

E-JETS FAMILY

FIRST & SECOND GENERATION

**EMBRAER 170/175/190/195/
E190-E2/E195-E2/LINEAGE 1000**

CTA

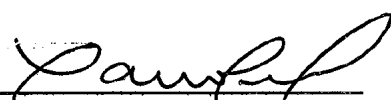
MASTER MINIMUM EQUIPMENT LIST

EMBRAER S.A.

THIS DOCUMENT IS APPLICABLE TO THE FOLLOWING AIRPLANE MODELS: ERJ 170-100 STD/LR/SE/SU, ERJ 170-200 STD/LR/SU, ERJ 190-100 STD/LR/ECJ/IGW/SR, ERJ 190-200 STD/LR/IGW, ERJ 190-300 AND ERJ 190-400.

NOTE: THE ERJ 170-100, ERJ 170-200, ERJ 190-100, ERJ 190-200, ERJ 190-300, ERJ 190-400 AND ERJ 190-100 ECJ MODELS HAVE THE COMMERCIAL DESIGNATION OF EMBRAER 170, EMBRAER 175, EMBRAER 190, EMBRAER 195, E190-E2, E195-E2 AND LINEAGE 1000, RESPECTIVELY. THE ERJ 190-100 IGW HAS THE COMMERCIAL DESIGNATION OF EMBRAER 190 AR OR EMBRAER 190 PR. THE ERJ 190-200 IGW HAS THE COMMERCIAL DESIGNATION OF EMBRAER 195 AR.

CTA APPROVAL: _____


CLAUDIO PASSOS SIMÃO - TEN. CEL. - ENG.
CHEFE DA DIVISÃO DE HOMOLOGAÇÃO
AERONÁUTICA

DATE: _____

20 FEBRUARY 2004

MMEL-1506

FEBRUARY 20, 2004

REVISION 17 - EFFECTIVE DATE - FEB 17, 2023

**ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST
(MMEL-1506)**

HIGHLIGHTS OF CHANGE

REVISION 17 – FEBRUARY 17, 2023

Page	Change Description
21-3	21-25-06 Ram Air Inlet Door System Changed item title and number installed.
21-4	21-27-01 Forward Cargo Compartment Fan Removed dry-ice limitation.
21-5	21-27-03 Forward Cargo Compartment Check Valve Removed dry-ice limitation.
21-6	21-27-04 Forward Cargo Compartment Shutoff Valve Removed dry-ice limitation.
23-3	23-23-00 Wireless Gatelink System/Wireless Quick Access Recorder (WQAR) Changed item title to include WQAR.
23-5	23-30-00 Passenger Address System Included new item (moved from 44-11-00).
23-6 to 23-8	23-51-00 Cockpit/Cabin Interphone System Changed item title and updated item to include new subitems seeking clarification.
23-11	23-52-00 Ramp Service Interphone System Deleted. Moved to 23-51-00.
26-3	26-12-00 APU Fire/Overheat Detection System Changed item title and updated remarks according to system design.
29-4	29-12-17 System 3 Electrical Pumps Pressure Attenuator Updated proviso to correctly correspond to the maintenance task.
30-2	30-11-01 Wing Anti-Ice Valves Updated dispatch conditions to present the less restrictive dispatch condition first, as per MMEL philosophy.

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HIGHLIGHTS OF CHANGE

REVISION 17 – FEBRUARY 17, 2023

Page	Change Description
30-13	30-43-01 Door Sill Heater Removed (M) reference and updated item effectivity to include E2 models.
31-5	31-31-00 Digital Voice-Data Recorder (DVDR) System Updated proviso to consider the associated DVDR inoperative.
31-9	31-61-03 Display Unit Advanced Graphics Module (DU AGM) Reincluded item.
33-9	33-31-02 Cargo Compartment Lights Cages Included new item.
33-12 to 33-13	33-50-21 Photoluminescent Escape Route Marking System Updated dispatch conditions of E-Jets to take advantage of E2 dispatch condition.
34-7 to 34-8	34-31-00 Radar Altimeter Included new subitem, Radar Altimeter Filter.
34-15 to 34-21	34-61-00 Flight Management System (FMS) Updated proviso to aware operators of the need to use the FMS for the desired route and updated effectivity to reinclude E2 models.
35-4 to 35-5	35-20-00 Passenger Oxygen System Included new subitem, Galley Flight Attendant Oxygen Dispensing Units.
35-5 to 35-6	35-20-02 Passenger Oxygen Box Door Electrical Latches Updated proviso to block the affected seat instead of considering it inoperative. Updated dispatch conditions to present the less restrictive dispatch condition first, as per MMEL philosophy.

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HIGHLIGHTS OF CHANGE

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Page	Change Description
35-7	35-20-04 Passenger Cabin Oxygen Mask Updated proviso to block the affected seat instead of considering it inoperative. Updated dispatch conditions to present the less restrictive dispatch condition first, as per MMEL philosophy.
36-20 to 36-21	36-21-02 Engine Bleed Overheat Detection System Included a maintenance procedure that previously was a maintenance note.
38-5	38-11-14 Cockpit In-Flight Drainage System Updated dispatch conditions to break them down between E1 and E2.
38-5 to 38-6	38-13-04 Water Tank Quantity Indication Panel Updated provisos' terminology from "Water and Waste Service Panel" to "Potable Water Service Panel". Updated dispatch condition for the "DRAIN" indication to rely it on the Water Level Sensor.
44-1	44-11-00 Passenger Address System Deleted. Moved to 23-30-00.
44-1	44-13-00 Cabin Service Interphone System Deleted. Moved to 23-30-00.
44-1	44-13-01 Flight Attendant Handset Deleted. Moved to 23-30-00.
44-2 to 44-5	44-13-07 Flight Attendant Alerting System (Chime/Light) Included new dispatch conditions for Lineage 1000.
44-7	44-32-00 In-Flight Connectivity System Included MMEL item.
45-1	45-45-01 Central Maintenance Computer (CMC) Updated item to reinclude E2 models.

MMEL-1506

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**ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST
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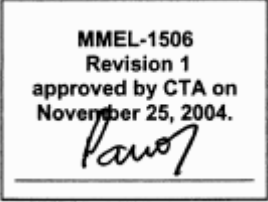
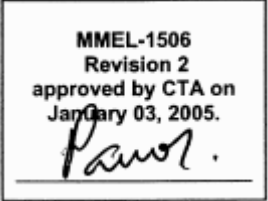
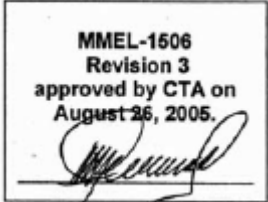
HIGHLIGHTS OF CHANGE

REVISION 17 – FEBRUARY 17, 2023

Page	Change Description
50-1	50-22-02 Cargo Baggage Nets Updated dispatch conditions to present the less restrictive dispatch condition first, as per MMEL philosophy.
50-2	50-31-00 Cargo Compartment Linings Updated dispatch conditions to split them between damaged and missing cargo lining.
50-3	50-61-06 Forward Cargo Door Insulation Blanket Deleted MMEL item.
52-10	52-30-20 Forward and Aft Cargo Compartment Door Gas Spring Actuators Updated provisos to refer to the “actuator rods” as “drive rods”.
52-10	52-30-22 Forward and Aft Cargo Compartment Door Actuator Bellcranks Updated provisos to refer to the “actuator rods” as “drive rods”.
52-10	52-30-24 Forward and Aft Cargo Compartment Door Actuator Rods Updated item title and proviso terminology to refer to “drive rods”.
52-11	52-31-28 Forward and Aft Cargo Door Closing Rods Updated item title and modified number installed to “-“.

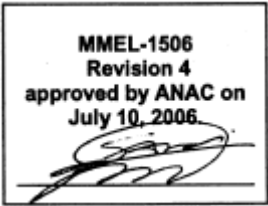
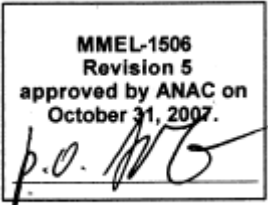
**CTA APPROVED MASTER MINIMUM EQUIPMENT LIST
(MMEL-1506)**

LOG OF REVISIONS

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	CTA APPROVAL
1 NOV 25, 04	21-1, 24-1, 27-2, 29-1, 29-3, 31-4, 32-1 to 32-3, 34-3 to 34-10, 44-2 to 44-4 and 45-1	Items included and general updating.	 <p style="text-align: center;">MMEL-1506 Revision 1 approved by CTA on November 25, 2004.</p>
2 JAN 03, 05	Cover page 0-INTR page 5 32-1 44-4	Includes EMBRAER 175 model. Deletes reference to EMB-135/145 airplanes. Deletes item 32-33-01. Editorial correction.	 <p style="text-align: center;">MMEL-1506 Revision 2 approved by CTA on January 03, 2005.</p>
3 AUG 26, 05	Cover page 21-1 to 80-1	Includes EMBRAER 190 model. Items included and general updating. Revised header to include ERJ 190 model applicability.	 <p style="text-align: center;">MMEL-1506 Revision 3 approved by CTA on August 26, 2005.</p>

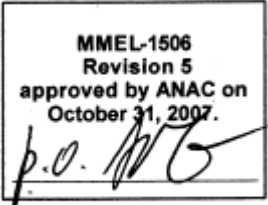
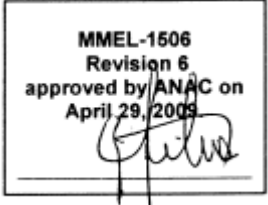
**ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST
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REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
<p>4 JUL 10, 06</p>	<p>Cover page, 21-1 to 21-16, 22-1, 22-3, 22-4, 23-1 to 23-5, 24-1, 25-5 to 25-14, 26-2, 26-3, 27-2, 28-1, 29-1 to 29-3, 29-5, 30-1 to 30-5, 31-1 to 31-9, 32-1 to 32-3, 33-1 to 33-5, 34-1 to 34-12, 35-3, 36-2, 36-6, 36-7, 38-4, 44-5, 50-1, 52-2, 52-3, 52-8, 52-9, 74-1 and 79-1</p>	<p>Include EMBRAER 195 model. Items included and general updating.</p>	
<p>5 OCT 31, 07</p>	<p>0-INTR pages 1 to 9, 21-1 to 21-3, 21-7 to 21-17, 22-1 to 22-5, 23-1 to 23-6, 24-1, 25-12 to 25-16, 26-1 to 26-4, 27-1, 27-2</p>	<p>General improvements. General items updated due to the Primus EPIC LOAD 19.3. Added "except for ER operations" to items restricted for ETOPS.</p>	

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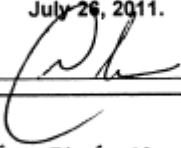
REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
<p>5 OCT 31, 07</p>	<p>28-1, 28-2, 28-4, 29-5, 30-2 to 30-6, 31-6 to 31-8, 32-3, 34-2, 34-7, 34-8, 35-2, 35-3, 36-1 to 36-8, 45-1, 49-1, 74-1 and 79-1</p>	<p>General improvements. General items updated due to the Primus EPIC LOAD 19.3. Added "except for ER operations" to items restricted for ETOPS.</p>	 <p>M MEL-1506 Revision 5 approved by ANAC on October 31, 2007.</p> <p><i>p.o. [Signature]</i></p>
<p>6 APR 29, 09</p>	<p>Cover page; 0-INTR, pages 1, 2, 5 to 10; 21-1 to 21-3, 21-7 to 21-21, 22-1, 23-4, 23-6; 24-2, 24-3, 25-1 to 25-21, 26-1 to 26-11, 27-1 to 27-3, 28-1 to 28-5, 29-5, 33-1 to 33-5; 34-1, 34-4, 35-3, 35-4, 36-2, 36-4, 36-6, 38-1, 38-2, 44-1 to 44-5, 46-1, 50-1, 52-2 to 52-9.</p>	<p>Include the EMBRAER 190 ECJ (LINEAGE 1000) model. General improvements.</p>	 <p>M MEL-1506 Revision 6 approved by ANAC on April 29, 2009</p> <p><i>[Signature]</i></p>

ANAC APPROVED

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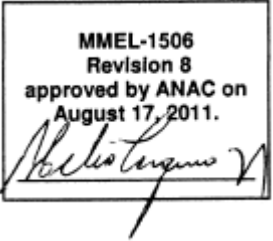
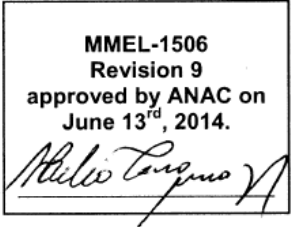
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<p>7 JUL 26, 11</p>	<p>Cover page; 0-INTR pages 1, 2, 5, 7 to 10; 21-5 to 21-16, 21-18, 21-19; 23-2, 23-4 to 23-6; 24-1 to 24-3; 25-5, 25-12 to 25-15, 25-17; 26-1 to 26-4, 26-11; 27-1 to 27-3; 28-1, 28-2, 28-5; 29-1, 29-5; 30-5, 30-6; 31-7; 33-1, 33-4; 34-3 to 34-8, 34-11 to 34-13; 35-2; 36-1 to 36-8; 38-1; 44-1, 44-4 to 44-6; 46-1; 49-1; 50-1, 50-2; 52-5 to 52-10; 73-1; 79-1; 80-1.</p>	<p>Included Items and general updating. Included EMBRAER 190 PR model.</p>	<div data-bbox="710 797 982 995" style="border: 1px solid black; padding: 5px; text-align: center;"> <p>MMEL-1506 Revision 7 approved by ANAC on July 26, 2011.</p>  </div> <p><i>Nelson Eisaku Nagamine</i> General Manager - Acting Aeronautical Product Certification Branch</p>

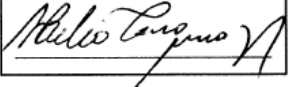
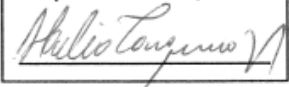
**ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST
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<p>8 AUG 17, 11</p>	<p>Cover page.</p>	<p>Included EMBRAER 190 SR model.</p>	 <p>MME-1506 Revision 8 approved by ANAC on August 17, 2011.</p> <p><i>Antonio Longino</i></p>
<p>9 JUN 13, 14</p>	<p>Cover page; 0-TOC page 1 0-INTR pages 1 to 8; 21-3, 21-4, 21-7 to 21-22; 23-1, 23-3, 23-5, 23-6; 24-2, 24-3; 25-1, 25-10, 25-14, 25-17, 25-18, 25-22; 27-1 to 27-3; 28-2 to 28-4; 29-5; 30-1 to 30-3, 30-5; 31-5 to 31-8 32-2, 32-3; 33-4, 33-5;</p>	<p>Update of MMEL definitions.</p> <p>Included Items and general updating.</p> <p>Editorial corrections.</p>	 <p>MME-1506 Revision 9 approved by ANAC on June 13rd, 2014.</p> <p><i>Antonio Longino</i></p>

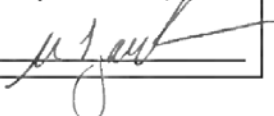
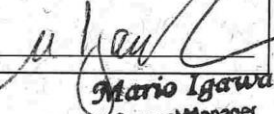
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<p>9 JUN 13, 14</p>	<p>34-3 to 34-14; 35-1; 36-1 to 36-10; 38-1; 44-3, 44-6, 44-7; 52-4, 52-8; 78-1, 78-2.</p>	<p>Update of MMEL definitions. Included Items and general updating. Editorial corrections.</p>	<div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>MMEL-1506 Revision 9 approved by ANAC on June 13rd, 2014.</p>  </div>
<p>10 SEP 30, 14</p>	<p>79-1, 79-2</p>	<p>Added new dispatch condition to item 79-33-01 (Low Oil Pressure Switch).</p>	<div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>MMEL-1506 Revision 10 approved by ANAC on September 30th, 2014.</p>  </div>

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<p>11 SEP 04, 15</p>	<p>4; 21-21; 25-7 to 25-9, 25-12 to 25-25; 26-2; 27-1; 28-1; 29-5; 30-3; 31-5; 32-1 to 32-3; 33-1 to 33-8; 34-4, 34-5; 35-1; 36-3; 46-1, 46-2; 50-1, 50-2; 52-4 to 52-11; 79-1, 79-2</p>	<p>Update of MMEL definitions. Added items and general updating. Editorial corrections.</p>	<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p>MMEL-1506 Revision 11 approved by ANAC on September 4th, 2015.</p>  </div>
<p>12 OCT 28, 16</p>	<p>25-15; 26-2</p>	<p>Remark was updated.</p>	<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p>MMEL-1506 Revision 12 approved by ANAC on October 28, 2016.</p>  <p>Mario Igawa General Manager Aeronautical Product Certification</p> </div>

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REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
13 AUG 30, 18	ALL	Updated the MMEL layout, header and dispatch conditions identifications. Added MMEL items and general updates. Included items for EMBRAER 190-E2.	883/2018/GCPR/GGCP/SAR-ANAC
14 SEP 09, 19	ALL	Included items for EMBRAER 195-E2 and general updates.	981/2019/GCPR/GGCP/SAR-ANAC
15 APR 28, 20	27- 5	Updated item 27-43-02 (Pitch Trim Switches)	315/2020/GCPR/GGCP/SAR-ANAC

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<p>16 NOV 19, 21</p>	<p>21-3; 21-17 to 21-18; 21-24; 22-1; 23-4; 24-2; 25-13 to 25-17; 25-21; 25-30; 27-6 to 27-7; 27-10 to 27-11; 28-9; 29-2; 30-6 to 30-8; 30-10; 30-14 to; 30-15; 30-17; 31-5; 31-7 to 31-9; 34-5; 34-8; 34-11; 34-13; 34-15 to 34-20; 36-8 to 36-10; 36-13; 36-15; 36-17 to 36-19; 36-23 to 36-25; 36-27; 38-3 to 38-10; 44-2; 45-1; 45-3; 52-7 to 52-8; 52-11 to 52-14; 73-3; 79-3 to 79-5</p>	<p>Added MMEL items and general updates.</p>	<p>1137/2021/GTPR/GCPP/SAR-ANAC</p>

**ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST
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<p style="text-align: center;">17 FEB 17, 23</p>	<p>21-3 to 21-6; 23-3; 23-5 to 23-8; 23-11; 26-3; 29-4; 30-2; 30-13; 31-5; 31-9; 33-9; 33-12 to 33 13; 34-7 to 34-8; 34-15 to 34-21; 35-4 to 35-7; 36-20 to 36-21; 38-5 to 38-6; 44-1 to 44-5; 44-7; 45-1; 50-1 to 50-3; 52-10 to 52-11</p>	<p>Added MMEL items and general updates.</p>	<p style="text-align: center;">160/2023/GTPR/GCPP/ SAR-ANAC</p>

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REVISION	5	OCT 31, 2007
REVISION	6	APR 29, 2009
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REVISION	11	SEP 04, 2015
REVISION	12	OCT 28, 2016
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REVISION	17	FEB 17, 2023

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* HOC-4	REVISION 17

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* Asterisk indicates pages revised, added or deleted by the current revision.

