

Canadair Regional Jet - For Reference Only  
**EICAS MESSAGE LISTING**

Message	FIM	Type	Logic/Comments	Dispatch (MMEL)	Eicas
ARINC COOL	21 20 02 00 21 20 03 00 21 20 04 00	Caution	ARINC Fan 1or 2 or low airflow ECS duct disconnected (low airflow to ARINC Rack) 10 sec time delay	21-24-1	
HYD SOV 1 (2) CLOSED	29	Advisory	Firewall SOV closed	No Dispatch	
HYD SOV 1 (2) OPEN	29 10 01 01	Caution	Firewall SOV open and Fire detected.10 sec time delay	No Dispatch	
(Altitude 'C' Chord)	AV_PRIM	Aural Only	Altitude acquisition alert or deviation alert		
(Autopilot Cavalry Charge)	AV_PRIM	Aural Only	Autopilot disengages		
(Lamp Only) BOTTLE 1 ARMED - PUSH TO DISCHARGE	FIDEEX	Advisory	Left or Right Engine Fire Armed pressed and Eng Bottle 1 not at low pressure and squib not failed. Lamp illuminated during Pilot Initiated Test.	N/A	
(Lamp Only) BOTTLE 2 ARMED - PUSH TO DISCHARGE	FIDEEX	Advisory	Left or Right Engine Fire Armed pressed and Eng Bottle 2 not at low pressure and squib not failed. Lamp illuminated during Pilot Initiated Test.	N/A	
(Lamp Only) APU ARMED - PUSH TO DISCHARGE	FIDEEX	Advisory	APU Fire Armed pressed and APU Bottle not at low pressure and APU squib not failed. Lamp illuminated during Pilot Initiated Test.	N/A	
(Lamp Only) APU AVAIL	APU	Advisory	APU Available - generator loading ready	Dispatch relief possible	
(Lamp Only) CARGO BTL ARMED - PUSH TO DISCHARGE	FIDEEX	Advisory	Aft or Fwd Cargo Smoke Armed pressed and Cargo Bottle not at low pressure and Cargo squib not failed. Lamp illuminated during Pilot Initiated Test.	N/A	
(Overspeed Clacker)	AV_PRIM	Aural Only	Aircraft (ADC) Overspeed (> 3 kts above Vmo)		
(TCAS Advisory)	AV_PRIM	Aural Only	TCAS Resolution Advisory present. Latch for 6 sec until TCAS RA not present or TA present		
10 TH ISOL OPEN	36	Status	10TH bleed air ISOL valveOPEN	No Dispatch	
10TH ISOL OPEN	36	Status	10TH bleed air ISOL valveOPEN	No Dispatch	
14 TH ISOL OPEN	36	Status	14 TH bleed air ISOL valve OPEN	36-12-1	
14 TH ISOL OPEN	36	Status	14 TH bleed air ISOL valve OPEN	36-12-1	
A/SKID INBD	32-40-05-48	Caution	Park brake not set and [(IB A/Skid inop or Park Brake SOV failed closed and downlock is set)]	Dispatch relief possible (32-44-1)	2000
A/SKID OUTBD	32-40-05-48	Caution	OUTB A/Skid inop and Park brake not set	Dispatch relief possible (32-44-1)	
AC 1 AUTOXFER	24 20 08 01	Caution	Bus tie contactor 1 failed	No Dispatch	
AC 1 AUTOXFER OFF	24	Status	transfer to corresponding AC bus inhibited	No Dispatch	
AC 2 AUTOXFER	24 20 08 02	Caution	Bus tie contactor 2 failed	No Dispatch	
AC 2 AUTOXFER OFF	24	Status	transfer to corresponding AC bus inhibited	No Dispatch	
AC BUS 1	24 20 09 01	Caution	GLC 1 not in valid (powered) generator or transfer position when AC power is in use	No Dispatch	

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AC BUS 2	24 20 09 02	Caution	GLC 2 not in valid (powered) generator or transfer position when AC power is in use	No Dispatch	
AC ESS ALTN	24	Status	AC ESS Bustransfered to alternate(Man or auto)	24-21-2	
AC ESS BUS	24 20 10 00	Caution	AC ESS Bus off or failed	No Dispatch	
AC SERV BUS	24 20 01 00	Caution	AC SERV Bus off or failed while AC Bus 2 is powered	24-50-1	
AC UTIL 1 (2) OFF	24		Utility bus 1 (2) , 90 volts	N/A	
AFCS MSG FAIL	22 10 04 00	WARNING	All AFCS (IAPS) data buses invalid from IAPS Lor R	22-10-1 22-10-2	
ANTI-ICE DUCT + Voice "Anti Ice Duct"	30 10 01 00	WARNING	Hot air leak detected eitherL or R fuselage or in wing anti-ice ducting or piccolo ducts	No Dispatch	
AP PITCH TRIM	22 10 01 00	Caution	Autopilot pitch trim failure alert detected by any IAPS quadrant	Dispatch relief possible (22-10-1)	
AP PITCH TRIM	22 10 01 00	Caution	Autopilot pitch trim failure alert detected by any IAPS quadrant	Dispatch relief possible (22-10-1)	
AP TRIM IS LWD	22 10 02 00	Caution	Mis trim condition detected by any IAPS quadrant in roll axis(left wing down)	Dispatch relief possible (22-10-1)	
AP TRIM IS LWD	22 10 02 00	Caution	Mis trim condition detected by any IAPS quadrant in roll axis(left wing down)	Dispatch relief possible (22-10-1)	
AP TRIM IS ND	22 10 02 00	Caution	Mis trim condition detected by any IAPS quadrant in pitch axis (nose down)	Dispatch relief possible (22-10-1)	
AP TRIM IS ND	22 10 02 00	Caution	Mis trim condition detected by any IAPS quadrant in pitch axis (nose down)	Dispatch relief possible (22-10-1)	
AP TRIM IS NU	22 10 02 00	Caution	Mis trim condition detected by any IAPS quadrant in pitch axis (nose up)	Dispatch relief possible (22-10-1)	
AP TRIM IS NU	22 10 02 00	Caution	Mis trim condition detected by any IAPS quadrant in pitch axis (nose up)	Dispatch relief possible (22-10-1)	
AP TRIM IS RWD	22 10 02 00	Caution	Mis trim condition detected by any IAPS quadrant in roll axis(right wing down)	Dispatch relief possible (22-10-1)	
AP TRIM IS RWD	22 10 02 00	Caution	Mis trim condition detected by any IAPS quadrant in roll axis(right wing down)	Dispatch relief possible (22-10-1)	
APR ARM	76	Advisory	All the conditions are present -APR ARM - TEST 3 switch set to ARM - both Eng N1 > 79% - flap < 25 deg - A/C On GD - L & R ECU serviceable > Latched until ONE of the condition that follows occur - two DCU serviceable - both Eng N1 < 67 % - RA > 400 ft - Grd to Air transition has been done less than 20 sec earlier	76-10-01	I
APR CMD SET	76 10 05 00	Caution	APR relay or L or R ECU trigger set and o DCU is being tested and No Cmd output set	No Dispatch	

