Cabin Heaters Inoperative)	C	(O) May be displayed provided: a) If affected, cockpit evaporator fan is deactivated, b) Cockpit electrical heater is deactivated, c) All cabin electrical heaters are deactivated, d) Both bleed air systems are operative, e) "ECS Inflow Degrade" advisory CAS message is not displayed, f) Cockpit air distribution and temperature is acceptable to the flightcrew, and g) SAT is maintained above -45 °C (-49 °F) in flight.	

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TABLE KEY

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CAS Messages

Item	1	2	Change Bar
IVC 1 Fail (Advisory)	C	Deleted, Revision 5.	
IVC 1+2 Fail (Advisory)	C	Deleted, Revision 5.	
IVC 2 Fail (Advisory)	C	Deleted, Revision 5.	
Ice Detector Fail (Caution)	-	Deleted, Revision 5.	
L Bleed Off/Fail (Caution) (UMS Build 10.0 and higher)	C	(O) May be displayed provided: a) Left bleed air shut-off valve (SOV) is deactivated closed, b) Left bleed air shut-off valve (SOV) is indicated closed on ECS synoptic, c) ECS BLEED selector is verified operative, d) ECS BLEED selector is set to R, e) X-bleed is selected to CLOSE, f) Operations are not conducted in known or forecast icing conditions, and g) Flight is conducted at or below FL 250.	
L Bleed TEMP Fail (Caution) (UMS Build 10.0 and higher)	C	(O) May be displayed provided: a) Left bleed air shut-off valve (SOV) is deactivated closed, b) ECS Bleed selector is set to R, c) Operations are not conducted in known or forecast icing conditions, and d) Flight is conducted at or below FL 250.	
L FADEC TLD/R FADEC TLD (Ground Only) (Status)	A	Deleted, Revision 5.	
L Fuel QTY Fail (Caution)	B	(O) May be displayed provided: a) The aircraft is only gravity fueled, b) Fuel quantity in left tank is verified by an alternative procedure, c) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance, d) Aileron trim is verified operative, e) Aileron trim position indication is operative, and f) Right fuel quantity indication system is operative.	
		NOTE: Fuel AUTO transfer function is inhibited.	

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CAS Messages

Item	1	2	Change Bar
L NAI Fail (Caution)	-	Deleted, Revision 5.	
L Oil LVL Low (Caution)	C	Deleted, Revision 5.	
L XFER Valve Fail (Caution)	-	Deleted, Revision 5.	
L+R Ice DTECT Fail (Caution)	-	Deleted, Revision 5.	
Lift Dump Fail (Caution)	-	Deleted, Revision 5.	
MAINT Memory Full (Status)	D	Deleted, Revision 5.	
MFS Degrade (Caution)	-	Deleted, Revision 5.	
MMDR 2 Fail (Caution)	C	(O) May be displayed provided: a) Operations are conducted under VFR over routes navigated by reference to visual landmarks, b) Applicable airspace requirements for the intended flight route are complied with, c) NAV 2 is not required for any segment of the intended flight route, d) Datalink (if installed) is considered inoperative, and e) Alternate procedures are established and used, if applicable.	
Maintenance (Status)	A	Deleted, Revision 5.	
Maintenance Fail (Advisory)	-	Deleted, Revision 5.	
NAI Fail On (Advisory)	-	Deleted, Revision 5.	
NTO Exceedance (Status)	A	Deleted, Revision 5.	
Processor 1 Fail (***) (Advisory)	-	Deleted, Revision 5.	
R Bleed Off/Fail (Caution) (UMS Build 10.0 and higher)	C	(O) May be displayed provided: a) Right bleed air shut-off valve (SOV) is deactivated closed, b) Right bleed air shut-off valve (SOV) is indicated closed on ECS synoptic, c) ECS BLEED selector is verified operative, d) ECS BLEED selector is set to L, e) X-bleed is selected to CLOSE, f) Operations are not conducted in known or forecast icing conditions, and g) Flight is conducted at or below FL 250.	

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2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
R Bleed TEMP Fail (Caution) (UMS Build 10.0 and higher)	C	(O) May be displayed provided: a) Right bleed air shut-off valve (SOV) is deactivated closed, b) ECS BLEED selector is set to L, c) Operations are not conducted in known or forecast icing conditions, and d) Flight is conducted at or below FL 250.	
R FADEC TLD (Status)	A	Deleted, Revision 5.	
R Fuel QTY Fail (Caution)	B	(O) May be displayed provided: a) The aircraft is only gravity fueled, b) Fuel quantity in right tank is verified by an alternative procedure, c) If autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance, d) Aileron trim is verified operative, e) Aileron trim position indication is operative, and f) Left fuel quantity indication system is operative. NOTE: Fuel AUTO transfer function is inhibited.	
R NAI Fail (Caution)	-	Deleted, Revision 5.	
R Oil LVL Low (Caution)	C	Deleted, Revision 5.	
R XFER Valve Fail (Caution)	-	Deleted, Revision 5.	
RAAS Fail (Advisory)	-	Deleted, Revision 5.	
Rad Alt 1 Fail (Caution)	-	Deleted, Revision 5.	
Rudder Bias 1 Fail (Advisory)	-	Deleted, Revision 5.	
Rudder Bias 2 Fail (Advisory)	-	Deleted, Revision 5.	
SATCOM 1 Data Fail (***) (Advisory)	D	Deleted, Revision 5.	
SATCOM 1 Fail (***) (Advisory))	D	Deleted, Revision 5.	
SATCOM 1 Voice Fail (***) (Advisory)	D	Deleted, Revision 5.	
SATCOM 2 Fail (***) (Advisory)	D	Deleted, Revision 5.	

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
TAWS Fail (Advisory)	-	Deleted, Revision 5.	
TCAS Fail (Advisory)	-	Deleted, Revision 5.	
TF 1 Fail (***) (Advisory)	C	Deleted, Revision 5.	
TF 1+2 Fail (***) (Advisory)	C	Deleted, Revision 5.	
TF 2 Fail (***) (Advisory)	C	Deleted, Revision 5.	
Terrain Fail (Advisory)	-	Deleted, Revision 5.	
WAI Degrade (Status)	C	(O) May be displayed provided: a) Operations are not conducted in known or forecast icing conditions, and b) The alternate power supply for DCPU4 is verified to operate normally.	
WAI Fail (Caution)	C	Deleted, Revision 5.	
WSHLD De-Fog Degrade (Caution)	C	(O) May be displayed provided: a) ECS BLEED selector is set to R, b) X-bleed is selected to CLOSE, c) Operations are not conducted in known or forecast icing conditions, d) Flight is conducted at or below FL 250, and e) The cockpit air distribution and temperature is acceptable to the flightcrew.	
WSHLD Sensor Degrade (Status)	C	(O) May be displayed provided windshield electrical heating MAN HI mode is verified operative.	
X-Bleed Fail Closed (Caution)	-	Deleted, Revision 5.	
XPDR 1 Fail (Caution)	-	Deleted, Revision 5.	
XPDR 2 Fail (Caution)	-	Deleted, Revision 5.	
Yaw Damper 1 Fail (Advisory)	-	Deleted, Revision 5.	
Yaw Damper 2 Fail (Advisory)	-	Deleted, Revision 5.	