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DEFINITIONS

- 1) **Administrative Control Item (ACI).** An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the POI provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI.
- 2) **ATA System Page.** The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.
 - a) **Item.** This column depicts the equipment, system, component, or function listed in the "Item" column.
 - b) **Repair Category.** See definition #23.
 - c) **Number Installed.** This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" symbol is used.
 - d) **Number Required for Dispatch.** This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met. Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

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- e) **Remarks or Exceptions.** This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
 - f) **Provisos.** Provisos are indicated by a number or a lower case letter in “Remarks or Exceptions”. Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.
 - g) **Notes.** Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.
 - h) **Vertical Bar (change bar).** A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MMEL are removed prior to the release of the next revision.
- 3) **Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM).** The CTA/ANAC approved AFM/RFM is the document approved by the responsible ANAC Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term “approved flight manual” can apply to either an AFM or an RFM. ANAC requires an approved flight manual for aircraft type certification.
- 4) **As Required by local regulations.** When the MMEL states, “As Required by Local Regulations” the listed instrument or equipment item is subject to certain provisions (restrictive or permissive) expressed in RBHA/RBAC operating rules. The number of items required by RBHA/RBAC must be operative. When the listed item is not required by RBHA/RBAC, it may be inoperative for the time specified by repair category.

- 5) **"Regulamentos Brasileiros de Homologação Aeronáutica" (RBHA)/ "Regulamento Brasileiro de Aviação Civil" (RBAC)** means the applicable requirement for the certified airplane.
- 6) **Considered Inoperative.** The phrase, "Considered Inoperative", as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
- 7) **Dash (-).** Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.
- 8) **Day of Discovery.** This is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar days or flight days specified in the MMEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MMEL items; i.e., categories A, B, C, and D.
- 9) **Deactivated and/or Secured.** When the MMEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.
- 10) **Deleted.** "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
- 11) **Extended Range Operations (ER).** ER refers to extended range operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.
- 12) **Excess Items.** Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the RBHA/RBAC.

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- 13) **Flight Day.** A flight day is a 24 hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.
 - 14) **Heavy Maintenance Visit (HMV).** HMV is a maintenance check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.
 - 15) **Icing Conditions.** An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
 - 16) **Inoperative.** A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) and/or tolerance(s).
 - 17) **Inoperative Components of an Inoperative System.** Inoperative instrument and equipment items, which are components of a system that is inoperative, are usually considered components directly associated with and having no other function than to support that system (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
 - 18) **Is Not Used.** The phrase "Is Not Used" in the provisos, remarks or exceptions for an MMEL instrument or equipment item may specify that another item in the MMEL "is not used". In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.

19) Nonessential Equipment and Furnishings (NEF). NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.

20) Operative. An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that its operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral.

Other terminology sometimes used interchangeably with "operative" within the MMEL is "operates normally", "fully operative", and "considered operative". The aircraft operator's MEL may incorporate standardized terminology of the aircraft operator's choice to specify that an item of equipment must be operative, provided the aircraft operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).

21) "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

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- 22) Placarding.** Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.
- 23) Repair Category.** All users of an MEL approved under RBHA/RBAC 91, 121, 129 and 135 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators.
- a) Repair Category A.** This category item must be repaired within the time interval specified in the “Remarks or Exceptions” column of the aircraft operator’s approved MEL. For time intervals specified in “calendar days” or “flight days”, the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator’s approved MEL.
 - b) Repair Category B.** This category item must be repaired within 3 consecutive calendar days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3 day interval would begin at midnight the 26th and end at midnight the 29th.
 - c) Repair Category C.** This category item must be repaired within 10 consecutive calendar days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.
 - d) Repair Category D.** This category item must be repaired within 120 consecutive calendar days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

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- 24) Takeoff.** Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.
- 25) Triple Asterisk (***)**. Indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the aircraft operator's MEL after the approving office has determined that the item has been installed on one or more of the aircraft operator's aircraft. The symbol, however, must not be carried forward into the aircraft operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.
- 26) Visible Moisture.** An atmospheric environment containing water, in any form, that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
- 27) Visual Flight Rules (VFR).** VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
- 28) Visual Meteorological Conditions (VMC).** VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
- 29) (M).** This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.

- 30) (O).** This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flightcrew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.
- 31) Electronic Fault Alerting System.** New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data that is represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.

The E-Jets family is equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides four different message levels: WARNING, CAUTION, ADVISORY and STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an aircraft operator's standard maintenance program.

PREAMBLE

The Airworthiness Regulations require that all equipment installed on an airplane in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the manufacturer and approved by the CTA/ANAC to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The CTA/ANAC approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of RBHA/RBAC requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by RBHA/RBAC. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative. When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by RBHA/RBAC. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered. Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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		2. Number installed				
		3. Number required for dispatch				
		4. Remarks and/or exceptions				
21 AIR CONDITIONING						
00-00	Environment Control System Synoptic Displays (MFD ECS Page)	C	2	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.	
00-01	Air Management System (AMS) Channels					
-01	AMSC Channels (EMBRAER 170/175/190/195)	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) AMS control channel is reverted to the operative one, and b) Flight is conducted at or below FL 310.	
-02	AMSC 1 Channels (EMBRAER 190-E2)				Deleted, Revision 14.	
-03	AMSC 2 Channels (EMBRAER 190-E2)				Deleted, Revision 14.	
00-02	Air Management System (AMS) Controllers (EMBRAER 190-E2)				Deleted, Revision 14.	
21-04	Foot Warmer Shutoff Valves	C	2	0		
23-00	Gasper System	D	1	0	NOTE: Any portion of the system that operates normally may be used.	
24-01	Recirculation Fans	C	2	0	(M) May be inoperative provided affected fan is deactivated.	
-01	Recirculation Fan Check Valves	C	2	0	(M) May be inoperative closed provided associated fan is deactivated.	

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		4. Remarks and/or exceptions			
21 AIR CONDITIONING					
24-02	Recirculation Air Filters				
-A		C	2	0	May be inoperative or missing provided Recirculation Fans (RECIRC) remain selected off.
-B		C	2	0	(M) May be inoperative or missing provided associated Recirculation Fan is deactivated.
24-04	Recirculation System Smoke Detector				Deleted, Revision 13 (Included in item 26-16-00).
24-06	Recirculation Fans Pushbutton	C	1	0	May be inoperative provided both Recirculation Fans are considered inoperative.
-01	Recirculation Fan Pushbutton Illumination	C	1	0	(O) May be inoperative provided associated pushbutton is verified operative.
25-01	Emergency Ram Air Valve	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Valve is secured open, and b) Air Conditioning Pack 01 is considered inoperative.
25-03	Emergency Ram Air Check Valve	C	1	0	Except for ER operations, may be inoperative open provided Air Conditioning Pack 02 is considered inoperative.

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		2. Number installed			
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		4. Remarks and/or exceptions			

21 AIR CONDITIONING

25-06	Ram Air Inlet Door System (EMBRAER 170/175 Post-Mod. SB 170-53-0107 and EMBRAER 190/195 Post-Mod. SB 190-53-0070)	C	1	0	(M) May be inoperative provided: a) Both doors are secured open, and b) Both actuators are deactivated.
26-01	Forward Electronic Bay Compartment Fan (EMBRAER 190-E2/195-E2)	C	2	1	(M) May be inoperative provided operative Fan is verified powered by ESS BUS.
26-02	Forward Electronic Bay Temperature Sensor (EMBRAER 190-E2/195-E2)	C	1	0	May be inoperative provided FWD EBAY SMK DET FAIL is not displayed on EICAS.
26-05	Middle Electronic Bay Compartment Fan (EMBRAER 190-E2/195-E2)	C	2	1	(M) May be inoperative provided operative Fan is verified powered by ESS BUS.
26-06	Middle Electronic Bay Temperature Sensor (EMBRAER 190-E2/195-E2)	C	1	0	May be inoperative provided CTR EBAY SMK DET FAIL is not displayed on EICAS.

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21 AIR CONDITIONING

26-08	Aft Electronic Bay Ventilation System (LINEAGE 1000)				
-01	Ventilation Fan 1	D	1	0	May be inoperative provided IFE is used in-flight only.
-02	Ventilation Fan 2	C	1	0	May be inoperative provided IFE is selected OFF.
-03	Airflow Switch	C	1	0	May be inoperative provided IFE is selected OFF.
26-11	Aft Electronic Bay Temperature Sensor (EMBRAER 190-E2/195-E2)	C	1	0	May be inoperative provided AFT EBAY SMK DET FAIL is not displayed on EICAS.
27-01 ***	Forward Cargo Compartment Fan	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, and b) Live animals are not carried in the cargo compartment.

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21 AIR CONDITIONING

27-03 ***	Forward Cargo Compartment Check Valve				
-A		C	1	0	(M) May be inoperative closed provided: a) Fan is deactivated, and b) Live animals are not carried in the forward cargo compartment.
-B		C	1	0	(O) May be inoperative open provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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21 AIR CONDITIONING

27-04 *** Forward Cargo Compartment Shutoff Valve	-A	C	1	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Valve is secured closed, b) Fan is deactivated, and c) Live animals are not carried in the forward cargo compartment.
-B	C	1	0	<p>(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>	
27-09 Aft Baggage Compartment Shutoff Valves (LINEAGE 1000)		C	2	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Both valves are secured closed, and b) Live animals are not carried in the baggage compartment.

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21 AIR CONDITIONING					
28-02 ***	In-Flight Entertainment System (IFE) (EMBRAER 170/175/190/195/ LINEAGE 1000)				
-01	Ventilation Fan	D	1	0	(M)(O) May be inoperative provided: a) Ventilation system is reset, and b) IFE is used in-flight only.
-02	Airflow Switch	D	1	0	(M)(O) May be inoperative provided: a) Ventilation system is reset, and b) IFE is used in-flight only.
28-03 ***	In-Flight Entertainment System (IFE) Ground-Shutoff- Valve (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured closed, b) Ventilation system is reset, and c) IFE is used in-flight only.
28-04 ***	In-Flight Entertainment System (IFE) Vent- Shutoff-Valve (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	1	0	(M) May be inoperative provided: a) Affected valve is secured closed, and b) IFE is deactivated.

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21 AIR CONDITIONING

28-08 *** Chiller Ventilation System (EMBRAER 170/175/190/195/ LINEAGE 1000)					
-01 Ventilation Fan	D	1	0		(M) May be inoperative provided: a) Ventilation-fan is deactivated, and b) Chiller is deactivated.
-02 Airflow Switch	D	1	0		(M) May be inoperative provided: a) Ventilation-fan is deactivated, and b) Chiller is deactivated.
28-09 *** Chiller Ground-Shutoff-Valve (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	1	0		(M) May be inoperative provided: a) Affected valve is secured closed, and b) Chiller is deactivated.
28-10 *** Chiller Vent-Shutoff-Valve (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	1	0		(M) May be inoperative provided: a) Affected valve is secured closed, and b) Chiller is deactivated.
28-12 *** Chiller Maintenance Panel (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	1	0		(M) May be inoperative provided alternate procedures are established and used.
<p>NOTE: Any portion of the system that operates normally may be used.</p>					

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21 AIR CONDITIONING

29-02	Low Pressure Ground Connection Check Valves					
-01	EMBRAER 170/175/190/195/ LINEAGE 1000					
-A		C	2	1		Except for ER operations, may be inoperative open provided associated Air Conditioning Pack is considered inoperative.
-B		C	2	0		Except for ER operations, may be inoperative open provided both Air Conditioning Packs are considered inoperative.
-C		C	2	0		May be inoperative closed.
-02	EMBRAER 190-E2/ 195-E2	C	1	0		May be inoperative closed.

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21 AIR CONDITIONING

31-01	Cabin Pressure Control System (CPCS) Controller Channels				
-01	System Faults				
-A		C	-	-	May be dispatched with PRESN AUTO FAULT Advisory EICAS message provided PRESN MAN FAIL Caution message is not displayed on EICAS.
-B		C	-	-	Except for ER operations, may be dispatched with PRESN AUTO FAIL Caution EICAS message provided Outflow Valve is considered inoperative.
-C		C	-	-	Except for ER operations, may be dispatched with PRESN MAN FAIL Caution EICAS message provided Outflow Valve is considered inoperative.
-D	EMBRAER 190-E2/ 195-E2	C	-	-	(O) Except for ER operations, may be dispatched with PRESN MAN FAIL Caution EICAS message provided: a) PRESN AUTO FAULT or PRESN AUTO FAIL are not displayed on the EICAS, b) Extended overwater flight is prohibited, and c) Dump function of the Outflow Valve is tested before each flight.

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21 AIR CONDITIONING

31-02	Outflow Valve (Continued)				
-03	LINEAGE 1000				
-A		C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve Indication on MFD operates normally, b) Outflow Valve is verified open before each flight, c) Extended overwater flight is prohibited, d) Auxiliary Fuel System is considered inoperative, and e) Flight is conducted in an unpressurized configuration.
-B		C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, c) Auxiliary Fuel System is considered inoperative, and d) Flight is conducted in an unpressurized configuration.
31-05	Outflow Valve Indication on MFD	C	2	0	

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21 AIR CONDITIONING

31-07	Cabin Rate of Climb Indication on EICAS				
-A		C	1	0	May be inoperative provided Automatic Mode on both channels operates normally.
-B		C	1	0	Except for ER operations, may be inoperative provided Outflow Valve is considered inoperative.
31-09	Cabin Differential Pressure Indication on EICAS				
-A		C	1	0	(O) May be inoperative provided: a) Cabin Altitude Indication operates normally, and b) A table is available to convert Cabin Altitude to Cabin Differential Pressure.
-B		C	1	0	Except for ER operations, may be inoperative provided Outflow Valve is considered inoperative.

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21 AIR CONDITIONING					
31-11	Cabin Altitude Indication on EICAS				
-A		C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indication operates normally, and b) A table is available to convert Cabin Differential Pressure to Cabin Altitude.
-B		C	1	0	Except for ER operations, may be inoperative provided Outflow Valve is considered inoperative.
31-13	Landing Field Elevation (LFE) Indication on EICAS	C	1	0	Except for ER operations, may be inoperative provided Outflow Valve is considered inoperative.
32-01	Positive Pressure Relief Valve (Including Static Port and Tubing)	C	1	0	Except for ER operations, may be inoperative provided Outflow Valve is considered inoperative.
32-04	Negative Pressure Relief Valve	C	1	0	Except for ER operations, may be inoperative provided Outflow Valve is considered inoperative.
32-14	Safety Valve Indication on MFD	C	2	0	
41-00 ***	Heated Floor Panel System (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	1	0	(M) May be inoperative provided system is deactivated.

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21 AIR CONDITIONING

51-00 Air Conditioning Packs					
-01 EMBRAER 170/175/190/195/ LINEAGE 1000					
-A Airplanes with Ram Air Inlet Doors Installed	C	2	1		(O) Except for ER operations, one may be inoperative provided: a) Associated Air Conditioning Pack remains selected off, b) Flight is conducted at or below FL 310, and c) Both Ram Air Inlet Doors are considered inoperative.
-B Airplanes without Ram Air Inlet Doors Installed	C	2	1		(O) Except for ER operations, one may be inoperative provided: a) Associated Air Conditioning Pack remains selected off, and b) Flight is conducted at or below FL 310. (Continued)

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21 AIR CONDITIONING

51-00	Air Conditioning Packs (Continued)				
-02	EMBRAER 170/175/190/195				
-A	Airplanes with Ram Air Inlet Doors Installed	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both Air Conditioning Packs remain selected off, b) Flight is conducted in an unpressurized configuration, and c) Both Ram Air Inlet Doors are considered inoperative.
-B	Airplanes without Ram Air Inlet Doors Installed	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both Air Conditioning Packs remain selected off, and b) Flight is conducted in an unpressurized configuration.
-03	EMBRAER 190 PR/ LINEAGE 1000				
-A	Airplanes with Ram Air Inlet Doors Installed	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both Air Conditioning Packs remain selected off, b) Flight is conducted in an unpressurized configuration, c) Both Ram Air Inlet Doors are considered inoperative, and d) The Auxiliary Fuel system is considered inoperative. (Continued)

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21 AIR CONDITIONING

51-00 Air Conditioning Packs (Continued)				
-04 EMBRAER 190-E2/ 195-E2 (Continued)				
-B	A	2	0	(O) Both may be inoperative provided: a) Both Air Conditioning Packs remain selected off, b) Wing Anti-Ice System is operative, c) Flight is conducted in an unpressurized configuration, and d) Repairs are made within 10 flight days.

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21 AIR CONDITIONING

51-01	Pack Flow Control Valves				
-A		C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Affected valve is secured closed, and b) Associated Air Conditioning Pack is considered inoperative.
-B		C	2	1	(O) Except for ER operations, may be inoperative provided: a) Affected valve is verified closed, b) Flow Control Valve indication on MFD operates normally, and c) Associated Air Conditioning Pack is considered inoperative.
-C		C	2	0	(M) May be inoperative provided: a) Affected valves are secured closed, and b) Both Air Conditioning Packs are considered inoperative.

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21 AIR CONDITIONING

51-02	Flow Sensing Venturis				
-A		C	2	1	Except for ER operations, one may be inoperative provided associated Air Conditioning Pack is considered inoperative.
-B		C	2	0	Except for ER operations, may be inoperative provided both Air Conditioning Packs are considered inoperative.
51-08	Water Spray Nozzles				
-A		C	2	1	Except for ER operations, one may be inoperative provided associated Air Conditioning Pack is not used.
-B		C	2	0	(M) May be inoperative provided affected Spray Nozzle is removed.
-C		C	2	0	May be inoperative provided both Air Conditioning Packs are not used.
51-23	Pack 1 (2) Pushbutton Illumination	C	2	0	(O) May be inoperative provided associated pushbutton is verified operative.

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21 AIR CONDITIONING						
60-00	Temperature Control					
-01	Cockpit Temperature "SET" Indication on MFD ECS Page	C	2	0	May be inoperative provided Cockpit Temperature "ACTUAL" Indication on MFD ECS Page operates normally.	
-02	Cockpit Temperature "ACTUAL" Indication on MFD ECS Page	C	2	0	May be inoperative provided Cockpit Temperature "SET" Indication on MFD ECS Page operates normally.	
-03	Passenger Cabin Zone Temperature "SET" Indication on MFD ECS Page	C	4	0	May be inoperative provided Passenger Cabin Temperature "ACTUAL" Indication on MFD ECS Page operates normally.	
-04	Passenger Cabin Zone Temperature "ACTUAL" Indication on MFD ECS Page	C	4	0	May be inoperative provided Passenger Cabin Temperature "SET" Indication on MFD ECS Page operates normally.	
61-00	Cockpit Temperature Control on Air Conditioning/ Pneumatic Panel					
-A		C	1	0	May be inoperative provided Cockpit Temperature "SET" Indication on MFD ECS Page is acceptable by the flight crew.	
-B		C	1	0	Except for ER operations, may be inoperative provided Air Conditioning Pack 01 is not used.	