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APR INOP	76 10 04 00	Caution	A/C is on grd with flap < 25 * or less than 20 sec of grd to air transition or in air and RA < 400 ft and one of the following conditions occurs: - L ECU failed - Any DCU or DCU APR output failed - APR relay switched - Either ECU APR output triggered with no APR cmd or test in progress - APR ARM swith not armed and A/C is in takeoff conf (both eng N1 > 70% and flap < 25 deg) - APR N1speed increases less than 2% on good eng after APR cmd - EitherN1 sensor failed (N1 less than 18% sensed with N2 > 57%) - Batt bus failed when APR ARM switch armed	76-10-1	
APR TEST 1 / 2 / 3 OK	76 10 01 01 76 10 01 02 76 10 01 03	Advisory	DCU 1 (2) (3) APR test OK (the two eng are set to idle and the two L and R ECU APR outputs are triggered	N/A	
APU BATT CHGR	24 30 04 00	Caution	APU Battery overheating or not charging. Replaced APU BATT CHGR (status)	Dispatch relief possible (24-32-4)	
APU BATT CHGR	24 30 04 00	Status	APU Battery overheating or not charging	No Dispatch	
APU BATT OFF	24 30 04 00	Caution	APU Battery not available 28 VDC is not present	Dispatch relief possible (24-32-3)	
APU BLEED ON	49 10 09 00	Caution	APU LCV open > maximum altitude (15,000 ft)	49-51-1 return to the gate	
APU BTL LO	26	Caution	APU Firebottle at Lo pressure	Dispatch relief possible (26-21-1)	
APU ECU FAIL	49 10 07 00	Status	APU ARINC 429 bus not valid and APU SOV confirmed open	49-61-1	
APU FAULT	49 10 08 00	Caution	Any APU fault (excl overspd and overtemp) that requires the APU to be shut down. Includes: Hi Oil temp, Lo Oil press, LOP switch failed, Loss of EGT sensors, APU reverse flow, APU underspeed, Surge Valve failed >= 17k ft, APU Oil and Gen Oil filter bypass	(49-10-1) return to the gate	
APU FIRE + "Firebell"	26 10 08 00	WARNING	APU Fire detected.T > 238 * C overall or > 358°C at a distance of 1 ft Lamp Illuminated during Pilot Initiated Test	No Dispatch	
APU FIRE FAIL	26 10 04 00	Caution	Fault found in APU fire fail	(26-12-1) return to the gate	
APU GEN OFF	24 20 05 00	Caution	APU Gen not excited and APU ready to load + N > 95% 15s time delay	Dispatch relief possible (24-22-1)	
APU GEN OVLD	24 20 06 00	Caution	APU load > 35 KVA	24-22-1	
APU IN BITE	49 10 08 00	Status	APU PWR/FUEL PBA selected and inlet door not positioned , APU Built in test (BITE) done before start	N/A	
APU LCV FAIL	49 10 10 00	Caution	APU LCV Failed	49-51-1 return to gate	
APU LCV OPEN	49	Caution	APU LCV Open		2000
APU LCV OPEN	49	Status	APU fuel feed SOV confirmed open and no APU fire and APU not ready to load	N/A	

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APU OIL PRESS	49 10 03 00	Caution	APU oil low press	49-10-1 return to gate	
APU OIL TEMP	49 10 02 00	Caution	apu HIGH OIL TEMP condition detected during pre start procedure	49-10-1 return to gate	
APU OVERSPEED + Voice "APU"	49 10 05 00	WARNING	.APU protective shutdown: Speed greater than 107 percent	49-10-1	
APU OVERTEMP + Voice "APU"	49 10 04 00	WARNING	APU EGT overtemperature shutdown limit exceeded APU EGT > OR = 743°C WHEN APU N> 87% or APU EGT > 971°C at any time	49-10-1	
APU SOV CLSD	28	Advisory	APU SOV Confirmed closed after APU fire	28-13-1	
APU SOV CLSD	28	Advisory	APU SOV Confirmed closed after APU fire	28-13-1	
APU SOV FAIL	49 10 06 00	Caution	APU fuel feed SOV not in confirmed position (not open nor closed) with 5 sec delay	Dispatch relief possible (28-13-3)	
APU SOV FAIL	49 10 06 00	Caution	APU SOV not in confirmed postn	28-13-3	
APU SOV OPEN	28	Status	APU fuel feed SOV confirmed open and no APU fire and APU not ready to load	N/A	
APU SOV OPEN	28		APU SOV Confirmed OPEN and no FIRE condition		
APU SOV OPEN	49 10 14 00	Caution	APU fire and APU not ready to load and APU fuel feed SOV not confirmed closed with 10 sec delay	No Dispatch	
APU SOV OPEN	49 10 14 00	Caution	APU SOV not closed when APU fire detected 10 sec time delay	No Dispatch	
APU SQUIB 1/2	26 20 04 01 26 20 00 02	Advisory	APU Firebottle 1/ 2 good (indication present during ENG Bottle 1 (2) Test	N/A	
APU START	49 10 13 00	Status	APU starter motor engaged	N/A	
AUTO PRESS	21 30 02 00	Caution	Both Cabin Press Cont 1 and 2 inactive/failed, & PRESS MAN not selected	Dispatch relief possible (21-31-1)	2000
AUTO PRESS 1 FAIL	21 30 03 01	Status	CPC 1 controler inoperative or ARINC 429 failed	Dispatch relief possible (21-31-1)	
AUTO PRESS 2 FAIL	21 30 03 02	Status	CPC 2 controler inoperative or ARINC 429 failed	Dispatch relief possible (21-31-1)	
AUTO XFLOW INHIB	28 40 02 00	Status	Fuel balance inhibited and auto Xflow over-ride not active (in either Fuel Ch 1 or 2)	N/A	
AV BAY DOOR	52 70 04 00	Caution	Avionics Bay door not closed or cam not locked	(52-70-2) return to gate	
BATTERY BUS	24 30 03 00	Caution	Battery Bus not powered	No Dispatch	
BLEED MISCONFIG	30	Caution	Wing and/or cowl anti ice system are activated but the 10th stage bleed air SOV are not closed when in the landing or take off config	No Dispatch	
BRAKE OVHT + Voice "Brakes"	32	WARNING	Brake overheat detected from any brake	No Dispatch	
BTMU FAIL	32 40 04 00	Status	Brake T Monitoring unit Fault or bus ARINC 429 Invalid	32-46-1	