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21 AIR CONDITIONING						
61-01	Cockpit Zone Temperature Sensor					
-A		C	1	0	May be inoperative provided Cockpit Temperature "SET" Indication on MFD ECS Page operates normally.	
-B		C	1	0	Except for ER operations, may be inoperative provided Air Conditioning Pack 01 is not used.	
62-00	Passenger Cabin Zone Temperature Control					
-01	On Air Conditioning/ Pneumatic Panel					
-A		C	1	0	May be inoperative provided: a) PAX/CABIN knob on the AIR COND/PNEUMATIC Panel is set to ATTND position, and b) Temperature Control knob on the FAP is used to control the Passenger- Cabin Zone Temperature.	
-B		C	1	0	May be inoperative provided Cabin Temperature "SET" Indication on MFD ECS Page is considered inoperative. NOTE: This failure mode is recognized when the "SET" indication is dashed. (Continued)	

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21 AIR CONDITIONING

62-00	Passenger Cabin Zone Temperature Control (Continued)				
-01	On Air Conditioning/Pneumatic Panel (Continued)				
-C		C	1	0	May be inoperative provided "SET" Indication on MFD ECS Page is in a range of temperature acceptable by the flight crew.
-D		C	1	0	Except for ER operations, may be inoperative provided Air Conditioning Pack 02 is not used.
-02	On Flight Attendant Panel/CMS				
-A		C	-	0	May be inoperative provided Temperature Control knob on the AIR COND/PNEUMATIC Panel is used.
-B		C	-	0	Except for ER operations, may be inoperative provided Air Conditioning Pack 02 is not used.

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21 AIR CONDITIONING				
62-01	Passenger Cabin Zone Temperature Sensor			
-A		C	- 0	May be inoperative provided Passenger Cabin Zone Temperature "SET" indication on MFD ECS Page operates normally.
-B		C	- 0	Except for ER operations, may be inoperative provided Air Conditioning Pack 02 is not used.
62-03	Trim Air Pressure Regulating Valve (EMBRAER 190-E2/ 195-E2)	C	1 0	(M) May be inoperative provided valve is secured closed.
62-05	Trim Air Valves ***			
-01	EMBRAER 170/175/190/195/ LINEAGE 1000	C	2 0	(M) May be inoperative provided affected valve is secured closed.
-02	EMBRAER 190-E2/ 195-E2			
-A		C	3 0	May be inoperative provided Trim Air Pressure Regulating Valve is operative.
-B		C	3 0	May be inoperative provided Trim Air Pressure Regulating Valve is considered inoperative.
72-00	Air Cleaner System *** (EMBRAER 190-E2/ 195-E2)	D	2 0	(M) May be inoperative provided associated Air Cleaner Shutoff Valve is deactivated closed.

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22 AUTO FLIGHT CONTROL SYSTEM					
00-00	Autopilot System	B	1	0	May be dispatched with AP FAIL Caution EICAS message provided procedures do not require its use.
-01	System Faults (EMBRAER 190-E2/ 195-E2)	A	-	-	(O) May be dispatched with AP FAULT Advisory EICAS message provided: a) Both AP DISC buttons are verified to operate normally, and b) Repairs are made within 10 calendar-days. NOTE: If one AP DISC button is inoperative, refer to MMEL item 22-11-04 Autopilot Disconnect (AP DISC) Buttons.
10-00	Autopilot Channels (EMBRAER 170/175/190/195/ LINEAGE 1000)	A	2	1	(M) May be dispatched with AP FAULT Advisory EICAS message provided: a) Both AP/TRIM DISC buttons are verified to operate normally, and b) Repairs are made within 10 calendar-days.
10-01 ***	Autoland 1 (Airplanes with Autoland capability)	C	1	0	May be inoperative provided operations do not require its use.
10-02 ***	Autoland 2 (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	May be inoperative provided operations do not require its use.
10-12	Mach Trim Channels (EMBRAER 190/195/ LINEAGE 1000)	B	2	1	

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22 AUTO FLIGHT CONTROL SYSTEM						
10-14	Yaw Damper Channels (EMBRAER 170/175/190/195/ LINEAGE 1000)	B	2	1		
10-16	Flight Director Channels	B	2	1		One may be inoperative provided operations do not require its use.
10-20	Takeoff/Go-Around (TO/GA) Buttons	C	2	1		(O) One may be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used.
11-01	Guidance Panel (GP)					
-01	GP Channels					
-A	EMBRAER 170/175/190/195/ LINEAGE 1000	C	2	1		(O) Except for ER operations, one may be inoperative provided: a) Associated side TO/GA and AP/FD TCS buttons are considered inoperative, and b) Alternate procedures are established and used.
-B	EMBRAER 190-E2/ 195-E2	C	2	1		(O) One may be inoperative provided: a) Associated side TO/GA and AP DISC buttons are considered inoperative, and, b) Alternate procedures are established and used.
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22 AUTO FLIGHT CONTROL SYSTEM					
11-01	Guidance Panel (GP) (Continued)				
-02	Flight Director (FD) Buttons	C	2	0	
-03	Autopilot Button				
-A	AP Button (EMBRAER 170/175/190/195/ LINEAGE 1000)	B	1	0	May be inoperative provided operations do not require its use.
-B	AUTOPILOT Button (EMBRAER 190-E2/ 195-E2)	B	1	0	May be inoperative provided operations do not require its use.
-04	Yaw Damper (YD) Button (EMBRAER 170/175/190/195/ LINEAGE 1000)				Deleted, Revision 13.
-05	Source (SRC) Button	C	1	0	
-06	Airspeed to Mach (PUSH IAS-MACH) Change Button	C	1	0	
-07	Lateral Navigation Mode Button				
-A	NAV Button (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	May be inoperative provided operations do not require its use.
-B	LNAV Button (EMBRAER 190-E2/ 195-E2)	C	1	0	May be inoperative provided operations do not require its use.
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22 AUTO FLIGHT CONTROL SYSTEM				
11-01	Guidance Panel (GP) (Continued)			
-08	Heading (HDG) Mode Button	C	1	0 (O) May be inoperative provided alternate procedures are established and used.
-09	Approach Mode Button			
-A	APP Button (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0 May be inoperative provided operations do not require its use.
-B	APPR Button (EMBRAER 190-E2/ 195-E2)	C	1	0 May be inoperative provided operations do not require its use.
-10	Bank Limiter (BANK) Button	C	1	0 (O) May be inoperative provided alternate procedures are established and used.
-11	Heading Selector (HDG SEL) Knob	C	1	0 (O) May be inoperative provided alternate procedures are established and used.
-12	Heading Synchronization (PUSH SYNC) Button	C	1	0
-13	Flight Level Change (FLCH) Mode Button	C	1	0 May be inoperative provided operations do not require its use.
-14	Vertical Navigation (VNAV) Mode Button	C	1	0 May be inoperative provided operations do not require its use.
-15	Altitude Hold (ALT) Mode Button	C	1	0 May be inoperative provided operations do not require its use.
				(Continued)

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22 AUTO FLIGHT CONTROL SYSTEM

11-01	Guidance Panel (GP) (Continued)				
-16	Feet to Meter (PUSH FT-M) Change Button	C	1	0	May be inoperative provided operations do not require its use.
-17	Flight Path Angle (FPA) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
-18	Flight Path Angle Selector (FPA SEL) Knob (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	May be inoperative provided operations do not require its use.
-19	Vertical Speed (VS) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
-20	Selector Thumb Wheel				
-A	Vertical Speed (VS DN/UP) Selector Thumb Wheel (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	May be inoperative provided operations do not require its use.
-B	Vertical Speed and Flight Path Angle (VS/FPA DN/UP) Selector Thumb Wheel (EMBRAER 190-E2/ 195-E2)	C	1	0	May be inoperative provided operations do not require its use.
(Continued)					

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22 AUTO FLIGHT CONTROL SYSTEM					
11-01	Guidance Panel (GP) (Continued)				
-21	Autothrottle (A/T) Button	B	1	0	May be inoperative provided Autothrottle Channels are considered inoperative.
11-02	Autopilot/Trim Disconnect (AP/TRIM DISC) Buttons (EMBRAER 170/175/190/195/ LINEAGE 1000)				Deleted, Revision 13.
11-03	Autopilot/Flight Director Touch Control Steering (AP/FD TCS) Buttons	C	2	0	
11-04	Autopilot Disconnect (AP DISC) Buttons (EMBRAER 190-E2/ 195-E2)				
-A		C	2	1	One may be inoperative on the non-flying pilot's side provided: a) Autopilot is not used below 1500 ft AGL, and b) Approach minimums do not require the use of the autopilot.
-B		B	2	0	May be inoperative provided autopilot is not used.

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22 AUTO FLIGHT CONTROL SYSTEM

30-00	Autothrottle Channels		
-A		C 2 1	
-B		B 2 0	May be inoperative provided AT is not used.
30-12	Autothrottle Disconnect Buttons		
-A		C 2 1	
-B		B 2 0	May be inoperative provided both Autothrottle Channels are considered inoperative.
30-15	Electronic Thrust Trim System (ETTS)	B 1 0	May be inoperative provided both Autothrottle Channels are considered inoperative.

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23 COMMUNICATIONS

11-00 ***	High Frequency (HF) Communication System	
-A	D	- - Any in excess of those required by local regulations may be inoperative.
-B	C	- 1 (O) May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.

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23 COMMUNICATIONS

12-00	Very High Frequency (VHF) Communication System			
-A		D	- -	Any in excess of those required by local regulations may be inoperative provided: a) VHF 1 operates normally, and b) Procedures do not require its use.
-B		C	- 1	(O) Any in excess of one may be inoperative provided: a) VHF 1 operates normally, b) Operations are conducted under VFR over routes navigated by reference to visual landmarks, c) Applicable airspace requirements for the intended flight route are complied with, and d) Alternate procedures are established and used, if applicable.
-C		C	- 2	(O) Any in excess of two, may be inoperative provided alternate procedures are established and used, if applicable.

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23 COMMUNICATIONS

15-00 ***	Satellite Communication System (SATCOM)					
	-A	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
	-B	D	-	0		May be inoperative provided procedures do not require its use.
21-00 ***	Selective Call System (SELCAL)					
	-A	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
	-B	D	-	0		May be inoperative provided procedures do not require its use.
23-00 ***	Wireless Gatelink System/Wireless Quick Access Recorder (WQAR) (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	1	0		(M) May be inoperative provided alternate procedures are established and used.
24-00 ***	Communication Management Function (CMF)					
	-A	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
	-B	D	-	0		May be inoperative provided procedures do not require its use.

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23 COMMUNICATIONS

24-01	Printer					

	-A	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	-B	D	1	0	May be inoperative provided procedures do not require its use.	
25-00	Controller Pilot Datalink Communication System (FANS 2-CPDLC/ ATN-CPDLC)					

	-A	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	-B	D	-	0	May be inoperative provided procedures do not require its use.	

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23 COMMUNICATIONS

30-00	Passenger Address System				
-A	EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000	C	1	0	(O) May be inoperative provided: a) PA not required by local regulations, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.
-B	EMBRAER 170/175/190/195/ 190-E2/195-E2	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant alerting system (chime or light) operates normally. NOTE: Any station function(s) that operate normally may be used.

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23 COMMUNICATIONS

51-00	Cockpit/Cabin Interphone System				
-A		D	-	-	Any in excess of those required may be inoperative provided procedures do not require their use.
-B		C	-	-	(O) Any in excess of those required may be inoperative provided alternate procedures are established and used.
-01	Flight Deck to Cabin, Cabin to Flight Deck Functions				
-A	EMBRAER 170/175/190/195/190-E2/195-E2	B	-	-	(O) May be inoperative provided: a) An adequate number of interphone terminals, accessible by each required cabin crew from its assigned area or from the nearest assigned area are operative, and b) Alternate procedures are established and used, and c) Flight deck call chime operates normally.
-B	LINEAGE 1000	D	-	-	(O) May be inoperative provided operating rules do not require its use. NOTE: Any station function(s) that operate normally may be used. (Continued)

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23 COMMUNICATIONS

51-00	Cockpit/Cabin Interphone System (Continued)				
-02	Cabin to Cabin Functions (EMBRAER 170/175/190/195/190-E2/195-E2)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any station function(s) that operate normally may be used.
-03	Flight Deck to Ground, Ground to Flight Deck Functions				
-A		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of system which operates normally may be used.
-B		D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of system which operates normally may be used.
					(Continued)

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23 COMMUNICATIONS

51-00	Cockpit/Cabin Interphone System (Continued)				
-04	Flight Attendant Handset	C	-	-	(O) May be inoperative at any non-required cabin crew seat.
-A	EMBRAER 170/175/190/195/190-E2/195-E2	C	-	-	(O) May be inoperative provided: a) An adequate number of interphone terminals, accessible by each required cabin crew from its assigned area or from the nearest assigned area are operative, and b) Operative handsets are located at operative cabin crew seats, and c) Alternate procedures are established and used.
-B	LINEAGE 1000	D	-	-	Any in excess of those required by local regulations may be inoperative.

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23 COMMUNICATIONS

51-01	Cockpit Alerting System (Chime/Light)				
-01	Flight Deck Call Lights (CAB/EMER) on Digital Audio Panels	B	6	0	May be inoperative provided: a) Flight deck call chime operates normally, and b) Flight deck call chime differentiates between normal and emergency calls.
51-02	Cockpit Speakers	C	2	0	May be inoperative provided: a) Procedures do not require its use, and b) Associated Headset earphones or headphones are installed and operate normally.

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23 COMMUNICATIONS

51-03 Push To Talk (PTT) Switches					
-01 PTT MIC Switch on Glareshield Panel					
-A	C	2	0		(O) May be inoperative provided: a) Associated PTT/HOT MIC Switch on Yoke operates normally, and b) Affected switch is verified failed open (non-transmitting position).
-B	C	2	0		(M) May be inoperative provided: a) Associated PTT/HOT MIC Switch on Yoke operates normally, and b) Affected switch is deactivated.
-02 PTT/HOT MIC Switches on Yoke					
-A	C	2	0		(O) May be inoperative provided: a) Associated PTT MIC Switch on Glareshield Panel operates normally, and b) Affected switch is verified failed open (non-transmitting position).
-B	C	2	0		(M) May be inoperative provided: a) Associated PTT MIC Switch on Glareshield Panel operates normally, and b) Affected switch is deactivated.

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23 COMMUNICATIONS				
51-08	Flight Deck Headsets/ Headphones	D	-	- Any in excess of those required by local regulations 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 within three flight days.
-02	Headset Earphones/ Headphones	C	-	1 May be inoperative provided associated flight deck speaker operates normally.
-03	Active Noise Cancelling/ Reduction Function	D	-	0 May be inoperative provided normal audio function of headset is operative.
51-11	Cockpit Hand Microphones			
-A		C	-	0 May be inoperative or missing provided associated boom microphones operate normally.
-B		D	-	0 Any in excess of those required by local regulations may be inoperative.
52-00	Ramp Service Interphone System			Deleted. Revision 17 (Included in item 23-51-00).
54-03	SATCOM Cockpit Phone (LINEAGE 1000)	D	-	0 (O) May be inoperative provided the system is inhibited.

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24 ELECTRICAL POWER						
00-00	Electrical Synoptic Displays (MFD Electrical Page)	C	2	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.	
00-01	IDG Disconnect LED (Overhead Panel)	C	2	0		
00-05	Batteries 1 and 2 Voltage Indication on MFD Status Page					
-A		C	4	2	One indication per battery may be inoperative.	
-B		C	4	0	(M) May be inoperative provided: a) Battery voltage indication is available on MFD Electrical Page, and b) Affected battery voltage is checked on MFD Electrical Page during each power up.	
21-01	Engine Driven Generator (IDG, GCU, GLC)					
-A	EMBRAER 170/175/190/195/LINEAGE 1000	A	2	1	(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Affected IDG is disconnected and remains selected OFF, c) Flight is conducted at or below FL 330, and d) Repairs are made within 2 flight days.	
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24 ELECTRICAL POWER						
21-01	Engine Driven Generator (IDG, GCU, GLC) (Continued)					
-B	EMBRAER 190-E2/195-E2	B	2	1	(O) One may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Affected IDG is disconnected and remains selected OFF, and c) Flight is conducted at or below FL 390.	
22-01	APU Generator System (APU GEN, AGCU, ALC)	C	1	0	Except for ER operations, may be inoperative provided APU generator remains selected off.	
24-00	Static Inverter (EMBRAER 170/175/190/195/LINEAGE 1000)	C	1	0	(O) May be inoperative provided the APU generator operates normally and is used on takeoff and landing.	
36-10	Batteries 1 and 2 Temperature Sensors	C	4	2	One sensor per battery may be inoperative provided at least one temperature indication of associated battery on Electrical Synoptic Display (MFD Electrical Page) is verified to operate normally before each flight.	

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24 ELECTRICAL POWER					
41-00	DC External Power System	D	1	0	

-01	DC GPU AVAIL Pushbutton Light on DC GPU Panel	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
-02	DC GPU IN USE Pushbutton Light on DC GPU Panel	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
42-00	AC External Power System				
-A	EMBRAER 170/175/190/195/ LINEAGE 1000	C	1	0	(M) May be inoperative provided the system is deactivated.
-B	EMBRAER 190-E2/ 195-E2	C	1	0	
-01	AC GPU AVAIL Pushbutton Lights on Overhead Panel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-02	AC GPU IN USE Pushbutton Lights on Overhead Panel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-03	AC GPU AVAIL Light on Galley AC GPU Panel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-04	AC GPU IN USE Light on Galley AC GPU Panel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-05	AC GPU AVAIL Light on GPU Panel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
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24 ELECTRICAL POWER					
42-00	AC External Power System (Continued)				
-06	AC GPU IN USE Light on GPU Panel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-07	External AC Power Receptacle Shield	C	1	0	(M) May be cracked or damaged provided remaining shield prevents misaligned GPU connection.
42-01	External Power Module (EMBRAER 190-E2/ 195-E2)				
-01	Airplanes without DC External Power System installed				
-A		C	1	0	May be inoperative provided AC External Power System is considered inoperative.
-B		C	1	0	(M) May be inoperative provided: a) External Power Module is removed, and b) AC External Power System is considered inoperative.
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24 ELECTRICAL POWER

42-01 External Power Module (EMBRAER 190-E2/195-E2) (Continued)				
-02 Airplanes with DC External Power System installed				
-A	C	1	0	May be inoperative provided: a) AC External Power System is considered inoperative, and b) DC External Power System is considered inoperative.
-B	C	1	0	(M) May be inoperative provided: a) External Power Module is removed, b) AC External Power System is considered inoperative, and c) DC External Power System is considered inoperative.

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24 ELECTRICAL POWER

52-01	Circuit Breaker Monitoring System	B	1	0	(M) May be inoperative provided: a) If a thermal Circuit Breaker is affected, its monitor is verified to be inoperative, b) System associated with the Circuit Breaker is verified to operate normally or deferred according to the applicable MMEL entry, and c) A visual inspection of the affected Circuit Breaker is performed prior to the first flight of each day.
52-03 ***	In-Flight Entertainment System (IFE) Auto Shutdown Function (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	(O) May be inoperative provided IFE Button is verified operative before each flight.

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24 ELECTRICAL POWER			
54-00	Electrical Outlets ***		
-01	Cockpit AC Electrical Outlet		
-A		C - 0	(O) May be inoperative provided alternate procedures are established and used.
-B		D - 0	May be inoperative provided operations do not require its use.
-02	Avionics Compartment Electrical Outlet	D - 0	
-03	Galley/Wardrobe Electrical Outlet	D - 0	
-04	Aft Baggage Compartment Electrical Outlet (LINEAGE 1000)	D - 0	
-05	Cabin AC Electrical Outlets	D - 0	
61-02	Secondary Power Distribution Assembly (EMBRAER 190-E2/ 195-E2)		
-01	System Faults	B - -	May be dispatched with SPDA FAULT Advisory EICAS message displayed.

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25 EQUIPMENT/FURNISHINGS

10-05	Eye Position Indicator	C	1	0	May be inoperative or missing.
10-07	Cockpit Convenience Item(s) (except for operators with NEF Program approved)	D	-	0	Cockpit convenience items, as expressed in this MMEL are those items related to crewmember convenience or comfort such as, but not limited to: cup holders, ashtrays, footrests, etc. Items addressed elsewhere in this document shall not be included.
10-09	Chart Holder				
-A		C	-	2	May be inoperative or missing provided one is available at each pilot station.
-B		D	-	0	May be inoperative or missing provided operations do not require its use.
11-01	Pilot Seats				
-01	Vertical Power Seat Adjustment Systems				
-A		C	2	0	(M) May be inoperative provided: a) Affected system is deactivated, and b) Vertical manual seat adjustment system operates normally.
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25 EQUIPMENT/FURNISHINGS

11-01	Pilot Seats (Continued)				
-01	Vertical Power Seat Adjustment Systems (Continued)				
-B		C	2	0	May be inoperative provided: a) Affected seat has failed in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember.
-02	Vertical Manual Seat Adjustment Systems				
-A		C	2	0	May be inoperative provided vertical power seat adjustment system operates normally.
-B		C	2	0	May be inoperative provided: a) Affected seat has failed in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember.
-03	Longitudinal Seat Adjustment Systems (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	2	0	May be inoperative provided backup system operates normally.
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25 EQUIPMENT/FURNISHINGS

11-01	Pilot Seats (Continued)				
-04	Lateral Seat Adjustment Systems (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	2	0	May be inoperative provided backup system operates normally.
-05	Lumbar Supports Adjustments	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.
-06	Armrests	C	4	0	(M) May be inoperative provided: a) Affected armrest is stowed in the retracted position, and b) Seat is acceptable to affected crewmember.
-07	Recline Functions	C	2	0	May be inoperative provided seat is acceptable to the affected crewmember.
-08	Headrests Adjustments	C	2	0	May be inoperative provided seat is acceptable to the affected crewmember.
-09	Thigh Supports Adjustments	C	4	0	May be inoperative provided seat is acceptable to the affected crewmember.

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25 EQUIPMENT/FURNISHINGS

11-02	Observer Seat (Including Associated Equipment)		
-A		A 1 0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an inspector for the performance of official duties, and b) Repairs are made within two flight days.
-B		A 1 0	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the inspector for the performance of official duties, and c) Repairs are made within two flight days.
<p>NOTE 1: These provisos are intended to provide for occupancy of the above seat by an inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.</p>			
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25 EQUIPMENT/FURNISHINGS

11-02	Observer Seat (Including Associated Equipment) (Continued)				
-B	(Continued)				NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat.
12-15	Sun Visors	C	2	0	May be inoperative or missing provided there are no visual restrictions to affected crewmember.
12-17	Direct Vision Window Sunshades	C	2	0	May be inoperative or missing provided there are no visual restrictions to affected crewmember.
13-03	Crew Baggage Stowage Straps in the Cockpit	D	-	0	May be inoperative or missing provided crew baggage is stowed in an alternate location.

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25 EQUIPMENT/FURNISHINGS

20-02	Overhead Storage Bin(s)/Cabin and Galley Storage Compartments/ Closets					
-A		C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment or closet in the closed position, b) Affected bin, compartment or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed.	
					NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.	

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25 EQUIPMENT/FURNISHINGS

20-02 Overhead Storage Bin(s)/Cabin and Galley Storage Compartments/ Closets (Continued) -B	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 the retracted (fully open) position, c) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed, d) Affected bin, compartment or closet is prominently placarded "DO NOT USE", 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. (Continued)
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25 EQUIPMENT/FURNISHINGS					
20-02	Overhead Storage Bin(s)/Cabin and Galley Storage Compartments/ Closets (Continued)				
-B	(Continued)				<p>NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p> <p>NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.</p>
-01 ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.
20-03 ***	Cabin/Galley Storage Latches (Dual Latch Installations)	C	-	-	One latch per compartment may be inoperative.
20-05	"Fasten Seat Belt While Seated" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.

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25 EQUIPMENT/FURNISHINGS

20-07 Passenger Convenience / NEF Item(s)						<p>NOTE: Operators are to select either Passenger Convenience Items or NEF (Non- Essential Equipment and Furnishings) in their MELs.</p>
-01 Passenger Convenience Item(s)	D	-	0	<p>Passenger convenience item(s), as expressed in this MMEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.</p> <p>NOTE: Exterior lavatory door ashtrays are not considered convenience items.</p> <p>(Continued)</p>		

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25 EQUIPMENT/FURNISHINGS

20-07	Passenger Convenience / NEF Item(s) (Continued)				
-02	Non-Essential Equipment & Furnishings (NEF)	-	0		May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.
21-10	Passenger Seat(s)	D	-	-	(M) 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) are blocked and placarded "DO NOT OCCUPY". (Continued)

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25 EQUIPMENT/FURNISHINGS

21-10 Passenger Seat(s) (Continued)				<p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p>
-01 Recline Mechanism				
-A	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full upright position.
-B	D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position. (Continued)

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25 EQUIPMENT/FURNISHINGS

21-10	Passenger Seat(s) (Continued)				
-02	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.
-03	Armrests				
-A	Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
-B	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.
(Continued)					

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25 EQUIPMENT/FURNISHINGS

21-10	Passenger Seat(s) (Continued)				
-04	Seat Translation Mechanism (LINEAGE 1000)	C	-	0	(M) May be inoperative provided seat is positioned and secured in the appropriate position for Taxi, Takeoff and Landing.
-05 ***	Headrest Adjustments	D	-	-	May be inoperative and seat occupied provided headrest remains in the stowed position.
21-20	Flight Attendant Seat Assembly (Single or Dual Position)	C	-	0	(M)(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by local regulations for non-passenger-carrying operations, c) Inoperative folding type seat stows automatically or is secured in the retracted position, and d) Alternate procedures are established and used. (Continued)

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25 EQUIPMENT/FURNISHINGS

21-20	Flight Attendant Seat Assembly (Single or Dual Position)				
(Continued)					
-01	Required Flight Attendant Seats	B	-	-	(M)(O) One seat position or assembly may be inoperative provided: a) Affected seat position or assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY". (Continued)

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25 EQUIPMENT/FURNISHINGS

21-20	Flight Attendant Seat Assembly (Single or Dual Position)	
	(Continued)	
-01	Required Flight Attendant Seats (Continued)	<p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>(Continued)</p>

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25 EQUIPMENT/FURNISHINGS

21-20 Flight Attendant Seat Assembly (Single or Dual Position)

(Continued)

-01 Required Flight Attendant Seats (Continued)

NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable local regulations are met.

NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.

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25 EQUIPMENT/FURNISHINGS

21-20 Flight Attendant Seat Assembly (Single or Dual Position) (Continued) -02 Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Affected seat position or assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint is considered inoperative.
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25 EQUIPMENT/FURNISHINGS					
22-04	Passenger Service Unit (PSU) Test/Reset Function (EMBRAER 170/175/190/195/190-E2/195-E2)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
23-16	Powered Window Shades (LINEAGE 1000)	D	-	0	(M) May be inoperative provided the system is deactivated.
25-00	Flight Attendant Panels (FAP)				
-01	Forward FAP				
-A	EMBRAER 170/175/190/195	B	1	0	(O) May be inoperative provided: a) Aft FAP is operative, b) Passenger Service Unit (PSU) Test/Reset Function is considered inoperative, c) Lavatory Smoke Test Switches are considered inoperative, and d) Alternate procedures are established and used. NOTE: Any function on the FAP which operates normally may be used.
-B	EMBRAER 190-E2/195-E2	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function on the FAP which operates normally may be used. (Continued)

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25 EQUIPMENT/FURNISHINGS				
25-00	Flight Attendant Panels (FAP) (Continued)			
-02	Aft FAP			
-A	EMBRAER 170/175/190/195	B	1 0	(O) May be inoperative provided: a) Forward FAP is operative, and b) Water & Waste System Indications are considered inoperative, and c) Alternate procedures are established and used. NOTE: Any function on the FAP which operates normally may be used.
-B	EMBRAER 190-E2/ 195-E2	C	1 0	(O) May be inoperative provided: a) Water and Waste Indications on CMS are considered inoperative, and b) Alternate procedures are established and used. NOTE: Any function on the FAP which operates normally may be used.
27-01	Drop-Down Window on Aft Cabin Divider (EMBRAER 170/175/190/195/190-E2/195-E2)	D	- 0	(M) May be inoperative provided Drop-Down Window is removed or secured in the down position.

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25 EQUIPMENT/FURNISHINGS

30-03	Galley Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.
34-03 ***	Wheelchair Restraint System	D	-	-	Any in excess of those required by local regulations may be inoperative or missing.
40-03	Exterior Lavatory Door Ashtrays				
-01	Airplanes with more than one exterior lavatory door ashtray installed	A	-	-	One may be missing provided it is replaced within 10 calendar days.
-02	Airplanes with only one exterior lavatory door ashtray installed	A	1	0	May be missing provided it is replaced within 3 calendar days.

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25 EQUIPMENT/FURNISHINGS				
45-01	Lavatory Waste Compartment Door	C	-	-
<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated lavatory waste container is empty, and b) Associated lavatory entrance door is locked closed and placarded: "INOPERATIVE – DO NOT ENTER". <p>NOTE: These provisos are not intended to prohibit lavatory use or inspection by crewmembers.</p>				
45-02	Lavatory Waste Container	C	-	0
<p>(M)(O) For each lavatory, the lavatory waste bin may be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) Crewmembers are briefed and do not use the lavatory waste receptacle, and b) Associated lavatory door is secured closed and placarded: "INOPERATIVE – DO NOT ENTER". <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p>				
60-00	Crash Axe	D	-	-
<p>Any in excess of those required by local regulations may be inoperative or missing.</p>				

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25 EQUIPMENT/FURNISHINGS

61-00	Emergency Locator Transmitter (ELT)				
-01 ***	Survival Type ELT	D	-	-	Any in excess of those required by local regulations may be inoperative or missing.
-02	Fixed ELTs				
-A		A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
-B		A	-	0	May be missing provided repairs are made within 90 days.
-C		D	-	-	(M) Any in excess of those required by local regulations may be inoperative provided system is deactivated.
-D		D	-	-	Any in excess of those required by local regulations may be missing.

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25 EQUIPMENT/FURNISHINGS			
62-01	Emergency Medical Equipment		
-01 ***	Automatic External Defibrillator (AED) and/or Associated Equipment		
-A		A - 0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
-B		D - -	Any in excess of those required by local regulations may be incomplete, missing or inoperative.
-02	Emergency Medical Kit (EMK) and/or Associated Equipment		
-A		A - 0	(O) May be incomplete, missing or inoperative provided: a) EMK 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 3 flight cycles.
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25 EQUIPMENT/FURNISHINGS

62-01	Emergency Medical Equipment (Continued)				
-02	Emergency Medical Kit (EMK) and/or Associated Equipment (Continued)				
-B		D	-	-	Any in excess of those required by local regulations may be incomplete, missing or inoperative.
-03	First Aid Kit (FAK) and/or Associated Equipment				
-A		A	-	0	(O) If more than one is required by local regulations, 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 3 flight cycles.
-B		D	-	-	Any in excess of those required by local regulations may be incomplete, missing or inoperative.
62-02	Flotation Equipment (Crew and Passenger)				Deleted, Revision 13.

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25 EQUIPMENT/FURNISHINGS

62-03 Megaphones				
-A	D	-	-	Any in excess of those required by local regulations may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.
-B	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by local regulations for non-passenger-carrying operations, and c) Alternate procedures are established and used.
62-05 Pyrotechnic Signal Devices	D	-	-	Any in excess of those required by local regulations may be inoperative or missing.

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25 EQUIPMENT/FURNISHINGS			
62-07	Flight Deck/ Attendant Flashlight and Holder Assembly		
-01	Flashlight		
-A		C	-
		-	May be inoperative or missing provided crewmember assigned to associated seat has a flashlight with equivalent characteristics readily available.
-B		C	-
		0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by local regulations for non-passenger-carrying operations, and c) Alternate procedures are established and used.
-02	Holder Assembly	C	-
		-	May be inoperative or missing provided associated flashlight is stowed and its battery charged by alternate means.
62-09 ***	Overwing Emergency Exit Doors Lifeline	D	-
		0	May be inoperative or missing provided airplane is not operated on extended overwater flights.

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25 EQUIPMENT/FURNISHINGS

65-00 -A	Emergency Evacuation Slides System	C	-	1	<p>(M)(O) May be missing or inoperative provided:</p> <ul style="list-style-type: none"> a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by local regulations for non-passenger-carrying operations, c) Each person has unobstructed access from their seat to an operative exit, either regular or emergency, d) Inoperative exits are conspicuously identified as inoperative, e) Any Emergency Exit sign and floor proximity lights associated only with the inoperative exits are covered to obscure the sign and lights, f) Safety briefing includes the location of the inoperative exit(s) and instructions not to use the inoperative exit(s), and g) Alternate procedures are established and used. <p>(Continued)</p>
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25 EQUIPMENT/FURNISHINGS

65-00	Emergency Evacuation Slides System (Continued)				
-B	EMBRAER 170/175/190/195	A	4	3	One may be inoperative or missing provided: a) Associated door is considered inoperative. Refer to item 52-00-00 Passenger and Service Doors, and b) Repairs are made within five flights.
-C	EMBRAER 190-E2/195-E2	A	6	5	One may be inoperative or missing provided: a) Associated door is considered inoperative. Refer to item 52-00-00 Passenger and Service Doors or item 52-21-00 Overwing Emergency Exit Door, and b) Repairs are made within five flights. NOTE: For EMBRAER 195-E2, if the Overwing Emergency Evacuation Slide System is inoperative, consider both Overwing Emergency Exit Doors of same side inoperative.

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25 EQUIPMENT/FURNISHINGS

66-00 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 jackets are secured out of sight, and d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.
66-01 Life Raft *** -A	C	-	-	(M)(O) Any in excess of those required for the intended flight may be inoperative or missing for extended overwater flights provided: a) Required distribution is maintained, b) Inoperative life raft and its installed location are placarded inoperative, c) When practical, the inoperative life raft is secured out of sight, and d) Procedures are established and used to alert crew members of inoperative or missing equipment.

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25 EQUIPMENT/FURNISHINGS

66-01 *** -B	Life Raft (Continued)	D	-	-	(O) May be inoperative or missing provided: a) Extended overwater flights are not conducted, and b) Procedures are established and used to alert crew members of inoperative or missing equipment.
68-00 ***	Low Frequency Underwater Locator Beacon (LF-ULB)	D	1	0	May be inoperative or missing provided airplane is not operated on extended overwater flights.

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26 FIRE PROTECTION

00-05	Cargo Compartment Smoke Detection and Fire Protection System				
-01	System Faults				
-A		C	-	-	May be dispatched with CRG FIRE PROT FAULT Advisory EICAS message provided live animals are not carried in the forward cargo compartment.
-B		C	-	-	(O) May be dispatched with CRG FWD (AFT) FIRE SYS FAIL Caution EICAS message provided procedures are established and used to ensure the associated cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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26 FIRE PROTECTION

10-01	Lavatory Smoke Detection System (LINEAGE 1000)	
-01	Fwd and Mid Cabin Lavatory	
-A		C - - (M)(O) May be inoperative provided: a) Lavatory waste receptacle is empty, and b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER".
-B		C - - May be inoperative provided: a) Lavatory waste compartment fire extinguisher is operative, and b) Operating rules do not require a smoke detector.
-02	VIP Cabin Lavatory	C - - (M)(O) May be inoperative provided a) Lavatory waste receptacle is empty, and b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER".
<p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p>		

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26 FIRE PROTECTION			
10-02	Mid Cabin (IFE) Rack Smoke Detection System (LINEAGE 1000)	C - 0	(M) May be inoperative provided: a) The IFE System is deactivated, and b) The SATCOM System is deactivated.
12-00	APU Fire/Overheat Detection System	C 1 0	Except for ER operations, may be inoperative provided APU is not used.
14-00	Lavatory Smoke Detection System (EMBRAER 170/175/190/195/190-E2/195-E2)	C - -	(M)(O) For each lavatory, the Lavatory Smoke Detection System may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
14-01	Lavatory Smoke Test Switches on Flight Attendant Panel (EMBRAER 170/175/190/195)	C - 0	(O) May be inoperative provided Lavatory Smoke Detector is tested once each flight day.

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26 FIRE PROTECTION

15-00	Cargo Compartment Smoke Detection System				Deleted, Revision 14 (Included in item 26-00-05).
16-00	Recirculation Bay Smoke Detector System				
-A	EMBRAER 170/175/190/195	B	1	0	(O) Except for ER operations, may be inoperative or missing provided: a) Recirculation Fans (RECIRC) remain selected off, b) Both Air Conditioning Packs are operating normally, and c) Live animals are not carried in the forward cargo compartment.
-B	EMBRAER 170/175	B	1	0	(M)(O) May be inoperative or missing provided: a) Recirculation Fans (RECIRC) remain selected off, b) One Air Conditioning Pack is operating normally, c) Live animals are not carried in the forward cargo compartment, and d) Both Engine ITT margins are verified to be within limits. (Continued)

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26 FIRE PROTECTION

16-00	Recirculation Bay Smoke Detector System (Continued)					
-C	EMBRAER 190/195	B	1	0	(O) Except for ER operations, may be inoperative or missing provided: a) Recirculation Fans (RECIRC) remain selected off, b) One Air Conditioning Pack is operating normally, and c) Live animals are not carried in the forward cargo compartment.	
16-01	Electronic Bay Backup Smoke Detector (EMBRAER 190-E2/195-E2)	C	1	0		
16-05	Forward Electronic Bay Smoke Detector (EMBRAER 190-E2/195-E2)	C	1	0	May be inoperative provided FWD EBAY SMK DET FAIL is not displayed on EICAS.	
16-07	Middle Electronic Bay Smoke Detector (EMBRAER 190-E2/195-E2)	C	1	0	May be inoperative provided CTR EBAY SMK DET FAIL is not displayed on EICAS.	
16-09	Aft Electronic Bay Smoke Detector (EMBRAER 190-E2/195-E2)	C	1	0	May be inoperative provided AFT EBAY SMK DET FAIL is not displayed on EICAS.	