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BULK FUEL TEMP	28 40 05 00	Caution	Bulk fuel temp < -40.7C, latched until >-40.3C	28-40-1	
CABIN ALT	21	Caution	8500 ft < Cabin Alt < 10000 ft	No Dispatch	
CABIN ALT + Voice "Cabin Pressure"	21	WARNING	Cabin Alt > 10 000 ft	No Dispatch	
CABIN PRESS MAN	21	Status	Cabin Pressurisation is in Manual Control	21-31-1	
CABIN TEMP MAN	21	Status	Cabin temperature in manual control	N/A	
CARGO BTL LO	26	Caution	Cargo Firebottle 1 or 2 at Lo pressure	26-25-1 return to gate	
CARGO DOOR	52 70 01 00	Caution	Aft Baggage Door unsafe.	52-70-4 return to gate	
CARGO FAN FAIL	21	Status	Cargo Fan Failed 5 sec time delay	21-55-2 return to gate	
CARGO OVHT	21	Caution	Temp overheat detected in Aft cargo bay T > 35°C	21-55-1 return to gate	
CARGO SOV FAIL	21	Status	Cargo air SOV failed 10 SEC td	21-55-1 return to gate	
CARGO SQUIB 1/2	26 20 04 01 26 20 00 02	Advisory	Cargo Firebottle 1/ 2 good (indication present during ENG Bottle 1 (2) Test	N/A	
CAS MISCOMP	31	Status	Miscompare of Warning, Caution, Status, Advisory or Aural between DCUs for > 20 sec	No Dispatch	
CKPT TEMP MAN	21	Status	Cockpit temperature in manual control	N/A	
COCKPIT COOL FAIL	21 20 11 00	Status	Cockpit Display CRT Cond Air SOV not in correct position (closed on ground or open air)	21-24-3 return to gate	
CONFIG AILERON + Voice "Config Trim"	27	WARNING	Aileron Trim > > +/- 1 deg and on ground >more than 30sec and L and R engine N1> 70% No trust reverser command	No Dispatch	
CONFIG AP + Voice "Config Autopilot"	22	WARNING	Autopilot engaged on ground and L and right engines > 70% N1 & No Thrust REV cmd	No Dispatch	
CONFIG FLAPS + Voice "Config Flaps"	27	WARNING	FLAP not in TAKE OFF Range + aircraft is on ground and both engines N1> 70% and Thrust reverser not commanded	No Dispatch	
CONFIG RUDDER + Voice "Config Trim"	27	WARNING	Rudder Trim > +/- 1 deg and on ground> more than 30 second L and R engine N1> 70% No trust reverser command	No Dispatch	
CONFIG SPLRS + Voice "Config Spoilers"	27	WARNING	Spoilers not in Take-Off configuration (ie. not down) and aircraft is on ground and > +/- 1 deg and on ground and L and R engine N1> 70% No trust reverser command	No Dispatch	
CONFIG STAB + Voice "Config Trim"	27	WARNING	Stabiliser position not in green band or both channels inoperative and aircraft is on ground (both engines N1> 70% and Thrust reverser not commanded)	No Dispatch	
CONT IGNITION	74 10 03 00	Status	Cont Ignition selected (all L and R ignition A and b on)	N/A	
COOL EXHAUST FAIL	21 20 01 00	Status	Exhaust fan failed or low flow from cooling exhaust and AC bus powered (10 sec time delay)	21-24-4 return to gate	
COWL A/I ON	30	Advisory	Left and right wing anti-ice on and Left and right cowl anti-ice on	N/A	2000
CPAM FAIL	21 30 01 00	Status	CPAM failure detected or ARINC 429 failed	Dispatch relief possible (21-31-3)	

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CPLT ROLL CMD	22	Advisory	Co-pilot Roll authority selected: Co-pilot PBA pressed or automatic selection when left aileron PCU jammed	N/A	2000
DC BUS 1	24 30 09 01	Caution	DC Bus 1 not powered and (AC Bus 1 or AC Bus 2 powered)	No Dispatch	
DC BUS 2	24 30 09 01	Caution	DC Bus 2 not powered and (AC Bus 1 or AC Bus 2 powered)	No Dispatch	
DC EMER BUS	24	Caution	DC Emergency Bus not powered	No Dispatch	
DC ESS BUS	24 30 02 00	Caution	DC Essential Bus not powered	No Dispatch	
DC ESS TIE CLSD	24	Status	DC Tie Contactor 3 (DC ESS bus) is energized	No Dispatch	
DC SERV BUS	24 30 07 00	Caution	DC Service Bus not powered and AC Bus1or 2 powered	24-61-1 or No Dispatch	
DC TIE 1 (2) CLSD	24 30 08 01 24 30 08 02	Status	Dc Tie Contactor 1 (2) is energized	No Dispatch DC TIE# 2 24-31-1	
DCU 1 (2) (3) AURAL INOP	31 40 04 01 31 40 04 02 31 40 04 03	Status	Self detected internal aural fault or aural inoperative manually disabled by cockpit switch	No Dispatch OR 31-41-1	
DCU 1 (2) (3) INOP	31 40 05 01 31 40 05 02 31 40 05 03	Status	Self detected internal fault or fault detected by other DCUs	No Dispatch OR 31-41-1	
DCU 1/2/3 APR FAIL	76 10 03 01 76 10 03 02 76 10 03 03	Status	APR relay is energized by DCU 1 (2) (3) during test (latched until test is repeated)	76-10-1	
DIFF PRESS + Voice "Cabin Pressure"	21	WARNING	Excessive cabin differential pressure > 8.5 psi from CPAM or inactive CPC if CPAM failed	No Dispatch	
DISPLAY COOL	21 20 05 00	Caution	Display fan 1/ 2 or standby failed or ECS duct disconnected (low airflow) 10 sec time delay	21-24-2	
DOOR ----	APU	(White/Amber dashes)	Status Page Indication. APU Door position unknown (If posted message will latch when APU ECU is turned off)	N/A	
DOOR CLSD	APU	Status	Status Page Indication. APU Door full closed (If posted message will latch when APU ECU is turned off)	N/A	
DOOR INHIB/CLSD	APU	Status	Status Page Indication. APU Door Inhibited in Closed position (If posted message will latch when APU ECU is turned off)	N/A	
DOOR INHIB/OPEN	APU	Status	Status Page Indication. APU Door inhibited in Open position (If posted message will latch when APU ECU is turned off)	N/A	
DOOR OPEN	APU	CAUTION	Status Page Indication. APU Door failed to close after APU Shutdown (If posted message will latch when APU ECU is turned off)	N/A	
DOOR OPEN	APU	Status	Status Page Indication. APU Door positioned for operation. (If posted message will latch when APU ECU is turned off)	N/A	
DUCT MON LOOP A (B)	36	Status	Duct monitor (Bleed leak test) A (B) is selected	N/A	
DUCT TEST OK	36	Advisory	Duct (bleed leak detection) test OK all 5 warning set during test		