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26 FIRE PROTECTION						
18-01 ***	In-Flight Entertainment System (IFE) Smoke Detector (EMBRAER 170/175/190/195)	D	1	0	(M) May be inoperative provided IFE is deactivated.	
22-00	APU Fire Extinguishing System	C	1	0	Except for ER operations, may be inoperative provided APU is not used.	
22-09	APU Fire Extinguishing Button Illumination					
-A	EMBRAER 170/175/190/195/ 190-E2/195-E2 LINEAGE 1000	C	1	0	Except for ER operations, may be inoperative provided APU is not used.	
-B	EMBRAER 170/175/190/195/ LINEAGE 1000	C	1	0	(O) May be inoperative provided APU FIRE Warning EICAS Message, Master Warning lights, APU EMER STOP Button Illumination and Aural Warning are verified to operate normally.	
-C	EMBRAER 190-E2/ 195-E2	C	1	0	(O) May be inoperative provided APU EMER STOP Button and engine 1 fire handle illuminations are verified to operate normally.	
23-00	Cargo Compartment Fire Extinguishing System				Deleted, Revision 14 (Included in item 26-00-05).	
23-03	Cargo Compartment Fire Extinguishing Bottle Cartridge (EMBRAER 190-E2)				Deleted, Revision 14 (Included in item 26-00-05).	

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26 FIRE PROTECTION

23-13	Cargo Compartment Fire Extinguishing Buttons Illumination				
-01	Forward Cargo Compartment Fire Extinguishing Button Illumination	C	1	0	<p>(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and /or Fly Away Kits.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>
-02	Aft Cargo/ Baggage Compartment Fire Extinguishing Button Illumination	C	1	0	<p>(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and /or Fly Away Kits.</p> <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>

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26 FIRE PROTECTION

24-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by local regulations may be inoperative or missing provided: a) The 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.
25-00	Lavatory Fire Extinguishing System (EMBRAER 170/175/190/195/190-E2/195-E2)	C	-	0	For each lavatory, the Lavatory Fire Extinguishing System may be inoperative provided Lavatory Smoke Detection System operates normally. (Continued)
-A					

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26 FIRE PROTECTION

25-00	Lavatory Fire Extinguishing System (EMBRAER 170/175/190/195/190-E2/195-E2) (Continued)	-B	C - 0	<p>(M)(O) For each lavatory, the Lavatory Fire Extinguishing System may be inoperative provided:</p> <ul style="list-style-type: none"> a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. <p>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p>
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26 FIRE PROTECTION

27-01	Lavatory Fire Extinguishing System (LINEAGE 1000)				
-01	Fwd and Mid Cabin Lavatory				
-A		C	-	-	(M)(O) May be inoperative provided: a) Lavatory waste receptacle is empty, and b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER".
-B		C	-	-	(M)(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided: a) Lavatory smoke detection system operates normally, and b) Operating rules do not require a fire extinguishing system.
-02	VIP Cabin Lavatory	C	-	-	(M)(O) May be inoperative provided: a) Lavatory waste receptacle is empty, and, b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER". NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

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27 FLIGHT CONTROLS					
00-00	Flight Controls System				
-01	System Faults				
-A	EMBRAER 170/175/190/195/ LINEAGE 1000 (Post-Mod. Load 25.3, 25.4 and on)	A	-	-	May be dispatched with FLT CTRL FAULT Advisory EICAS message provided repairs are made within 48 hours.
03-01	Flight Controls Panel				
-01	Flight Control Mode Pushbuttons Illumination				
-A	EMBRAER 170/175/190/195/ LINEAGE 1000	C	3	0	(O) May be inoperative provided: a) The associated button is verified operative, and b) ELEVATOR FAULT, RUDDER FAULT or SPOILER FAULT Caution EICAS message is not displayed on EICAS.
-B	EMBRAER 190-E2/ 195-E2	C	1	0	(O) May be inoperative provided: a) The associated button is verified operative, and b) FLT CTRL N-MODE FAIL Warning EICAS message is not displayed on EICAS.
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27 FLIGHT CONTROLS					
03-01	Flight Controls Panel (Continued)				
-02	Stick Shaker System Cutout Pushbutton Illumination	C	2	0	(O) May be inoperative provided: a) The associated button is verified operative, and b) SHAKER 1 (2) FAIL Advisory EICAS message is not displayed on EICAS.
03-04	Pitch Trim System Channel Cutout Pushbutton Illumination (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	2	0	(M) May be inoperative provided the pitch trim channels are verified operative.
11-01	Breakout-Increase Device (BOID) System (EMBRAER 190-E2/ 195-E2)				
-01	Control Wheel BOID				
-A		C	2	1	(M) One may be inoperative provided: a) The opposite control wheel BOID is verified operative before each flight, and b) Affected control wheel is verified free to move.
-B		B	2	0	May be inoperative provided autopilot is not used. (Continued)

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27 FLIGHT CONTROLS

11-01	Breakout-Increase Device (BOID) System (EMBRAER 190-E2/195-E2) (Continued)				
-02	Control Column BOID				
-A		C	2	1	(M) One may be inoperative provided: a) The opposite control column BOID is verified operative before each flight, and b) Affected control column is verified free to move.
-B		B	2	0	May be inoperative provided autopilot is not used.
-03	BOID Module				
-A		C	2	1	(M) One may be inoperative provided the opposite Control Wheel BOID and Control Column BOID are verified operative before each flight.
-B		B	2	0	May be inoperative provided autopilot is not used.
11-12	ROLL CONTROL DISC Advisory EICAS Message (EMBRAER 170/175/190/195/LINEAGE 1000)	B	1	0	(O) May be inoperative provided: a) Both control wheels are verified to be connected before each flight, and b) Autopilot is considered inoperative.

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27 FLIGHT CONTROLS						
14-01	Roll Trim Position Indication on EICAS (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	(O) May be inoperative provided ailerons are verified centered before each flight.	
14-02	Aileron Trim System (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	(M) May be inoperative provided aileron trim actuator is deactivated at neutral position. NOTE: Roll Trim position indication on EICAS will be inoperative.	
23-03	Rudder Pedal Adjustment System					
-A		C	2	0	May be inoperative provided Rudder Pedals' position is acceptable to the affected flight crewmember.	
-B		C	2	0	(M) May be inoperative provided Rudder Pedals may be adjusted to suit individual pilot requirements.	
24-01	Yaw Trim Position Indication on EICAS (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	(O) May be inoperative provided Rudder is verified centered before each flight.	
31-06	PITCH CONTROL DISC Advisory EICAS Message (EMBRAER 170/175/190/195/ LINEAGE 1000)	B	1	0	(O) May be inoperative provided: a) Both control columns are verified to be connected before each flight, and b) Autopilot is considered inoperative.	

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27 FLIGHT CONTROLS						
33-06 ***	Tail Strike Avoidance (EMBRAER 190/195/ LINEAGE 1000)	C	1	0	(O) May be inoperative provided tail strike avoidance procedures are established and used.	
36-01	Stick Shakers	B	2	1	(O) One may be inoperative provided Stall Warning System is verified to operate normally before each flight.	
41-01	Pitch Trim Position Indication on EICAS	B	1	0	(M)(O) May be inoperative provided: a) Horizontal stabilizer is positioned using the markings on tail cone, b) Horizontal stabilizer position is not changed until after takeoff, and c) Alternate procedures are established and used.	
43-02 -01	Pitch Trim Switches Pitch Trim Switches on Yoke	C	2	1	(O) May be inoperative provided affected switch is verified inactive before each flight.	
-02	Backup Trim Switch on the Control Pedestal	C	1	0	(O) May be inoperative provided: a) Both Pitch Trim Switches on Yokes are operating normally, and b) Affected switch is verified inactive before each flight.	

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27 FLIGHT CONTROLS

50-00	Flap System (EMBRAER 190-E2/ 195-E2)				
-01	System Faults				
-A		B	-	-	(O) May be dispatched with FLAP LO RATE Advisory EICAS message provided: a) APU generator is operative, b) Both Engine Driven Generators are operative, c) Both FSCU - Slat are operative, and d) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Flaps will operate at half extension and retraction rates.
-B		B	-	-	(O) May be dispatched with FLAP LO RATE Advisory EICAS message provided: a) FSCU F1 is verified operative, b) Both FSCU - Slat are operative, and c) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Flaps will operate at half extension and retraction rates. (Continued)

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27 FLIGHT CONTROLS

50-00	Flap System (EMBRAER 190-E2/ 195-E2) (Continued)	
-01	System Faults (Continued)	
-C	B	- - May be dispatched with FLAP FAULT Advisory EICAS message provided SLAT FAULT, FLAP LO RATE and SLAT LO RATE Advisory EICAS messages are not displayed.

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27 FLIGHT CONTROLS

53-00	Slat/Flap Electrical System (EMBRAER 170/175/190/195/ LINEAGE 1000)				
-01	System Faults	B	-	-	(O) May be dispatched with FLAP LO RATE Advisory EICAS message provided: a) APU generator is operative, b) Both Engine Driven Generators are operative, c) Both Slat Channels are operative, and d) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Flaps will operate at half extension and retraction rates.
-A					
-B		B	-	-	(O) May be dispatched with FLAP LO RATE Advisory EICAS message provided: a) Flap Channel 01 is verified operative, b) Both Slat Channels are operative, and c) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Flaps will operate at half extension and retraction rates. (Continued)

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27 FLIGHT CONTROLS

53-00	Slat/Flap Electrical System (EMBRAER 170/175/190/195/ LINEAGE 1000) (Continued)				
-01	System Faults (Continued)				
-C		B	-	-	(O) May be dispatched with SLAT LO RATE Advisory EICAS message provided: a) APU generator is operative, b) Both Engine Driven Generators are operative, c) Both Flap Channels are operative, and d) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Slats will operate at half extension and retraction rates.
-D		B	-	-	(O) May be dispatched with SLAT LO RATE Advisory EICAS message provided: a) Slat Channel 02 is verified operative, b) Both Flap Channels are operative, and c) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Slats will operate at half extension and retraction rates.

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27 FLIGHT CONTROLS

80-00	Slat System (EMBRAER 190-E2/ 195-E2)			
-01	System Faults	B	-	-
-A				(O) May be dispatched with SLAT LO RATE Advisory EICAS message provided: a) APU generator is operative, b) Both Engine Driven Generators are operative, c) Both FSCU - Flap are operative, and d) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Slats will operate at half extension and retraction rates.
-B		B	-	-
				(O) May be dispatched with SLAT LO RATE Advisory EICAS message provided: a) FSCU S1 is verified operative, b) Both FSCU - Flap are operative, and c) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Slats will operate at half extension and retraction rates. (Continued)

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27 FLIGHT CONTROLS

80-00	Slat System (EMBRAER 190-E2/ 195-E2) (Continued)				
-01	System Faults (Continued)				
-C		B	-	-	May be dispatched with SLAT FAULT Advisory EICAS message provided FLAP FAULT, FLAP LO RATE and SLAT LO RATE Advisory EICAS messages are not displayed.

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28 FUEL					
00-00	Fuel System Synoptic Displays (MFD Fuel Page)	C	2	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.
00-05	Fuel Control System (EMBRAER 190-E2/ 195-E2)				
-01	System Faults	A	-	-	(O) May be dispatched with FUEL CONTROL FAULT Advisory EICAS message provided: <ul style="list-style-type: none"> a) Both Engine Fuel Filter Differential Pressure Sensors are operative, b) Both FUEL FEED 1 (2) FAULT Advisory EICAS messages are not displayed with engine running, c) Wing fuel quantity indications on EICAS and MFD are available and are monitored throughout flight, d) Loss of fuel quantity indication accuracy is taken into account for flight planning, and e) Repairs are made within three flight days.

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28 FUEL					
11-02	Fuel Tanks Drain/Dump Valves (EMBRAER 190-E2/ 195-E2)				
-01	Drain Function				
-A		C	4	3	(M) One center tank valve may be inoperative provided: a) Affected valve is checked for no leaks, and b) No water is found at opposite center tank drainage point before each flight day.
-B		C	4	2	(M) One or both center tank valves may be inoperative provided: a) Affected valves are checked for no leaks, and b) Center Fuel Transfer System is considered inoperative.
-02	Dump Function	D	4	0	(M) May be inoperative provided the affected valve is checked for no leakage.
11-05	Drain Valves (EMBRAER 170/175)				
-A		C	4	3	(M) One may be inoperative provided there is no evidence of leakage.
-B		B	4	2	(M) One Inner Drain Valve on one side and one Outer Drain Valve on the opposite side may be inoperative provided there is no evidence of leakage.

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28 FUEL

13-00	Auxiliary Fuel System (EMBRAER 190 PR/ LINEAGE 1000)	C	1	0	(M)(O) May be inoperative provided: a) Both auxiliary tanks are empty, b) Fuel Transfer Mode is selected OFF, and, c) Isolation pushbutton is pushed in.
14-03	Fwd and Aft Auxiliary Tank Vent Shutoff Valve (EMBRAER 190 PR/ LINEAGE 1000)	C	2	0	(M) May be inoperative if affected valves are verified open during refueling and are closed after refueling panel is closed.
21-05	AC Wing Fuel Pump Pressure Switch				
-A		C	2	0	(M) One or both may be inoperative provided associated pump is verified to operate normally before each flight.
-B		C	2	0	(O) One or both may be inoperative provided associated pump is verified to operate normally before each flight.
21-10	Wing Scavenge Ejector Pump System (EMBRAER 190-E2)				Deleted, Revision 14 (Included in item 28-00-05).
21-16 ***	Crossfeed Override Function (EMBRAER 170/175/190/195 LINEAGE 1000)	C	1	0	Except for ER operations, may be inoperative.

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28 FUEL						
21-33	FUEL AC PUMP 1 (2) FAIL Advisory EICAS Message					Deleted, Revision 13 (Included in item 28-21-05).
22-01	DC Pump	C	1	0		(M) Except for ER operations, may be inoperative provided: a) DC Pump is deactivated, b) DC Pump remains selected OFF, and c) AC Power is available.
22-07	APU Fuel Shutoff Valve	C	1	0		(M) Except for ER operations, may be inoperative provided: a) APU is not used, and b) Valve is deactivated closed.
-01	Position Indication					
-A		C	1	0		(M) Except for ER operations, may be inoperative provided: a) APU is used only on ground, and b) APU Fuel Shutoff Valve is verified closed after APU shutdown.
-B		C	1	0		May be inoperative provided APU is not used.
22-08	APU Fuel Feed Line (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0		(M) Except for ER operations, may be inoperative provided: a) APU fuel feed line is drained, b) APU fuel SOV is secured closed, and, c) APU is not used.
22-17	APU FUEL SOV CLOSED Status EICAS Message					Deleted, Revision 13 (Included in item 28-22-07).
22-19	APU FUEL SOV FAIL Caution EICAS Message					Deleted, Revision 13 (Included in item 28-22-07).

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28 FUEL					
23-00	Pressure Refueling/Defueling System				
-01	EMBRAER 170/175/190/195/ LINEAGE 1000				
-A		C	1	0	(M) May be inoperative provided aircraft is refueled by gravity.
-B	Automatic Mode	C	1	0	(M) May be inoperative provided aircraft is refueled by pressure manual mode or by gravity.
-02	EMBRAER 190-E2/ 195-E2				
-A		C	1	0	(M) May be inoperative provided aircraft is refueled by gravity. NOTE: Center tank cannot be refueled by gravity.
-B		C	1	0	(M) May be inoperative provided: a) Refueling shutoff valves are operated manually, and b) Aircraft is refueled by pressure.
-C	Automatic Mode	C	1	0	(M) May be inoperative provided aircraft is refueled by pressure manual mode or by gravity. NOTE: Center tank cannot be refueled by gravity.

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28 FUEL

23-01	Refueling/Defueling Control Panel (EMBRAER 190-E2/195-E2)				
-01	Tanks Fuel Quantity Indication	C	1	0	(M) May be inoperative provided aircraft is refueled by pressure manual mode or by gravity. NOTE: Center tank cannot be refueled by gravity.
-02	Selected Fuel Quantity Indication	C	1	0	(M) May be inoperative provided aircraft is refueled by pressure manual mode or by gravity. NOTE: Center tank cannot be refueled by gravity.
-03	RH/LH/Center Tank Refueling Shutoff Valve Closed Indication Light	C	3	0	May be inoperative provided no failure is indicated by FAIL light and by panel display prior to each refueling.
-04	Defuel Valve Open Indication Light	D	1	0	(M) May be inoperative provided valve position is visually checked closed after defueling operations.

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		3. Number required for dispatch			
		4. Remarks and/or exceptions			
28 FUEL					
23-02	Refueling Shutoff Valves (EMBRAER 190-E2/ 195-E2)	C	3	0	(M) May be inoperative provided: a) Aircraft is refueled by gravity, and b) Shutoff valves are deactivated closed after refueling. NOTE: Center tank cannot be refueled by gravity.
-A					
-B		C	3	0	(M) May be inoperative provided: a) Refueling shutoff valves are operated manually, b) Aircraft is refueled by pressure, and c) Shutoff valves are deactivated closed after refueling.
23-09	Fuel Quantity Indication on Refueling Panel (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	(M) May be inoperative provided aircraft is refueled by pressure manual mode or by gravity.
23-13	Pressure Refueling/ Defueling Adapter Cap	D	1	0	(M) May be inoperative or missing provided: a) Refueling receptacle is visually checked for contamination before each refueling, and b) No leakage can be detected after refueling is completed.

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System & Sequence No.	ITEM	1. Repair category			
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28 FUEL

23-21	Defueling Shutoff Valve	C	1	0	(M) May be inoperative provided shutoff valve is deactivated closed.
-01	Position Indication	C	1	0	(M) May be dispatched with DEFUEL SOV OPEN Advisory EICAS message provided shutoff valve is deactivated closed except for defueling.
23-27	RH/LH Tank Refueling Shutoff Valve Closed Indication Light on the Refueling Panel (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	2	0	(M) May be inoperative provided valve is confirmed closed prior to each refueling.
23-29	Defueling Shutoff Valve Open Indication Light on the Refueling Panel (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	(M) May be inoperative provided shutoff valve is verified closed and then after each subsequent defueling.
23-31	DEFUEL SOV OPEN Advisory EICAS Message				Deleted, Revision 13 (Included in item 28-23-21).

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Airplane <h2 style="text-align: center;">ERJ 170/ERJ 190</h2>	Revision 16	Page 28-9
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28 FUEL

25-00 Center Fuel Transfer System (EMBRAER 190-E2/195-E2)				
-A	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Center fuel quantity indication is operative, c) Wing tanks are refueled by pressure manual mode or by gravity, and d) Aircraft center of gravity is calculated by alternate means. NOTE: Center tank fuel is unavailable. See AFM for Maximum Usable Fuel Quantity.
-B	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Center tank is fully drained, c) Wing tanks are refueled by pressure manual mode or by gravity, and d) Aircraft center of gravity is calculated by alternate means. NOTE: See AFM for Maximum Usable Fuel Quantity.

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		4. Remarks and/or exceptions	

28 FUEL

25-01 AC Center Fuel Transfer Pump (EMBRAER 190-E2/195-E2)				
-A	C	2	0	One or both may be inoperative provided Center Fuel Transfer System is considered inoperative.
-B	C	2	1	(M)(O) One may be inoperative provided: a) Affected AC Center Fuel Transfer Pump is deactivated, and b) Automatic Fuel Transfer is verified operative before first flight of each flight day.
25-03 AC Center Fuel Transfer Pump Pressure Switch (EMBRAER 190-E2/195-E2)				
-A	C	2	0	One or both may be inoperative provided Center Fuel Transfer System is considered inoperative.
-B	C	2	1	(M)(O) One may be inoperative provided: a) Affected AC Center Fuel Transfer Pump is deactivated, and b) Automatic Fuel Transfer is verified operative before first flight of each flight day.