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EFIS COMP INOP	34	Caution	Labels from PFDs (containing monitor information) are not available from one or both PFDs	No Dispatch	
EFIS COMP MON	34	Caution	Master caution bit on either PFD output label is set	No Dispatch	
ELT ON	23	Caution	Emergency locator transmitter is on. Output signal > 6 volts in past 6 sec	No Dispatch	
EMER DEPRESS	21	Caution	Emergency Depressurisation selected	No Dispatch	
EMER LTS OFF	33	Caution	Emergency lights Off, power supply < 4.5V	No Dispatch	
EMER LTS ON	33	Status	Emergency lights On, power supply > 4.5V	N/A	
EMER PWR ONLY	24	WARNING	ADG is deployed and no power is available on AC BUS 1 & 2	No Dispatch	
ENG BTL 1 LO	26	Caution	Engine Firebottle 1 at Lo pressure	No Dispatch	
ENG BTL 2 LO	26	Caution	Engine Firebottle 2 at Lo pressure	No Dispatch	
ENG TYPE MISCONFIG	31	Status	The strap input status from the DCU do not agree	No Dispatch	
ESS TRU 1 (2)	24 30 01 01 24 30 01 02	Caution	all condition that follow are present : ESS TRU 1 (2) output< 18V / ESS AC Bus powered	No Dispatch (# 1) 24-31-1 (#2)	
FD 1 (2) FAIL	22 10 03 01 22 10 03 02	Status	Left (Right) Flight Director Guidance failed	Dispatch relief possible (22-10-2)	
FDR ACCEL FAIL	31 30 02 00	Status	(Normal Accel. < 0.8g or > 1.2g or Lateral Accel > 0.1g or Longitudinal Accel >0.1g) and FDR event switch not pressed and aircraft on ground and parking brake set and DC Bus 1 powered. Latched until FDR event switch is activated for more than 2 secs	Dispatch relief possible (31-31-1)	
FDR EVENT	31	Advisory	FDR EVENT switch is pressed	N/A	
FDR FAIL	31 30 03 00	Status	FDR data not valid and AC Bus 1 not valid and DC Bus 1 powered and both left and right engines are running	Dispatch relief possible (31-31-1)	
FLAPS FAIL	27 50 01 00	Caution	Both Flap channels 1 and 2 failed with either AC bus 1 or 2 energized	No Dispatch	
FLAPS HALFSPEED	27	Status	Failure of one Flap channel 1or 2 or overheated	Dispatch relief possible (27-51-1)	
FLT SPLR DEPLOY	27	Advisory	Any spoiler deployed > 4 deg or Flight spoiler > 5 deg) and RA > 300ft and any N1 > or = 79%	N/A	
FLT SPLR DEPLOY	27	Caution	Any spoiler deployed > 4 deg or Flight spoiler > 5 deg)and A/C in Air and RA > 10 feet but < or = 300ft or RA > 10 ft and any N1 > or = 79%	No Dispatch	
FLT SPLRS	27	Caution	Flight spoiler failed	No Dispatch	
FLT SPLRS FAULT	27	Status	Loss of redundancy found in flight spoiler with no major failure	27-62-1 return to gate	
FLUTTER DAMP FAIL	27	Status	Left or Right aileron flutter damper failure or low oil level replaced by STATUS msg	Maintenance	
FLUTTER DAMPER	27	Status	Left or Right aileron flutter damper failure or low oil level	Maintenance	

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FUEL CH 1/2 FAIL	28 40 01 01 28 40 01 02	Caution	Failure of both Channel 1 and Channel 2 of the fuel computer with 5 sec delay or ARINC bus 429 invalid	No Dispatch	
FUEL CH1 FAIL	28 40 01 01	Status	Computer Channel 1 failed (from Ch 1) or Computer Channel 1 failed (from Ch 2) or Computer Channel 1 fail not valid (from Ch 1)	Dispatch relief possible (28-41-3)	
FUEL CH2 FAIL	28 40 01 02	Status	Computer Channel 2 failed (from Ch 1) or Computer Channel 2 failed (from Ch 2) or Computer Channel 2 fail not valid (from Ch 2)	Dispatch relief possible (28-41-3)	
FUEL IMBALANCE	28 40 05 00	Caution	Fuel Imbalance greater than 800 lbs (30 sec time delay)	No Dispatch	
GEAR DISAGREE + Voice "Gear Disagree"	32 60 07 00	WARNING	Disagreement between landing gear handle and actual gear position (with time delays to prevent warning under normal operation.)	32-30-1 Return to Gate	
GEN 1 (2) OFF	24 10 01 01 24 10 01 02	Caution	L (R) Gen Off and L (R) engine running and not on ground or [(L (R) Gen Off and L and R Engine running for 15 sec)and on ground]	Dispatch relief possible (24-11-1)	
GEN 1 (2) OVLD	24 10 03 01 24 10 03 02	Caution	IDG load > 34.5 KVA	Dispatch relief possible (24-11-1)	
GLD MAN ARM	27	Advisory	Ground lift dumper manually armed	N/A	2000
GLD MAN DISARM	27	Status	Ground lift dumper manually disarmed	N/A	
GLD NOT ARMED	27	Caution	Ground lift dumping not armed and [GLD in landing configuration or on ground with both engines N1 >70%	No Dispatch	
GLD UNSAFE	27	Caution	GLD Manual in condition which can go to inadvertent deployment and GLD not manually disarmed	No Dispatch	
GND SPLR DEPLOY	27	Caution	Any Ground spoilers deployed and RA > 10 ft	No Dispatch	
GND SPLR DEPLOY	27	Advisory	Any Ground spoilers deployed in air and RA valid and RA < 10 ft	N/A	2000
GPWS FAIL	34	Status	GPWS failed (Modes 1 through 6)	Dispatch relief possible (34-42-1)	
GRAV XFLOW FAIL	28 10 03 00	Status	Gravity Xflow valve not in confirmed position (not open nor closed) with 5 sec delay	No Dispatch	
GRAV XFLOW OPEN	28	Advisory	Gravity cross-flow valve is confirmed open	N/A	
GS CANCEL	34	Status	GS Cancel Mode selected by flight crew	N/A	
HGS FAIL		Caution	HGS Failure	Dispatch relief possible (34-32-1)	
HGS FAIL		Status	HGS Failure	N/A	
HORN MUTED	32 60 02 00	Status	Landing Gear Horn muted by flight crew.Mute reset when all gear down-locked or flaps > 30 or (left and right throttle at idle) or (left throttle not at idle and right throttle not at idle)	N/A	

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HYD 1 (2) (3) HI TEMP	29 30 09 01 29 30 09 02 29 30 08 00	Caution	Hydraulic System 1(2)(3) temperature>95.7* latch until <94.3*	No Dispatch	
HYD 1 LO PRESS	29 10 03 01	Caution	The engine driven pump 1A and electric pump 1B are< 1800psi	No Dispatch	
HYD 2 LO PRESS	29 10 03 02	Caution	The engine driven pump 2A and electric pump 2B are< 1800psi	No Dispatch	
HYD 3 LO PRESS	29 10 02 00	Caution	the electric pumps 3A and 3b are < 1800psi	No Dispatch	
HYD EDP 1A	29 30 02 01	Caution	All the conditions that follow are present (5-second time delay): - Engine driven pump 1A is <1800-L hydraulic SOV not closed - L engine is running -Electric pump 1B is in operation and is >1800psi	29-11-4 return to gate	
HYD EDP 2A	29 30 02 02	Caution	All the conditions that follow are present (5-second time delay): - Engine driven pump 2A is <1800-R hydraulic SOV not closed - R engine is running -Electric pump 2B is in operation and is >1800psi	29-11-4 return to gate	
HYD PUMP 1B	29 30 04 01	Caution	All the conditions that follow are present (5-second time delay):- Electric pump 1B is < 1800 psi and the engine driven pump 1A is > 1800 psi and AC bus 2 is energized - R generator is not off or aircraft is on ground -Electric pump switch 1B is on or the right flap is >5 degrees	Dispatch relief possible (29-11-5)	
HYD PUMP 2B	29 30 04 02	Caution	All the conditions that follow are present (5-second time delay):- Electric pump 2B is <1800 psi and engine driven pump 2A is > 1800 psi and AC bus 1 is energized - L generator is not off or aircraft is on ground - Electric pump switch 2B is on or the left flap is >5 degrees	Dispatch relief possible (29-11-5)	
HYD PUMP 3A	29 30 01 00	Caution	All the conditions that follow are present (5-second time delay):- Electric pump 3A is <1800 psi - AC bus 2 is ON- Electric pump 3A is selected on -Electric pump 3B is > 1800 psi	Dispatch relief possible (29-12-1)	
HYD PUMP 3B	29 30 03 00	Caution	Electric pump 3B is < 1800 psi and electric pump 3A is selected on and is > 1800 psi (5-second time delay) and either the ADG is deployed or all the conditions that follow occur :-AC bus 1 is on - Electric pump 3B is selected on or flaps> 5 degrees and either main generator is on -line	No Dispatch	
IAPS DEGRADED	22	Status	Any IAPS GP-5 bus failed and (aircraft is on ground or both PSEU buses are not valid)	Dispatch relief possible (22-12-1) return to gate	
IAPS OVERTEMP	22	Status	own or cross-side power supply overtemperature detected by any IAPS quadrant	No Dispatch	

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**EICAS MESSAGE LISTING**

Message	FIM	Type	Logic/Comments	Dispatch (MMEL)	Eicas
IB BRAKE PRESS	32 40 03 48	Caution	IB brake pressure < 1000 psi latched until>1070 psi and DC Bus 2 powered	No Dispatch	
IB GND SPLR FAULT	27 60 01 48	Status	IB Ground Spoiler loss of redundancy with no major failure	27-62-2 return to gate	
IB GND SPLRS	27 60 04 48	Caution	Either or both IB Grd splr failed	27-65-1 return to gate	
ICE	30	Advisory	Ice detected by ice detectors and (Wing anti-ice and Cowl anti-ice are On and not failed). Changed from a STATUS message.	N/A	
ICE	30	Caution	Ice detected by system 1 or 2 and L or R sufficient heat found and (Wing A/I or Cowl A/I switch selected Off or either Wing or Cowl A/I failed) -	No Dispatch	
ICE	30	Status	Ice detected by ice detectors and (Wing anti-ice and Cowl anti-ice are On and not failed).	N/A	
ICE DET 1 FAIL	30 80 01 01	Status	Ice Detector #1 failed and Ice Dectector #2 not failed	Dispatch relief possible (30-81-1)	
ICE DET 2 FAIL	30 80 01 02	Status	Ice Detector #2 failed and Ice Detector #1 not failed	Dispatch relief possible (30-81-1)	
ICE DET FAIL	30	Caution	Loss of both Ice Detectors (ICE DET 1 FAIL and ICE DET 2 FAIL)	Dispatch relief possible (30-81-1)	
IDG 1 (2)	24 10 02 01 24 10 02 02	Caution	IDG Oil Pressure Lo or Oil Temp Hi > 160 *C	Dispatch relief possible (24-11-1)	
IDG 1 (2) DISC	24	Status	IDG 1 (2) disconnected IDG 1 (2) VOLTS < 1.3 and RIGHT (LEFT) N2 >9%	24-11-1 return to gate	
IGNITION A (B)	74	Status	L or (R) ignition A (B) system on		
IGNITION A (B)	74 10 04 48 74 10 05 48	Advisory	L or (R) ignition A (B) system on	N/A	
INB COOL FAIL	21 20 10 00	Status	inboard Avionics cooling SOV closed & Pax or Service door locked 10 sec time delay	21-24-5 return to gate	
IRS 1 (2) DC FAIL	34	Status	IRS DC supply failure	No Dispatch IRS # 1 Only	
IRS 1 (2) IN ATT	34	Status	IRS 1 (2) in Attitude mode	N/A	
IRS 1 (2) ON BATT	34	Status	IRS on Battery	N/A	
IRS 1 (2) OVERTEMP	34	Status	IRS 1 (2) Over temperature detected	No Dispatch	
L (R) 10 TH ARM OPEN	36	Status	L (R) 10 TH ARM switch OPEN		2000
L (R) 10 TH DUCT + AURAL "Bleed air duct"	36 20 01 41 36 20 01 42	WARNING	L (R) 10 th stage manifold duct leak detected T >154*C	No Dispatch	
L (R) 10 TH SOV CLSD	36	Status	L (R) 10 TH SOV CLSD	36-11-1	
L (R) 10 TH DUCT + aural bleed air duct	36 20 01 41 36 20 01 42	WARNING	duct leak condition found at L (R) 10TH stage manifold (T * > 154*C)	No Dispatch	
L (R) 14 TH DUCT + aural bleed air duct	36 20 02 41 36 20 02 42	WARNING	duct leak condition found at L (R) 14TH stage pylon (T * > 195*C overall or > 248 *C at distance of 1 foot)	No Dispatch	