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28 FUEL

25-04	Center Fuel Transfer Valve (EMBRAER 190-E2/195-E2)	C	1	0	(M) May be inoperative provided: a) Center Fuel Transfer System is considered inoperative, and b) Center Fuel Transfer Valve is deactivated closed.
41-00	Fuel Quantity Indicating				
-01	Wing Fuel Quantity Indication on EICAS and MFD (EMBRAER 170/175/190/195/LINEAGE 1000)	A	6	3	(M)(O) Except for ER operations, indications for one wing tank may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate means, b) Fuel flow and fuel used indications are available, and are monitored throughout flight, c) Associated FUEL 1 (2) LO LEVEL Warning EICAS message is operative, and d) Repairs are made within three flight days.
-02	Center Fuel Quantity Indication on EICAS and MFD (EMBRAER 190-E2/195-E2)	C	3	0	May be inoperative provided Center Fuel Transfer System is considered inoperative.

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28 FUEL					
41-02	Tank High Level Sensors (EMBRAER 190-E2/195-E2)	C	4	0	May be inoperative provided the Pressure Refueling/Defueling System is considered inoperative.
41-03	Fuel Quantity and Management Computer (FQMC) (EMBRAER 190-E2)				Deleted, Revision 14 (Included in item 28-00-05).
42-00	Magnetic Level Indicators (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	6	0	May be inoperative provided Fuel Quantity Indication on EICAS and MFD operates normally.
43-00	Fuel Temperature Indicating System (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	(O) May be inoperative provided: a) Total Air Temperature (TAT) is used as an indication of fuel temperature, and b) Total Air Temperature (TAT) is equal to or above -37°C.
44-00	FUEL 1 (2) LO LEVEL Warning EICAS Message				Deleted, Revision 13 (Included in item 28-44-01).

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28 FUEL

44-01	Fuel Low Level Sensor (EMBRAER 170/175/190/195/ LINEAGE 1000)				
-A		C	2	1	(O) One may be inoperative provided associated fuel quantity indications on EICAS and MFD are available and are monitored throughout flight.
-B		C	2	0	(O) Both may be inoperative provided fuel quantity indications on EICAS and MFD are available on both sides and are monitored throughout flight.

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29 HYDRAULIC POWER				
00-00	Hydraulic System Synoptic Displays (MFD Hydraulics Page)	C	- 0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.
11-01	Engine Driven Pumps (EDP)			
-01	Depressurization Function			
-A		C	2 1	May be inoperative on EDP 1 provided: a) Both Starter Control Valves (SCV) operate normally, b) Engine Bleed System 2 operates normally, and c) Crossbleed Valve operates normally. NOTE: See AFM for Engine Airstart – Assisted (Engine Airstart Envelope).
-B		C	2 1	May be inoperative on EDP 2 provided: a) Both Starter Control Valves (SCV) operate normally, b) Engine Bleed System 1 operates normally, and c) Crossbleed Valve operates normally. NOTE: See AFM for Engine Airstart – Assisted (Engine Airstart Envelope). (Continued)

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29 HYDRAULIC POWER

11-01	Engine Driven Pumps (EDP) (Continued)				
-01	Depressurization Function (Continued)				
-C		C	2	1	One may be inoperative provided: a) Both Starter Control Valves (SCV) operate normally, b) APU Pneumatic Bleed System operates normally, and c) Crossbleed Valve operates normally. NOTE: See AFM for Engine Airstart – Assisted (Engine Airstart Envelope).
-02	ENG PUMP SHUTOFF Pushbutton Illumination on Hydraulic Control Panel	C	2	0	(O) May be inoperative provided associated ENG PUMP SHUTOFF pushbutton is verified operative.

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		4. Remarks and/or exceptions				
29 HYDRAULIC POWER						
11-03	Power Transfer Unit (PTU)					
-01	Automatic Activation Function	A	1	0	(O) May be inoperative provided: a) PTU is selected ON before takeoff and landing, and b) Repairs are made within 3 flight days.	
					NOTE: The HYD PTU NOT AUTO Advisory EICAS message is displayed.	
11-04	Systems 1 and 2 Filter Manifold Differential Pressure Indicators (DPIs)	A	6	4	One per system may be inoperative provided repairs are made within 3 flight days.	
11-06	Systems 1 and 2 Case Drain Differential Pressure Indicators	A	2	0	May be inoperative provided repairs are made within 3 flight days.	
11-10	Systems 1 and 2 Reservoirs Relief Bleed Valves	B	2	0	(M) Bleed function may be inoperative provided: a) Affected valve is verified for no evidence of leakage, and b) Associated reservoir quantity is verified once each flight day.	
11-21	Systems 1 and 2 Electrical Pumps Shock Mounts (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	8	6	One shock mount per pump may be damaged.	

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29 HYDRAULIC POWER				
11-30	Systems 1 and 2 Accumulator Pressure Indicators	C	2	0 (M) May be inoperative provided affected accumulator pre-charge pressure is verified adequate once each flight day.
12-01	System 3 Electrical Pumps	C	2	1 Pump 3B may be inoperative provided it remains selected OFF.
12-02	System 3 Filter Manifold Differential Pressure Indicators (DPIs)	A	2	1 One may be inoperative provided repairs are made within 3 flight days.
12-04	System 3 Case Drain Differential Pressure Indicators	A	1	0 May be inoperative provided repairs are made within 3 flight days.
12-07	System 3 Reservoir Relief Bleed Valve	B	1	0 (M) Bleed function may be inoperative provided: a) Affected valve is verified for no evidence of leakage, and b) Associated reservoir quantity is verified once each flight day.
12-11	System 3 Electrical Pumps Shock Mounts (EMBRAER 170/175/190/195 LINEAGE 1000)	C	8	6 One shock mount per pump may be damaged.
12-17	System 3 Electrical Pumps Pressure Attenuator (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0 (M) May be inoperative provided the pressure attenuator is removed.

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29 HYDRAULIC POWER

12-18	System 3 Accumulator Pressure Indicators	C	1	0	(M) May be inoperative provided affected accumulator pre-charge pressure is verified adequate once each flight day.
13-00	Systems 1, 2 and 3 Ground Service Connections	C	9	0	(M) May be inoperative closed provided: a) Affected connection is verified for no evidence of leakage, and b) Associated Reservoir quantity is verified once each flight day.
31-01	Systems 1, 2 and 3 Pressure Indication on MFD	C	6	0	May be inoperative provided HYD 1 (2) (3) LO PRESS Caution message is not displayed on EICAS.

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29 HYDRAULIC POWER

31-07	Alternating Current Motor Pump (ACMP) Pressure Switch				
-01	ACMP 1B and ACMP 2B Pressure Switch	C	2	0	(O) May be inoperative provided: a) Associated ACMP is verified operative before each flight, and b) Hydraulic Page on MFD operates normally.
-02	ACMP 3B Pressure Switch				
-A		C	1	0	(O) May be inoperative provided: a) ACMP 3B is verified operative before each flight, and b) Hydraulic Page on MFD operates normally.
-B		C	1	0	May be inoperative provided ACMP 3B is considered inoperative.
32-00	Systems 1 and 3 Quantity Indication on MFD	C	4	0	(M) May be inoperative provided quantity is verified on associated Reservoir Quantity Indicator once each flight day.

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29 HYDRAULIC POWER

32-01	System 2 Reservoir Quantity Indication on MFD	C	2	0	(M)(O) May be inoperative provided: a) Quantity is verified adequate on Reservoir 2 Quantity Indicator once each flight day, b) Takeoffs are accomplished with PTU turned on, and c) Takeoffs and landings are accomplished with Electric Hydraulic Pump 2 turned on.
33-01	Systems 1, 2 and 3 Temperature Indication on MFD				Deleted, Revision 14.

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30 ICE AND RAIN PROTECTION						
00-00	Anti-Ice System Synoptic Displays (MFD Anti-Ice Page)	C	2	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.	
00-01	Ice Protection Control Panel					
-01	Windshield Heating Pushbuttons	C	2	1	May be inoperative provided associated windshield heating system is considered inoperative.	
-02	WING Pushbutton	C	1	0	May be inoperative provided Wing Anti-Ice System is considered inoperative.	
-03	TEST Knob	C	1	0		
11-00	Wing Anti-Ice System					
-01	EMBRAER 170/175/190/195/ LINEAGE 1000	C	1	0	May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Landings are not conducted with OAT below -40°C (-40°F).	
-02	EMBRAER 190-E2/ 195-E2	C	1	0	May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Both Flow Control Valves are operative.	

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30 ICE AND RAIN PROTECTION						
11-01	Wing Anti-Ice Valves	C	2	0	(M) May be inoperative provided: a) Affected valve is secured closed, and b) Wing Anti-Ice system is considered inoperative.	
-01	Position Indication					
-A	EMBRAER 170/175/190/195/ LINEAGE 1000	C	2	0	(O) May be inoperative provided Wing Anti-Ice Valves are verified to operate normally before each flight. NOTE: During Wing Anti-Ice Valve test, the A-I WING NO DISPATCH Caution EICAS message must not be displayed.	
-B	EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000	C	2	0	May be inoperative provided affected Wing Anti-Ice Valve is considered inoperative.	
11-09	Wing Anti-Ice Overheat Detection System					
-01	EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000	C	2	1	Except for ER operations, one may be inoperative provided associated Wing Anti-Ice Valve is considered inoperative. (Continued)	

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30 ICE AND RAIN PROTECTION

11-09 Wing Anti-Ice Overheat Detection System (Continued)					
-02 EMBRAER 170/175/190/195 LINEAGE 1000					
-A	C	2	1		<p>(O) Except for ER operations, Wing Anti-Ice System 1 ODS may be inoperative provided:</p> <ul style="list-style-type: none"> a) Cross Bleed Valve remains closed, except for engine start, b) Engine Bleed System 1 is considered inoperative, c) APU Pneumatic Bleed System is considered inoperative, and d) Live animals are not carried in the cargo/baggage compartment. <p>NOTE 1: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p> <p>NOTE 2: For Engine Bleed System inoperative dispatch, do not consider Cross Bleed Valve operating normally.</p> <p>(Continued)</p>

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30 ICE AND RAIN PROTECTION

11-09 Wing Anti-Ice Overheat Detection System (Continued) -02 EMBRAER 170/175/190/195 LINEAGE 1000 (Continued) -B	C	2	1	(O) Except for ER operations, Wing Anti-Ice System 2 ODS may be inoperative provided: a) Cross Bleed Valve remains closed, except for engine start, and b) Engine Bleed System 2 is considered inoperative. NOTE 1: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). NOTE 2: For Engine Bleed System inoperative dispatch, do not consider Cross Bleed Valve operating normally. (Continued)
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30 ICE AND RAIN PROTECTION

11-09	Wing Anti-Ice Overheat Detection System (Continued)				
-02	EMBRAER 170/175/190/195 LINEAGE 1000 (Continued)				
-C		C	2	0	Except for ER operations, both may be inoperative provided: a) Both Engine Bleed Systems are considered inoperative, and b) APU Pneumatic Bleed System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)

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30 ICE AND RAIN PROTECTION

11-09	Wing Anti-Ice Overheat Detection System (Continued)				
-03	EMBRAER 190-E2/195-E2				
-A		A	2	1	<p>(O) Wing Anti-Ice System 1 ODS may be inoperative provided:</p> <ul style="list-style-type: none"> a) Cross Bleed Valve remains closed, except for engine start, b) Engine Bleed System 1 is considered inoperative, c) APU Pneumatic Bleed System is considered inoperative, d) Live animals are not carried in the cargo/baggage compartment, and e) Repairs are made within 10 flight days. <p>NOTE 1: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p> <p>NOTE 2: For Engine Bleed System inoperative dispatch, do not consider Cross Bleed Valve operating normally.</p> <p>(Continued)</p>

MMEL-1506

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30 ICE AND RAIN PROTECTION

11-09	Wing Anti-Ice Overheat Detection System (Continued)				
-03	EMBRAER 190-E2/195-E2 (Continued)				
-B		A	2	1	<p>(O) Wing Anti-Ice System 2 ODS may be inoperative provided:</p> <ul style="list-style-type: none"> a) Cross Bleed Valve remains closed, except for engine start, b) Engine Bleed System 2 is considered inoperative, and c) Repairs are made within 10 flight days. <p>NOTE 1: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p> <p>NOTE 2: For Engine Bleed System inoperative dispatch, do not consider Cross Bleed Valve operating normally.</p> <p>(Continued)</p>

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1. Repair category						
2. Number installed						
3. Number required for dispatch						
4. Remarks and/or exceptions						

30 ICE AND RAIN PROTECTION

11-09	Wing Anti-Ice Overheat Detection System (Continued)				
-03	EMBRAER 190-E2/195-E2 (Continued)				
-C		A	2	0	<p>(O) Both may be inoperative provided:</p> <ul style="list-style-type: none"> a) Both Engine Bleed Systems are considered inoperative, b) APU Pneumatic Bleed System is considered inoperative, and c) Repairs are made within 10 flight days. <p>NOTE 1: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p> <p>NOTE 2: For Engine Bleed System inoperative dispatch, do not consider Cross Bleed Valve operating normally.</p>

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30 ICE AND RAIN PROTECTION				
11-11	A-I WING VLV OPEN Status EICAS Message			Deleted, Revision 13. (Included in item 30-11-01)
11-13	A-I WING NO DISPATCH Caution EICAS Message			Deleted, Revision 13. (Included in item 30-11-01)
21-00	Engine Anti-Ice System (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	2 1	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.
21-01	Engine Anti-Ice Valves			
-A	EMBRAER 170/175/190/195/ LINEAGE 1000	C	2 1	(M) Except for ER operations, may be inoperative provided: a) Affected valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.
-B	EMBRAER 170/175/190/195/ LINEAGE 1000	C	2 0	(M)(O) May be inoperative provided: a) Affected valve is secured open, and b) Appropriate performance penalties are applied. (Continued)

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30 ICE AND RAIN PROTECTION

21-01	Engine Anti-Ice Valves (Continued)				
-C	EMBRAER 190-E2/ 195-E2	C	2	0	(M)(O) Pressure Regulation Modules may be inoperative provided: a) Affected Pressure Regulation Module is secured open, b) Associated Shutoff Module is verified operative, and c) Aircraft is not operated in known or forecast icing conditions.
-D	EMBRAER 190-E2/ 195-E2, Post-Mod. ENGINE FADEC 9.6	C	2	0	(M)(O) Pressure Regulation Modules may be inoperative provided: a) Affected Pressure Regulation Module is secured open, b) Associated Shutoff Module is verified operative, and c) Affected engine ITT margins are verified to be within limits. (Continued)

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30 ICE AND RAIN PROTECTION

21-01	Engine Anti-Ice Valves (Continued)				
-01	Position Indication (EMBRAER 170/175/190/195/ LINEAGE 1000)				
-A		C	2	1	(M)(O) Except for ER operations, position indication may be inoperative provided: a) Affected valve is secured closed, b) Airplane is not operated in known or forecast icing conditions, and c) Appropriate performance penalties are applied.
-B		C	2	0	(M)(O) May be inoperative provided: a) Associated valve is secured open, and b) Appropriate performance penalties are applied
-C		C	2	0	(O) May be inoperative provided: a) Associated Engine Anti-Ice Valve is verified to operate normally before each flight, and b) Appropriate performance penalties are applied.
21-09	A-I ENG 1 (2) VLV OPEN Status EICAS Message				Deleted, Revision 13. (Included in item 30-21-01)

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30 ICE AND RAIN PROTECTION					
31-00	Air Data Smart Probes ADSP Heater Controllers (EMBRAER 170/175/190/195/ LINEAGE 1000)	B	8	4	One heater controller per ADSP may be inoperative.
31-02	Air Data Smart Probes ADSP Sense Line Heater (EMBRAER 190-E2/ 195-E2)	B	4	3	One sense line heater of one ADSP may be inoperative.
33-00	Total Air Temperature (TAT) Heaters				
-A		B	2	1	(O) May be inoperative provided: a) Autopilot and Autothrottle are not coupled to the affected Air Data System, and b) TAT indications are displayed normally.
-B		B	2	0	(O) Except for ER operations, may be inoperative provided: a) TAT indications are displayed normally, b) Airplane is not operated in visible moisture or in known or forecast icing conditions, c) Autopilot is considered inoperative, and d) Autothrottle is considered inoperative.

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30 ICE AND RAIN PROTECTION						
41-00	Windshield Wiper System	C	2	0	May be inoperative provided: a) Airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing, and b) Operations do not require their use.	
-01	Low Speed Mode	C	2	0	May be inoperative provided associated High Speed Mode operates normally.	
-02	High Speed Mode	C	2	0	May be inoperative provided associated Low Speed Mode operates normally.	
-03	Timer Mode	C	2	0		
-04	Parking Mode	C	2	0	(M) May be inoperative provided blades can be positioned providing an acceptable field of vision to flight crew.	
42-00	Windshield Heating System	C	2	1	Except for ER operations, one may be inoperative provided airplane is not operated in known or forecast icing conditions.	
43-01	Door Sill Heater ***	D	-	0	May be inoperative.	

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30 ICE AND RAIN PROTECTION

71-02 Drain Mast Heater	C	-	0	(M)(O) May be inoperative provided: a) Water supply to the associated galley and lavatory is secured off, and b) Procedures are established and used to ensure that the associated galley sink drain is not used. NOTE: Potable water inflight drainage system will be inhibited.
71-03 Drain Port Heater	D	1	0	(O) May be inoperative provided the forward lavatory and galley sink drain are not used on ground if OAT is below 0 °C (32 °F). NOTE 1: The forward lavatory and galley sinks may be used on ground if OAT is greater than the limit above. NOTE 2: Potable water inflight drainage system will be inhibited if OAT is below 5 °C (41 °F). (Continued)
-01 EMBRAER *** 170/175/190/195/ LINEAGE 1000				

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30 ICE AND RAIN PROTECTION

71-03 Drain Port Heater (Continued)				
-02 EMBRAER 190-E2/ 195-E2	C	1	0	May be inoperative provided Potable Water System is not drained on ground when OAT is below 0 °C (32 °F). NOTE: Potable water inflight drainage system will be inhibited if OAT is below 5 °C (41 °F).
71-04 Potable Water *** Fill/Drain Nipple Heater (EMBRAER 190-E2/ 195-E2)	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
-A	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
-B	D	1	0	May be inoperative provided operations do not require its use.

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30 ICE AND RAIN PROTECTION

71-09	Lavatory Thermostat Unit (EMBRAER 190-E2/195-E2)				
-01	Water Temperature Control Function	C	-	0	(M) May be inoperative provided Water Heater is deactivated.
-02	Faucet timer function				
-A		C	-	0	(M)(O) May be inoperative provided: a) Associated Thermostat Unit is deactivated, and b) Alternate procedures are established and used.
-B		C	-	0	(M) May be inoperative provided: a) Associated manual shutoff valve is deactivated closed, and b) Associated lavatory door is locked and placarded "INOPERATIVE - DO NOT ENTER".