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Message	FIM	Type	Logic/Comments	Dispatch (MMEL)	Eicas
L (R) 14TH ARM CLSD	36	Status	L (R) 14TH ARM switch CLSD	N/A	2000
L (R) 14TH DUCT + Voice "Bleed Air Duct"	36 20 01 41 36 20 01 42	WARNING	Duct leak condition found @14th stage pylon T * 195.5°C overall or 248 °C at a 1 ft	No Dispatch	
L (R) 14TH SOV CLSD	36	Status	L (R) 14TH SOV CLSD	36-12-1 return to gate	
L (R) APR ECU FAIL	76 10 02 41 76 10 02 42	Status	APR relay is energized during APR test with both Eng at idle , but APR output not triggered from L (R) ECU (latched until triggered)	76-10-1 / 76-11-1	2000
L (R) AUTO XFLOW ON	28	Status	all conditions that follow are present -L (R) Cross flow SOV Open & R (L) Cross flow SOV Closed & XFLOW APU pump ON and in AUTO	N/A	
L (R) COWL A/ICE	30 20 02 41 30 20 02 42	Caution	Fault detected in L (R) Cowl Anti-Ice Valve either valve not opened when commanded ON or position of valve cannot be determined. 3 sec time delay	Dispatch relief possible (30-22-1 & 2) Return to Gate	
L (R) COWL ANTI ICE ON	30	Advisory	L (R) COWL ANTI ICE ON	N/A	2000
L (R) EMER DOOR	52 70 05 41 52 70 05 42	Caution	LH Overwing Emergency door not closed	Dispatch relief possible (52-70-3 / 52-21-1 0	
L (R) ENG ECU FAIL	76 10 09 51	Status	APR relay is energized during APR test with both Eng at idle , but APR output not triggered from L (R) ECU (latched until triggered)	76-11-1	
L (R) ENG FIRE + "Firebell"	26 10 09 51 26 10 09 52	WARNING	L (R) Engine Fire detected.Temp > 262 °C overall or > 358 °C at a 1 foot distance) Lamp Illuminated during Pilot Initiated Test.	No Dispatch	
L (R) ENG MISCOMP	77	Caution	Any condition are present: - L (R) engN1,ITT ,or N2 failure -L (R) eng N1 or N2 miscompare by 5% - L(R) eng ITT >200°C and miscompare > 40°C	No Dispatch	
L (R) ENG OIL PRESS + Voice "Engine Oil" (with engine in operation)	79	WARNING	Oil Low pressure < 25 PSI detected with 5 sec delay. No triple chime if engine not running (to reduce nuisance warnings).	No Dispatch	
L (R) ENG SOV CLSD	28	Advisory	L (R) engine fuel firewall SOV confirmed closed and L (R) engine fire, latched until L (R) engine fuel firewall SOV is not confirmed closed	No Dispatch	
L (R) ENG SOV CLSD	28 20 05 51 28 20 05 52	Caution	L (R) engine fuel firewall SOV confirmed closed and No L (R) engine fire and Not "L (R) ENG SOV CLSD" (advisory) indication	No Dispatch	
L (R) ENG SOV FAIL	28 20 02 51 28 20 02 52	Caution	L (R) engine fuel firewall SOV not in confirmed position (not open nor closed) with 5 sec delay	No Dispatch	
L (R) ENG SOV OPEN	28	Caution	L (R) engine fuel firewall not confirmed closed and L engine fire with 10 sec delay	No Dispatch	2000

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Message	FIM	Type	Logic/Comments	Dispatch (MMEL)	Eicas
L (R) ENG SQUIB 1	26 20 04 51 26 20 04 52	Advisory	L (R) Firebottle good (indication present during ENG Bottle 1 Test	N/A	
L (R) ENG SQUIB 2	26 20 04 51 26 20 04 52	Advisory	L (R) Firebottle good (indication present during ENG Bottle 2 Test	N/A	
L (R) ENGINE START	80 10 08 51 80 10 08 52	Status	L (R) Engine Start in progress.	N/A	
L (R) FIRE FAIL	26	Caution	Fault is found in fire detection system	26 - 11- 1	
L (R) FLT SPLR	27 60 02 41 27 60 02 42		failure found in the L or R FLT SPLRS system but not whole system failed	27-62-1 return to gate	
L (R) FUEL FILTER	28 20 04 41	Caution	L(R) Fuel Filter in or almost in Bypass mode.	No Dispatch	
L (R) FUEL LO PRESS	28 40 04 41	Caution	EICAS logic (L (R) engine fuel low pressure and L (R) fuel firewall SOV open) and 4 sec delay.	Dispatch relief possible (73-31-3)	
L (R) FUEL LO PRESS	28 40 04 41 28 40 04 41	Caution	EICAS logic (L (R) engine fuel low pressure and L (R) fuel firewall SOV open) and 4 sec delay.	Dispatch relief possible (73-31-3)	
L (R) FUEL LO TEMP	28	Caution	L(R) fuel temperature < 4.3°C (latched until > 5.7°C) when L(R) engine is running.	No Dispatch	
L (R) FUEL PUMP	28	Caution	L (R) Fuel pump Inop (Lo press or pump not selected On) with 5 sec delay	Dispatch relief possible (28-23-1) return to gate	
L (R) FUEL PUMP ON	28 20 01 41 28 20 01 42	Advisory	L (R) Fuel pump operating	N/A	I
L (R) JET OVHT FAIL	26 10 07 41 26 10 07 42	Caution	Fault is found in L (R) jet pipe overhear detection system	26-11-2	
L (R) JETPIPE OVHT	26 10 07 41 26 10 07 42	WARNING	L (R) jetpipe overhear detected.Temp > 472 °C overall or > 604 °C at a 1 foot distance)	No Dispatch	
L (R) MAIN EJECTOR	28 20 03 41 28 20 03 42	Caution	L (R) main ejector lo pressure when L (R) engine is running	No Dispatch	
L (R) PACK HI PRESS	21 50 01 41 21 50 01 42	Caution	L (R) Pack failed (high pressure detected)	Dispatch relief possible (21-51-3)	2000
L (R) PACK HI TEMP	21 50 02 41 21 50 02 42	Caution	L (R) Pack high temperature detected	Dispatch relief possible (21-51-3)	
L (R) PACK OFF	21	Status	Left (Right) Pack switched Off. Cont Relay deenergized	N/A	
L (R) REV ARMED	78	Advisory	L (R) Reverser switch are armed	N/A	
L (R) REV UNLOCKED	78 30 03 41	Caution	Either L(R) thrust reverser unlocked and not armed AND DEPLOYED cmd set	78-30-1 return to gate	
L (R) REV UNSAFE	78	Caution	L(R) thrust reverser unsafe to arm (not locked and not armed but command deploy is set)	78-30-1 return to gate	
L (R) SCAV EJECTOR	28 10 003 41 28 10 03 42	Caution	L (R) scavenge ejector lo pressure when L (R) engine is running	No Dispatch	

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Message	FIM	Type	Logic/Comments	Dispatch (MMEL)	Eicas
L (R) SPOILERONS	27 60 03 41 27 60 03 42	Caution	failure found in the L or R Spoilerons system but not whole system failed	27-63-2 return to gate	
L (R) WING A/ICE	30 10 03 41 30 10 03 42		all the conditions that follow are present - L (R) wing anti-ice failure when selected on (low press) - No L (R) sufficient heat found T* < 88°C - No reverse cmd to deploy	30-12-2&3 return to gate	
L (R) XFER SOV	28 10 01 41 28 10 01 42	Caution	L (R) power transfer SOV failure from either Fuel Ch 1 or 2.	No Dispatch	
L (R) XFLOW ON	28	Status	all conditions that follow are present -L (R) Cross flow SOV Open & R (L) Cross flow SOV Closed & XFLOW APU pump ON and in AUTO	N/A	
L (R) XFLOW SOV	28 20 06 41 28 20 06 42	Caution	L (R) XFLOW SOV failed	28-13-8 return to gate	
L AOA HEAT	30 30 03 41	Caution	L AOA Vane heater Off or failed	Dispatch relief possible (30-31-1)	
L PITOT HEAT	30 30 01 41	Caution	L Pitot tip Heater Off or failed OR (L Pitot Base Off or failed with aircraft not on ground).	Dispatch relief possible (30-31-1)	
L STATIC HEAT	30 30 02 41	Caution	L Static port Off or failed	Dispatch relief possible (30-31-1)	
L WINDOW HEAT	30 01 03 41	Caution	Either overheat or no heat found in L window, or test signal present for > 10 sec	No Dispatch	
L WSHLD HEAT	30 40 02 41	Caution	Either overheat or no heat found in L windshield, or test signal present for > 10 sec, with AC Bus 1 powered On.	Dispatch relief possible (30-41-1)	
MACH TRIM	27 40 01 00	Caution	Mach trim function failed in both channels or not engaged	Dispatch relief possible (22-21-1)	
MAIN BATT CHGR	24 30 04 00	Status	Main Battery overheating or not charging.Replaces MAIN BATT CHGR (caution)	24-32-2 return to gate	
MAIN BATT OFF	24	Caution	Main Battery not available.	24-32-1 return to gate	
MAN XFLOW	28	Status	Auto Xflow over-ride activated in either Fuel Ch 1 or 2	N/A	
MLG BAY OVERHEAT Voice " Gear bay overheat "	26	WARNING	MLG Bay overheat condition	No Dispatch	
MLG BAY OVHT +Voice "Gear Bay Overheat"	26	WARNING	MLG Bay overheat condition	No Dispatch	
MLG OVHT FAIL	26	Caution	Fault is found in overheat detection system gear bay	26-14-1	
MLG OVHT FAIL	26	Caution	Indicates fault in MLG Bay overheat detect system	Dispatch relief possible (26-14-1)	
NO SARTER CUTOUT	80	Caution	No Starter cutout @ 55%N2	No Dispatch	

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Message	FIM	Type	Logic/Comments	Dispatch (MMEL)	Eicas
NO SMOKING	25	Status	No Smoking signs selected On or [Auto mode and (Cabin Pressure > 10000 ft or Landing Gear extended)]	N/A	
NOSE DOOR OPEN + Voice "Nose Door"	32	WARNING	Either nose door is open after the gear is up-locked more than 10sec or when IAS > 250 knots	No Dispatch	
OB BRAKE PRESS	32 40 03 48	Caution	OB brake pressure < 1000 psi latched until >1070 psi and DC Bus 2 powered	No Dispatch	
OB GND SPLR FAULT	27 60 01 48	Status	OB Ground Spoiler loss of redundancy with no major failure	27-62-2 return to gate	
OB GND SPLRS	27 60 04 48	Caution	Either of the two OB Grd splr failed	27-65-1 return to gate	
OVBD COOL	21 20 08 00	Caution	Outboard Avionics Cooling SOV open when passenger door or service door is closed (locked 10sc time delay)	21-24-6 return to gate	
OVBD COOL FAIL	21 20 08 00	Status	Outboard Avionics cooling SOV closed & Pax or Service door locked 10 sec time delay	21-24-6 return to gate	
OXY LO PRESS	35 10 02 00	Caution	{Crew Oxygen bottle pressure < 1406 psig, latch until >1413 psig or Oxy Bottle SOV Closed		
PARK BRAKE SOV	32 40 02 00	Caution	Park brake SOV failed open IB brake pressure > 800psi (when Park Brake is set)	No Dispatch	
PARKING BRAKE + Voice "Config Brakes"	31	WARNING	Parking Brake set and (aircraft in air or both left and right engines N1 > 70%)	No Dispatch	
PARKING BRAKE ON	32	Advisory	Parking brake is set and PB SOV Pressure Switch closed on ground and either engines N1 < 70% and IB Brake Pressure > 800 psi	N/A	
PASS OXY ON	35	Caution	Passenger oxygen system activated	No Dispatch	
PASSENGER DOOR + Voice "Door" if Engines are running or airborne	52 70 03 00	WARNING	Passenger Door unsafe	No Dispatch	
PAX DOOR STOW	52		Pax door stowed with the inner handle not in the correct position (Phase#3 door)	52-70-1 return to gate	
PAX DR LATCH	52	Caution	Passenger door pin/cam unlatched and passenger door not unsafe.	52-70-1 return to gate	
PAX DR OUT HNDL	52	Caution	Passenger door unlocked and passenger door not unsafe.5 sec TD	52-70-1 return to gate	
PITOT BASE HEAT	30		L or R base pitot heat failed	Dispatch relief possible (30-31-1)	
PLT ROLL CMD	27	Advisory	Pilot Roll authority selected: Pilot PBA pressed or automatic selection when right aileron PCU jammed	N/A	2000
PROX SYS CHAN	52	Caution	Loss of 1 channel of the PSEU	32-61-2	
PROX SYS FAULT	32 60 01 00	Status	PSEU failure	32-61-2 return to gate	
R AOA HEAT	30 30 03 42	Caution	R AOA Vane heater off or failed	Dispatch relief possible (30-31-1)	