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30 ICE AND RAIN PROTECTION

71-11 Fill/Drain Valve Heater (EMBRAER 190-E2/195-E2)	C	1	0	May be inoperative provided Fill/Drain Valve is considered inoperative.
71-50 Freeze Protection *** Kit (FPK)	C	-	-	(M) Individual components may be inoperative provided: a) FPK is tested operational once each flight day, and b) Potable Water System is drained when parking at or below water freezing conditions. NOTE 1: Any portion of system which operates normally may be used. NOTE 2: Water System may be serviced and used.
-A	C	1	0	(M) May be inoperative provided: a) Potable Water System is drained and not used, and b) Procedures are established and used to ensure that the Potable Water System is not serviced.
-B	C	1	0	(M) May be inoperative provided: a) Potable Water System is drained and not used, and b) Procedures are established and used to ensure that the Potable Water System is not serviced.

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30 ICE AND RAIN PROTECTION

81-00 Ice Detector System				
-A	C	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
-B	C	2	0	(O) May be inoperative provided: a) Ice Protection MODE knob is tested before each flight, and b) Engine and Wing Anti-Ice Systems are operated manually.

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31 INDICATING/RECORDING SYSTEMS					
00-00	Status Synoptic Displays (MFD Status Page)	C	2	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.
16-01	REMOTE CB TRIP Advisory EICAS message				Deleted, Revision 13 (Included in item 24-52-01).
21-00	Clock System				
-01	Time Function on Digital Clock (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	May be inoperative provided at least one Time Function on MFD Status Page operates normally.
-02	Time Function on MFD Status Page				
-A	EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000	C	2	1	
-B	EMBRAER 170/175/190/195/ LINEAGE 1000	A	2	0	May be inoperative provided: a) Time Function on Digital Clock operates normally, b) At least one Cockpit Voice Recorder (CVR) function operates normally, and c) Repairs are made within 3 flight days.

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31 INDICATING/RECORDING SYSTEMS

22-00	Chronometer System				
-01	Chronometer Function on Digital Clock (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	May be inoperative provided at least one Chronometer Function on PFD operates normally.
-02	Elapsed Time Function on Digital Clock (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	
-03	Chronometer Function on PFD				
-A	EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000	C	2	1	
-B	EMBRAER 170/175/190/195/ LINEAGE 1000	C	2	0	May be inoperative provided Chronometer Function on Digital Clock operates normally.

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31 INDICATING/RECORDING SYSTEMS

31-00	Digital Voice-Data Recorder (DVDR) System				
-01	Cockpit Voice Recorder (CVR) Function				
-A		C	2	1	
-B		A	2	0	May be inoperative provided: a) At least one Flight Data Recorder (FDR) function operates normally, and b) Repairs are made within three flight days.
					(Continued)

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31 INDICATING/RECORDING SYSTEMS

31-00	Digital Voice-Data Recorder (DVDR) System (Continued)				
-02	Flight Data Recorder (FDR) Function				
-A		C	2	1	
-B		A	2	0	May be inoperative provided: a) At least one Cockpit Voice Recorder (CVR) function operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1-The FDR failure occurs after pushback but prior to takeoff, or 2-The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
					(Continued)

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31 INDICATING/RECORDING SYSTEMS				
31-00	Digital Voice-Data Recorder (DVDR) System (Continued)			
-02	Flight Data Recorder (FDR) Function (Continued)			
-C	DFDR Recording Parameters required by local regulations	A	-	- Up to three recording parameters may be inoperative provided: a) At least one Cockpit Voice Recorder (CVR) function operates normally, and b) Repairs are made within 20 calendar days.
-D	DFDR Recording Parameters not required by local regulations	A	-	- May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.
-03	CVR Independent Power Supply			

-A		C	-	0
-B		D	-	1
-04	Underwater Locator Beacon (ULB)	C	2	1 May be inoperative provided associated Flight Data Recorder (FDR) Function and Cockpit Voice Recorder (CVR) Function are considered inoperative.
32-00	Quick Access Recorder (QAR)	D	1	0

41-03	Aircraft Personality Module (APM)	C	4	2

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31 INDICATING/RECORDING SYSTEMS

41-08	Modular Avionic Unit (MAU) Fans				
-01	MAU 1 Fans				
-A	EMBRAER 170/175/190/195/ LINEAGE 1000	C	4	3	
-B	EMBRAER 190-E2/ 195-E2	C	3	2	
-02	MAU 2 Fans	C	3	2	
-03	MAU 3 Fans (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	3	2	
41-30	Configuration Monitor System (CMS)	C	2	1	
51-00	Aural Warning System				
-01	Channels	C	2	1	May be inoperative provided all Master Warning/ Caution Pushbuttons/ Annunciators are operative.
51-01	Takeoff Configuration (T/O CONFIG) Button	C	1	0	(O) May be inoperative provided Takeoff Configuration Warning is verified to operate normally before each flight.

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31 INDICATING/RECORDING SYSTEMS			
52-01	Master Warning/Caution Pushbuttons/Annunciators		
-01	Warning Lights	C 2	1
-02	Warning Alarm Cancel Function	C 2	1
-03	Caution Lights	C 2	1
-04	Caution Alarm Cancel Function	C 2	1
60-00	Electronic Checklist (ECL)		

-A		C -	0 (O) May be inoperative provided alternate procedures are established and used.
-B		D -	0 May be inoperative provided procedures do not require its use.
61-00	Synthetic Vision System (SVS)	C 2	0 (O) May be inoperative provided system is verified deactivated.

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31 INDICATING/RECORDING SYSTEMS					
61-01	Display Units (DU)				
-A	EMBRAER 170/175/190/195/ LINEAGE 1000	A	5	4	(M)(O) RH MFD or RH PFD or LH PFD may be inoperative provided: a) Associated display unit is deactivated, b) All CCD buttons, knobs and touch pad operate normally on the associated side, c) Displays MFD MODE Knobs are verified to operate normally, d) IESS operates normally, and e) Repairs are made within 3 flight days.
-B	EMBRAER 190-E2/ 195-E2	A	4	3	(O) LH MFD or RH MFD may be inoperative provided: a) All CCD buttons, knobs and touch pad operate normally on the associated side, b) DISPLAYS MODE knobs are verified to operate normally, c) IESS operates normally, and d) Repairs are made within 3 flight days.
61-02	Reversionary Panel (ADS/IRS) Pushbutton Illumination	C	4	0	(O) May be inoperative provided associated pushbutton is verified operative.

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31 INDICATING/RECORDING SYSTEMS

61-03	Display Unit Advanced Graphics Module (DU AGM) (EMBRAER 190-E2 and 195-E2, Post- Mod. Load 9.0)	A	4	3	(O) LH MFD AGM or RH MFD AGM may be inoperative provided: a) Affected AGM is deactivated, b) Associated DU is considered inoperative, and c) Repairs are made within 3 flight days.
61-04	EICAS Declutter Override (EICAS FULL) Button	D	1	0	
61-10	Display Controller Panels				
-01	Horizontal Situation Indicator (HSI) Mode Selector Buttons				
-A		C	2	0	
-B		D	2	1	
-02	Weather Radar (WX) Buttons	D	2	0	
-03	FMS Source Selector Buttons	C	2	0	May be inoperative provided procedures do not require their use. (Continued)

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31 INDICATING/RECORDING SYSTEMS

61-10	Display Controller Panels (Continued)				
-04	RA/BARO Selector Knobs	C	2	0	May be inoperative provided the setting required for the intended approach is available.
-05	Decision Height/Minimum Descent Altitude (MINIMUMS) Selector Knobs				
-A		C	2	1	May be inoperative provided approach minimums do not require their use.
-B		A	2	0	(O) May be inoperative provided: a) EGPWS is considered inoperative, b) Operations do not require its use, and c) Repairs are made within two flight days. (Continued)

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31 INDICATING/RECORDING SYSTEMS

61-10	Display Controller Panels (Continued)				
-06	Navigation Source Selector Buttons				
-A	V/L Source Selector Buttons (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	2	0	May be inoperative provided procedures do not require their use.
-B	NAV Source Selector Buttons (EMBRAER 190-E2/ 195-E2)	C	2	0	May be inoperative provided procedures do not require their use.
-07	Preview (PREV) Buttons	D	2	0	
-08	Flight Path Reference (FPR) Buttons	C	2	0	
-09	ADF/VOR/FMS Bearings (Circle/Diamond) Selector Buttons	C	4	-	May be inoperative provided procedures do not require their use.
-10	Standard Barometric Pressure (PUSH STD) Buttons	D	2	0	
-11	IN/hPa Selector Knobs	C	2	0	May be inoperative provided required units for the intended flights are available.

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31 INDICATING/RECORDING SYSTEMS

System & Sequence No.	ITEM	B	6	5	Remarks
62-01	Cursor Control Device (CCD)				
-01	Display Selection Buttons				
-A	EMBRAER 170/175/190/195/190-E2/195-E2/LINEAGE 1000	B	6	5	One MFD or PFD button may be inoperative provided all remaining CCD buttons, knobs and touch pad operate normally on both sides.
-B	EMBRAER 190-E2/195-E2	B	6	4	MFD buttons may be inoperative provided buttons associated with the same MFD on opposite CCD are verified operative.
-02	Enter Buttons	B	4	3	One may be inoperative provided all remaining CCD buttons, knobs and touch pad operate normally on both sides.
-03	Inner Tuning Knob	B	2	1	One may be inoperative provided all remaining CCD buttons, knobs and touch pad operate normally on both sides.
-04	Touch Pad	B	2	1	One may be inoperative provided all remaining CCD buttons and knobs operate normally on both sides.

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32 LANDING GEAR						
00-00 ***	A-BRK RTO/HI/MED/LO Indication on EICAS	C	1	0	May be inoperative provided Autobrake System is considered inoperative.	
33-01	Landing Gear Control Lever Lock Solenoid	B	1	0	(O) May be inoperative provided: a) EICAS message LG WOW SYS FAIL is not displayed, and b) The downlock release button is verified to operate normally.	
41-01	Wheel Tie Bolts (EMBRAER 190-E2/ 195-E2)	A	92	91	(M) One bolt may be damaged or missing provided: a) Affected wheel is checked for broken parts or damage, and replaced if broken parts or damage is found, b) For a main landing gear wheel, associated brake is checked for broken parts or damage, and is replaced if broken parts or damage is found, c) After each landing, affected wheel is inspected for additional broken or missing tie bolts, and d) Affected wheel is replaced within ten flights.	

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32 LANDING GEAR					
41-02	Autobrake System				
-01	EMBRAER				
***	170/175/190/195/ LINEAGE 1000				
-A		C	1	0	(M)(O) May be inoperative provided: a) Autobrake Control Knob is selected OFF and deactivated, b) Brake Temperature Sensors and Indications operate normally, and c) Alternate procedures are established and used.
-B		D	1	0	(M) May be inoperative provided: a) Autobrake Control Module is removed, and b) Procedures do not require its use.
-02	EMBRAER 190-E2/ 195-E2	C	1	0	(O) May be inoperative provided: a) Autobrake Control Knob is selected OFF, b) Brake Temperature Sensors and Indications operate normally, and c) Alternate procedures are established and used.
44-17	Emergency/Parking Brake Accumulators Pressure Transducers	C	2	0	(M) May be inoperative provided associated accumulator charge is verified within limits once each flight day.

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32 LANDING GEAR

44-30	Emergency/ Parking Brake Accumulators Pressure Indication on MFD	C	4	0	(M) May be inoperative provided associated accumulator charge is verified within limits once each flight day.
47-01	Brake Temperature Sensors				
-A		C	4	3	(O) One may be inoperative provided Landing Gear remains extended for seven minutes after takeoff. NOTE: In case of engine failure after V1, retract the landing gear.
-B		C	4	0	(O) May be inoperative provided: a) Landing Gear remains extended for seven minutes after takeoff, and b) Brake cooling time according to AFM Quick Turn Around Weight limitations is complied with. NOTE: In case of engine failure after V1, retract the landing gear.

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32 LANDING GEAR

47-15	Brake Temperature Indication on MFD				
-A		C	8	6	(O) One indication per MFD may be inoperative provided Landing Gear remains extended for seven minutes after takeoff. NOTE: In case of engine failure after V1, retract the landing gear.
-B		C	8	0	(O) May be inoperative provided: a) Landing Gear remains extended for seven minutes after takeoff, and b) Brake cooling time according to AFM Quick Turn Around Weight limitations is complied with. NOTE: In case of engine failure after V1, retract the landing gear.
49-11	Brake Assembly Wear Indicator				
-A		A	8	7	One may be inoperative or missing provided repairs are made within 30 calendar days.
-B		C	8	4	One per brake assembly may be inoperative or missing.
49-13	Nose Wheel Spinbrakes	C	2	0	(M) May be missing or removed.
49-15	Tire Pressure Indicators	D	-	0	

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32 LANDING GEAR						
53-03	Rudder Pedals Nose Wheel Steering System	C	2	0	May be inoperative provided Handwheel Nose Wheel Steering System operates normally.	
53-07	Nose Wheel Steering Disengage Switches					
-01	Steering Disengage Switches on Yoke (EMBRAER 190-E2/195-E2)	C	2	1		
-02	External Steering Disengage Switch					
-A		C	1	0	(O) May be inoperative provided: a) Affected switch is verified in ENGAGE position, b) Disengage Switch on yoke is pressed before towing the airplane, and c) Parking brake and steering status are verified before towing the airplane.	
-B		C	1	0	(M)(O) May be inoperative provided: a) Affected switch is deactivated, b) Disengage Switch on yoke is pressed before towing the airplane, and c) Parking brake and steering status are verified before towing the airplane.	

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32 LANDING GEAR

61-00	Landing Gear Indication System		
-01	System Faults (EMBRAER 190-E2/195-E2)	C	- -
			May be dispatched with LG SHORT DISPATCH Advisory EICAS Message.
61-11	Towing Indication Lights	C	2 0
			(O) May be inoperative provided parking brake and steering status are verified before towing the airplane.

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33 LIGHTS

10-00	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems				
-A		C	-	0	May be inoperative provided operations are not conducted at night.
-B		C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lights are positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) Flight Deck emergency lights operate normally. <p>NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p>

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33 LIGHTS

12-01	Multi Channel Dimmer					
-01	Cockpit Lights OFF/BRT Knob	C	3	0	May be inoperative provided lighting configuration and intensity is acceptable to the flight crew.	
-02	Glareshield Lights DIM/BRT Knob	C	4	0	May be inoperative provided lighting configuration and intensity is acceptable to the flight crew.	
-03	Display Units DIM/BRT Knob					
-A	EMBRAER 170/175/190/195/ LINEAGE 1000	B	5	4	One of LH PFD, RH MFD or RH PFD DIM/BRT knobs may be inoperative.	
-B	EMBRAER 190-E2/ 195-E2	B	4	3	One of LH MFD or RH MFD DIM/BRT knobs may be inoperative.	
-04	Annunciators Test Button	B	1	0		

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33 LIGHTS

21-00 Cabin Interior Illumination System -01 EMBRAER 170/175/190/195 -A	C	-	-	May be inoperative provided: a) No more than 10 percent of the ceiling lights are inoperative, b) No more than two adjacent ceiling lights in the longitudinal or lateral direction are inoperative, c) At least one light operates normally in the forward entrance area, aft entrance area, and forward galley area, d) Remaining operative lights in the forward entrance area, forward galley area, aft entrance area, and ceiling area operate in BRIGHT setting, e) Adequate cabin illumination remains for flight attendants to perform their assigned duties, and f) Cabin emergency lights operate normally. (Continued)
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33 LIGHTS

21-00 Cabin Interior Illumination System (Continued) -01 EMBRAER 170/175/190/195 (Continued) -B	C	-	-	(O) May be inoperative provided: a) No more than 10 percent of the ceiling lights are inoperative, b) No more than two adjacent ceiling lights in the longitudinal or lateral direction are inoperative, c) Photoluminescent Escape Route Marking System is charged 30 minutes each flight day before the first flight of each day, d) Remaining operative ceiling lights operate in BRIGHT setting, e) Adequate cabin illumination remains for flight attendants to perform their assigned duties, and f) Cabin emergency lights operate normally. (Continued)
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33 LIGHTS

21-00 Cabin Interior Illumination System (Continued)				
-02 LINEAGE 1000	C	-	-	Individual lights may be inoperative provided: a) No more than 10 percent of the ceiling lights are inoperative, b) No more than two adjacent ceiling lights in the longitudinal or lateral direction are inoperative, and c) Cabin emergency lights operate normally.
-03 EMBRAER 190-E2/195-E2	C	-	-	May be inoperative provided: a) No more than one ceiling light is inoperative per ceiling light panel, b) Ceiling light panels with inoperative lights are separated by at least two ceiling light panels with all lights operative, c) Adequate cabin illumination remains for flight attendants to perform their assigned duties, and d) Cabin emergency lights operate normally.

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33 LIGHTS

21-01 Interior Emergency Lights	C	-	0		(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by local regulations for non-passenger-carrying operations, and c) Alternate procedures are established and used.
21-10 Cabin Sidewall Lights	C	-	-		May be inoperative provided sufficient lighting is available for flight attendants to perform their assigned duties.
23-00 Passenger Signs -A	C	-	-		(M)(O) No passenger seat, flight attendant seat or lavatory may be occupied from which a "No Smoking/Fasten Seat Belt/Return to Seat" sign is not readily legible and that seat or lavatory must be blocked and placarded "DO NOT OCCUPY". (Continued)

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33 LIGHTS				
23-00	Passenger Signs (Continued)			
-B		C	-	- (O) "No Smoking/Fasten Seat Belt/Return to Seat" signs may be inoperative and the affected passenger seat(s), flight attendant seat(s) or lavatory(ies) may be occupied provided: a) The passenger address system operates normally and can be clearly heard throughout the cabin during flight, and b) The passenger address system is used to notify the flight attendant and passengers when seat belts should be fastened and when smoking is prohibited.
-C		C	-	- May be inoperative provided passengers are not carried.
23-03	Lavatory Occupied Signs	D	-	0
23-09	Cockpit Sterile Light (EMBRAER 170/175/190/195/ 190-E2/195-E2)	C	2	0 (O) May be inoperative provided alternate procedures are established and used.
26-00	Courtesy Lights System	C	1	0 May be inoperative provided sufficient light is available at stairs region.