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**EICAS MESSAGE LISTING**

Message	FIM	Type	Logic/Comments	Dispatch (MMEL)	Eicas
R PITOT HEAT	30 30 01 42	Caution	R Pitot Heater failed with AC Bus 1 powered On OR (R Pitot Base Heater failed with AC Bus 1 powered On and aircraft not on ground).	Dispatch relief possible (30-31-1)	
R STATIC HEAT	30 30 02 42	Caution	R Static port failed and DC Bus 1 powered On	Dispatch relief possible (30-31-1)	
R WINDOW HEAT	30 01 03 42	Caution	Either overheat or no heat found in R window, or test signal present for > 10 sec, with AC Bus 2 powered On.	Dispatch relief possible (30-41-1)	
R WSHLD HEAT	30 40 02 42	Caution	Either overheat or no heat found in R windshield, or test signal present for > 10 sec, with AC Bus 2 powered On.	Dispatch relief possible (30-41-1)	
RAM AIR OPEN	21	Status	Ram air SOV open	Dispatch relief possible (21-52-2)	
SEAT BELTS	25	Status	Seat Belt signs selected On or [Auto mode and (Cabin Pressure > 10000 ft or Landing Gear extended or Flap > 0)]	N/A	
SELCAL HF + Aural "Selcal"	23	Advisory	SELCAL code received on HF (for single HF installation only)	N/A	
SELCAL HF 1 (2) + Aural "Selcal"	23	Advisory	SELCAL code received on HF 1 (2) (use CSU strapping logic to determine single or dual HF fit)	N/A	
SELCAL VHF 1 (2) (3) + Aural "Selcal"	23	Advisory	SELCAL code received on VHF 1 (2) (3)	N/A	
SERVICE DOOR	52	Caution	Service Door is unlocked or outer handle not stowed	52-70-5 return to gate	
SMOKE CARGO + Voice "Smoke"	26	WARNING	Smoke/Fire detected in Aft Cargo bay. Lamp Illuminated during Pilot Initiated Test.	No Dispatch	
SMOKE TOILET	26	Caution	smoke found in toilet	26-16-1 return to gate	
SMOKE TOILET +	26	WARNING	Smoke/Fire detected in lavatory	No Dispatch	2000
SPEED REFS INDEP	22	Status	Pilot and Co-pilot V-speed selection not synchronised or ADC cross-talk failed(6 s TD)	Dispatch relief possible (22-12-3)	
SPOILERONS	27	Caution	Spoilerons failed	No Dispatch	
SPOILERONS FAULT	27	Status	Spoilerons loss of redundancy with no major failure	Dispatch relief possible (27-62-1)	
SPOILERONS ROLL	27	Caution	Roll disconnect has been operated and no or both roll priorities have been selected within 5 sec	No Dispatch	
STAB CH 1 INOP	27	Status	HSTCU Stab Trim Channel 1 not engaged or failed and Stab Trim Channel 2 engaged	No Dispatch	
STAB CH 2 INOP	27	Status	HSTCU Stab Trim Channel 2 not engaged or failed and Stab Trim Channel 1 engaged	No Dispatch	
STAB TRIM	27	Caution	Stab Trim Channels 1 and 2 not engaged or failed	No Dispatch	
STALL FAIL	27	Caution	SPC Ch 1 or Ch 2 failed or pusher failed or stick pusher power open circuit and battery bus powered or ARINC 429 Bus Invalid	No Dispatch	

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Message	FIM	Type	Logic/Comments	Dispatch (MMEL)	Eicas
STBY PITOT HEAT	30	Caution	Standby Pitot heater Off or failed	Dispatch relief possible (30-31-1)	
STEERING INOP	32	Caution	Steering system fault if switch on steering manifold detect pressure leak up to 1400psi	32-50-1 return to gate	
T/O CONFIG OK	78	Advisory	all conditions that follow are present: - A/C on ground - Two engines operating - No left or right thrust reverser cmd - Autopilot not engaged - Flap in take off position - Spoilers in take off position - Parking brake not set - Rudder trim < or = +/- 1.0 deg - Ailerons trim < or = +/- 1.0 deg - Stabilizer trim is in the green band	N/A	
TAT PROBE HEAT	30	Caution	TAT probe heater failed and AC Bus 1 powered On	Dispatch relief possible (30-31-1)	
TERRAIN FAIL	34		EGPWS TERRAIN FUNCTION FAILED	34-42-1	
TERRAIN NOT AVAIL	34		EGPWS Terrain function is outside the coverage of the data base	34-42-1	
TERRAIN OFF	34		EGPWS Switched off	34-42-1	
WINDSHEAR FAIL	34	Status	Windshear Detection subsystem in GPWS failed or windshear guidance failed	Dispatch relief possible (34-42-1)	
WING / COWL ANTI ICE ON	30	Advisory	WING / COWL ANTI ICE are ON	N/A	
WING A/I ON	30	Advisory	Wing anti-ice on and sufficient heat to both wings	N/A	
WING A/I SNSR	30	Caution	Failure Wing A/I temperature sensors (left or right)	30-12-3	
WING A/ICE OK	30	Advisory	wing anti-ice test is good	N/A	
WING OVHT + Voice "Wing Overheat"	30	WARNING	Over temperature detected by at least one of the in-board sensors	No Dispatch	
WOW INPUT	32	Caution	either of the conditions that follow occurs: - Any WOW sensor is in a state that does not agree with the other WOW sensors for more than 10 sec - Continuous built in test found a WOW sensor input failure in the proximity sensor system	No Dispatch	
WOW OUTPUT	32	Caution	Any one WOW output failed or disagree from (Hazardous or critical outputs) for more than 20 sec	32-61-1 return to gate	
WOW OUTPUT FAIL	32	Status	either the condition that follow occurs : Non critical WOW outputs do not agree for more than 20 sec OR built in test found a non critical output failure	No Dispatch	
XFLOW/APU PUMP	28	Caution	XFLOW/APU PUMP low press found	28-24-1	
XFLOW/APU PUMP	28	Caution	XFLOW/APU PUMP low press found	28-24-1	
YAW DAMPER	22	Caution	both Yaw Damper Channel 1 and 2 OFF or all IAPS input buses invalid	No Dispatch	
YD 1 (2) INOP	22	Status	Yaw Damper 1(2) off or failed but Yaw Damper 2 (1) operative	No Dispatch	

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<b>Message</b>	<b>FIM</b>	<b>Type</b>	<b>Logic/Comments</b>	<b>Dispatch (MMEL)</b>	<b>Eicas</b>
YD 1 (2) INOP	22	Status	Yaw Damper 1(2) off or failed but Yaw Damper 2 (1) operative	No Dispatch	