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33 LIGHTS					
28-00	Lavatory Lights System				
-A		C	2	0	(O) May be inoperative provided affected lavatory door is locked and placarded "INOPERATIVE - DO NOT ENTER". NOTE: This proviso is not intended to prohibit lavatory use or inspections by crewmembers.
-B		D	-	-	Individual lights may be inoperative provided remaining lights are sufficient for lavatory illumination.
28-01	Lavatory Dome Light (EMBRAER 170/175/190/195/ LINEAGE 1000)				Deleted, Revision 14 (Included in item 33-28-00).
28-03	Lavatory Fluorescent Lights (EMBRAER 170/175/190/195/ LINEAGE 1000)				Deleted, Revision 14 (Included in item 33-28-00).
28-07	Lavatory Door Latch Engage Micro Switch	C	2	0	(O) May be inoperative provided: a) Lavatory Manual Switch is verified operative, and b) Lavatory Manual Switch is used to operate the lavatory lights.
28-09	Lavatory Manual Switch	C	2	1	

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33 LIGHTS

31-00	Forward and Aft Cargo/Baggage Compartment Lights	C	-	0	
31-02	Cargo Compartment Light Cages	C	-	0	Any number of light cages may be damaged or missing provided the affected light lens is checked not to be cracked or broken after each cargo unloading.
32-00	Service Compartment Lights	C	-	0	
41-00	Landing Lights				
-A		C	3	2	NOTE: For aircraft with LED lights installed, the Landing Lights are considered inoperative when any individual LED light bulbs are inoperative.
-B		C	3	0	May be inoperative provided aircraft is not operated at night. NOTE: For aircraft with LED lights installed, the Landing Lights are considered inoperative when any individual LED light bulbs are inoperative.
42-00	Taxi Lights	C	3	0	

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33 LIGHTS

43-00 Navigation Lights			
-01 Aircraft Equipped With Two Navigation Lights System	C	8	4 (M) Any light may be inoperative provided: a) Navigation light switch in the maintenance panel is set manually, and b) The following minimum configuration is complied with: 1-One green light at the right forward wing tip position, 2-One red light at the left forward wing tip position, and 3-One white light at each aft wing tip position.
-02 All Configurations	C	-	0 May be inoperative provided aircraft is not operated at night.
44-00 Wing Inspection Lights			
-A	C	2	0 May be inoperative provided operations are not conducted at any time into known or forecast icing conditions.
-B	C	2	0 May be inoperative provided ground de-icing procedures do not require their use.
-C	D	2	0 May be inoperative for daylight operations.
45-00 Red Beacon Lights	C	2	0 (O) May be inoperative provided strobe lights operate normally.

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33 LIGHTS

46-00	Logo Lights	D	2	0	
47-00	Strobe Lights				
-A	Airplanes with LED Red Beacon Lights	B	4	0	(O) May be inoperative provided: a) Both Red Beacon are operative and turned ON throughout the flight, b) Navigation lights are operative and turned ON throughout the flight, and c) Aircraft is not operated at night.
-B	Airplanes with LED Red Beacon certified as anti-collision lights	C	4	0	May be inoperative provided both Red Beacon operate normally.
-C	Airplanes with Halogen Red Beacon Lights	C	4	0	(M) May be inoperative provided RED BCN switch on the Cockpit Maintenance Panel is set to "BRT".

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33 LIGHTS

50-21	Photoluminescent Escape Route Marking System				
-01	EMBRAER 170/175/190/195	C	-	-	Up to 10 percent of all Photoluminescent Escape Route Marking sections may be inoperative or missing.
-02	EMBRAER 170/175/190/195/190-E2/195-E2				
-A		C	-	-	May be inoperative or missing provided: a) All strips marking inclined or right angle intersections, including cross aisles and overwing exits, are operative, b) The sections of inoperative or missing strips have a maximum length of 0.25 m (10 inches), c) Two sections of inoperative or missing strips are separated by at least 2.0 m (78.74 inches), and d) Along each aisle axis, all strips within one meter of strips marking angled intersections are operative.
(Continued)					

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33 LIGHTS

50-21 Photoluminescent
Escape Route
Marking System
(Continued)

-02 EMBRAER
170/175/190/195/
190-E2/195-E2
(Continued)

-B

C - 0

(O) May be missing or inoperative provided:
a) No passengers are carried,
b) A maximum of 19 persons are carried as authorized by local regulations for non-passenger-carrying operations, and
c) Alternate procedures are established and used.

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33 LIGHTS				
50-25	External Overwing Emergency Lights			
-01	EMBRAER 190/195/ 190-E2/195-E2/ LINEAGE 1000	B	- 0	May be inoperative provided aircraft is not operated at night.
-02	EMBRAER 190/195/ 190-E2/195-E2			
-A		A	- -	One or more lights on one side only may be inoperative provided: a) Associated Overwing Emergency Exit Door is considered inoperative, and b) Repairs are made within five flights.
-B		C	- 0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by local regulations for non-passenger-carrying operations, and c) Alternate procedures are established and used.
50-29	External Exit Door Emergency Lights (EMBRAER 190-E2/ 195-E2)	B	4 0	May be inoperative provided aircraft is not operated at night.

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33 LIGHTS

50-30 Exit Markings	A	-	-	<p>One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated exit is considered inoperative, and b) Repairs are made within five flights. <p>NOTE: If any twin overwing exits are served by a single sign, both exits should be considered inoperative.</p>
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34 NAVIGATIONS					
11-00	Integrated Electronic Standby System (IESS)				
-01	Standby Attitude Indication				
-A		C	1	0	May be inoperative provided not required by local regulations.
-B		B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
-02	STD Baro Button	C	1	0	May be inoperative provided BARO knob on the IESS operates normally.
-03	Brightness Buttons	C	2	0	May be inoperative provided brightness level is acceptable to the crew.
-04	CAGE Button				
-A		B	1	0	(O) May be inoperative provided IESS is reinitialized before each flight.
-B		B	1	0	May be inoperative provided IESS attitude indication is considered inoperative.
-05	VMO/MMO Barber Pole	C	1	0	May be inoperative provided VMO Flag is displayed.

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34 NAVIGATIONS

15-03 Total Air Temperature (TAT) Sensors				
-A	B	2	1	(O) May be inoperative provided: a) Autopilot and Autothrottle are not coupled to the affected Air Data System, and b) TAT Heater associated with operative TAT sensor is operative.
-B	B	2	1	(O) May be inoperative provided: a) Autopilot and Autothrottle are not coupled to the affected Air Data System, and b) Airplane is not operated in visible moisture or in known or forecast icing conditions.

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34 NAVIGATIONS

15-07	Static Air Temperature (SAT) Indications				
-01	EMBRAER 170/175/190/195/ LINEAGE 1000	C	6	0	
-02	EMBRAER 190-E2/ 195-E2				
-A	MFD Status Page SAT Indications	C	2	0	May be inoperative provided MFD Map/Plan Display SAT indications are operative.
-B	MFD Map/ Plan Display SAT Indications	C	2	0	May be inoperative provided MFD Status Page SAT indications are operative.
-C	SAT Indications on MCDU Air Data Menu	C	2	0	
15-09	True Airspeed (TAS) Indications on MFD	C	4	0	

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34 NAVIGATIONS

23-00	Standby Magnetic Compass System				
-A		B	1	0	May be inoperative provided aircraft is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute phase of flight.
-B		C	1	0	May be inoperative provided: a) Aircraft is operated with Dual Independent Navigation Capability, and b) Two GPS operate normally.

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34 NAVIGATIONS

25-00 ***	Head Up Guidance System (HGS) (EMBRAER 170/175/190/195/ LINEAGE 1000)				
-A		C	2	1	(O) May be inoperative provided alternate procedures are established and used.
-B		D	-	0	May be inoperative provided operating procedures do not require its use.
-01	LVTO mode	D	-	0	May be inoperative provided operations do not require its use. NOTE: Any mode which operates normally may be used.
-02	HUD A3 mode	D	-	0	May be inoperative provided operations do not require its use. NOTE: Any mode which operates normally may be used.
-03	Release Lever				
-A		C	2	1	(M)(O) May be inoperative provided: a) The associated HGS Combiner is removed, and b) Alternate procedures are established and used.
-B		D	-	0	(M) May be inoperative provided: a) The associated HGS Combiner is removed, and b) Operations do not require its use.

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34 NAVIGATIONS

27-00 ***	Enhanced Flight Vision System (EFVS) (LINEAGE 1000)	D	1	0	(M) May be inoperative provided: a) System is deactivated, b) Approach minimums or operating procedures do not require its use, and c) Associated Head Up Guidance System is considered inoperative.
31-00 -A	Radar Altimeter System EMBRAER 170/175/190/195/ LINEAGE 1000	C	2	1	(M)(O) May be inoperative provided: a) System is deactivated, and b) Approach minimums or operating procedures do not require its use.
-B	EMBRAER 170/175/190/195	A	-	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Approach minimums or operating procedures do not require its use, c) Ground Proximity Warning System (GPWS) Modes 1-4, Mode 5, Advisory Callouts and Windshear Mode are considered inoperative, d) Traffic Alert and Collision Avoidance System (TCAS) is considered inoperative, and e) Repairs are made within two flight days.

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34 NAVIGATIONS				
31-00	Radar Altimeter System (Continued)			
-C	LINEAGE 1000	A	-	0
				(M)(O) May be inoperative provided: a) System is deactivated, b) Approach minimums or operating procedures do not require its use, c) Ground Proximity Warning System (GPWS) Modes 1-4, Mode 5, Advisory Callouts and Windshear Mode are considered inoperative, d) Traffic Alert and Collision Avoidance System (TCAS) is considered inoperative, e) The Internal Door Warning System is considered inoperative, f) The SATCOM Cockpit Phone is inhibited before takeoff and landing, and g) Repairs are made within two flight days.
-D	EMBRAER 190-E2			Deleted, Revision 14.
-01	Radar Altimeter Filter (EMBRAER 170/175/190/195/ LINEAGE 1000)			

-A		C	2	1
				May be inoperative provided affected Radar Altimeter is considered inoperative. (Continued)

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34 NAVIGATIONS

31-00 Radar Altimeter System (Continued) -01 Radar Altimeter Filter *** (EMBRAER 170/175/190/195/ LINEAGE 1000) (Continued) -B	A	-	0	May be inoperative provided: a) Affected Radar Altimeter is considered inoperative, and b) Repairs are made within two flight days.
32-00 Very High Frequency Navigation Systems (VHF NAV) -01 VOR Systems -02 ILS Systems -03 Marker Beacon Systems 32-01 GBAS Landing Systems (GLS) *** (EMBRAER 190-E2/195-E2)	C	2	-	Any in excess of those required by local regulations may be inoperative. Any in excess of those required by local regulations may be inoperative. May be inoperative provided approach minimums do not require its use. May be inoperative provided approach minimums do not require its use.

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34 NAVIGATIONS						
41-00	Enhanced Ground Proximity Warning System (EGPWS)					
-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided:	
					a) Alternate procedures are established and used, and	
					b) Repairs are made within two flight days.	
-A	Modes 1-4	A	4	0	(O) May be inoperative provided:	
					a) Alternate procedures are established and used, and	
					b) Repairs are made within two flight days.	
-B	Test Mode	A	1	0	May be inoperative provided:	
					a) GPWS is considered inoperative, and	
					b) Repairs are made within two flight days.	
-C	Glideslope Deviation (Mode 5)	C	-	1		
		B	-	0		
-D	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 local regulations, and	
					b) Alternate procedures are established and used.	
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34 NAVIGATIONS

41-00	Enhanced Ground Proximity Warning System (EGPWS) (Continued)				
-E	Windshear Warning and Flight Guidance System (Windshear Mode)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
		C	1	0	<p>NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.</p> <p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
-02	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Terrain Clearance Floor (TCF) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
-03 ***	Runway Awareness & Advisory System (RAAS)	C	1	0	

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34 NAVIGATIONS						
41-05 ***	Steep Approach Mode (Airplanes with Steep Approach capability)	D	1	0	May be inoperative provided operations do not require its use.	
42-00	Weather Radar System	C	-	-	Any in excess of those required by local regulations may be inoperative.	
-01	Stabilization Function	B	1	0	(M) May be inoperative provided: a) Antenna sweep is verified parallel to aircraft horizontal plane, and b) Antenna tilt is operated manually.	
42-04 ***	Predictive Windshear Function (EMBRAER 190-E2/ 195-E2)					
-A		B	-	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.	
-B		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally.	

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34 NAVIGATIONS

43-00	Traffic Alert and Collision Avoidance System II (TCAS II)				
-A		B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
-B		C	-	0	(M)(O) May be inoperative provided: a) Not required by local regulations, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
-01	Resolution Advisory (RA) Display System(s)				
-A		C	2	1	May be inoperative on pilot monitoring side.
-B		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
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34 NAVIGATIONS			
43-00	Traffic Alert and Collision Avoidance System II (TCAS II) (Continued)		
-02	Traffic Alert 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.
-03	Audio Functions	B 1 0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
43-10	ADS-B In		
***	Transmissions (EMBRAER 190-E2/195-E2)		
-A		C - 0	(O) May be inoperative provided alternate procedures are established and used.
-B		D - 0	May be inoperative provided procedures do not require its use.
44-00	Lightning Sensor System	D - 0	
***	(EMBRAER 170/175/190/195/LINEAGE 1000)		
51-00	Distance Measuring Equipment (DME) Systems	D 2 -	Any in excess of those required by local regulations may be inoperative.

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34 NAVIGATIONS

52-00	ATC Transponder and Automatic Altitude Reporting System				
-A		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.
-B		D	-	1	Any in excess of those required by local regulations may be inoperative.
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by local regulations	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.
-02 ***	ADS-B Out Squitter Transmissions	C	-	0	May be inoperative provided operations do not require its use.
53-00 ***	Automatic Direction Finder (ADF) System	D	-	-	Any in excess of those required by local regulations may be inoperative.

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56-00	Global Positioning System (GPS)					
-A		C	-	0		(O) May be inoperative provided: a) Procedures do not require its use, b) RAAS is considered inoperative, and c) Clock is set manually.
-B		D	2	1		May be inoperative provided operations do not require its use.
61-00	Flight Management System (FMS) (EMBRAER 170/175/190/195/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0)					
-A		C	-	-		(O) May be inoperative provided: a) It is not required by regulations, and b) Alternate procedures are established and used.
-B		D	2	1		May be inoperative provided procedures do not require its use. (Continued)

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34 NAVIGATIONS

61-00 Flight Management System (FMS) (EMBRAER 170/175/190/195/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0) (Continued)

-01 Navigation Databases

-A

C - 0

(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided:

- a) Current Aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used,
- b) Navigation database information is disregarded, and
- c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

NOTE: Databases which is/are out of date is/are considered inoperative.

(Continued)

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34 NAVIGATIONS

61-00	Flight Management System (FMS) (EMBRAER 170/175/190/195/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0) (Continued)			
-01	Navigation Databases (Continued)			
-B		C	-	1
				<p>(O) Any in excess of one may be inoperative provided:</p> <ul style="list-style-type: none"> a) The operative database must be up to date for routes, departures, arrival, and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified. <p>NOTE: Databases which is/are out of date is/are considered inoperative.</p> <p>(Continued)</p>

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34 NAVIGATIONS

61-00 Flight Management System (FMS) (EMBRAER 170/175/190/195/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0) (Continued)

-01 Navigation Databases (Continued)

-C

A - 0

(O) One or more may be out of date provided:
 a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle,
 b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route,
 (Continued)

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34 NAVIGATIONS

61-00 Flight Management System (FMS) (EMBRAER 170/175/190/195/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0) (Continued)

-01 Navigation Databases (Continued)

-C (Continued)

c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified, and

d) Repairs are made within 10 calendar days.

(Continued)

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34 NAVIGATIONS

61-00	Flight Management System (FMS) (EMBRAER 170/175/190/195/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0) (Continued)				
-01	Navigation Databases (Continued)				
-D		A	-	0	(O) One or more may be out of date provided: a) Conventional (Non-RNAV/RNP) departure, arrival and approach procedures, when available, or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, (Continued)

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34 NAVIGATIONS

61-00 Flight Management System (FMS) (EMBRAER 170/175/190/195/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0) (Continued)		
-01 Navigation Databases (Continued)		
-D (Continued)		<p>c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified, and</p> <p>d) Repairs are made within 10 calendar days.</p> <p>NOTE: Databases which is/are out of date is/are considered inoperative.</p>

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34 NAVIGATIONS

61-02 Multifunction Control Display Unit (MCDU)	B	2	1		(O) MCDU 01 may be inoperative provided: <ul style="list-style-type: none"> a) VHF COMM 01 and 02 operate normally, b) VHF NAV 01 and 02 operate normally, c) All CCD buttons, knobs and touch pad operate normally on both sides, d) All Display Units operate normally, and e) Approach minimums or operating procedures do not require its use.
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35 OXYGEN					
10-08	Crew Oxygen Cylinder Charging Valve	C	1	0	(M) May be inoperative provided: a) There is no evidence of leakage, and b) Crew Oxygen Cylinder is removed for refilling or is replaced by a full one, if necessary.
11-01 -01	Pressure Gauge Crew Oxygen Pressure Indication on MFD	C	2	0	(M)(O) May be inoperative provided: a) Crew Oxygen Pressure is checked within limits before each flight, b) Crew Oxygen masks are verified operative before each flight, c) Air Management System Controller (AMSC) channels operate normally, d) Cabin Pressure Control System (CPCS) controller channels operate normally, e) Both Air Conditioning Packs operate normally, f) Both Engine Bleed Systems operate normally, g) Flight is not conducted over an area where the Minimum Enroute Altitude is above 10000 ft MSL, and h) Flight is conducted at or below FL 250. (Continued)

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35 OXYGEN

11-01	Pressure Gauge (Continued)				
-02	Crew Oxygen Pressure Indication on Pressure Gauge Outside Airplane	C	1	0	May be inoperative provided Crew Oxygen Pressure Indication on MFD operates normally.
11-03	Oxygen Cylinder Pressure Relief Disc (Green Disc)	C	-	0	May be inoperative or missing.
11-04	Oxygen Cylinder Bay Temperature Sensor	C	1	0	

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35 OXYGEN

20-00	Passenger Oxygen System				
-A		B	1	0	(O) May be inoperative provided: a) Flight is not conducted over an area where the Minimum Enroute Altitude is above 14000 ft MSL, b) Both Air Conditioning Packs operate normally, c) Cabin Pressure Control System (CPCS) controller channels operate normally, d) Both Engine Bleed Systems operate normally, e) Flight is conducted at or below FL 250, f) Portable Oxygen Cylinders and Masks are provided for all cabin crew members and for a 30 minutes period for 10 percent of the passengers, and g) Passengers are appropriately briefed.
-B		B	1	0	May be inoperative provided flight is conducted at or below 10000 ft MSL. (Continued)

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35 OXYGEN

20-00 Passenger Oxygen System (Continued)				
-01 Automatic Deployment System				
-A	C	1	0	(M) May be inoperative provided: a) The manual deployment from the flight crew compartment is verified operative, and b) Flight is conducted at or below FL 300.
-B	B	1	0	May be inoperative provided Passenger Oxygen System is considered inoperative.
-02 Passenger Oxygen Dispensing Unit				
-A	C	-	0	(M) Individual modules may be inoperative with no flight altitude restriction provided affected seats are placarded and blocked to prevent occupancy.
-B	B	-	0	Individual modules may be inoperative provided Passenger Oxygen System is considered inoperative.
-03 Flight Attendant Oxygen Dispensing Unit	B	-	-	May be inoperative provided associated flight attendant seat is considered inoperative.
				(Continued)

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35 OXYGEN			
20-00	Passenger Oxygen System (Continued)		
-04	Flight Attendant Oxygen Dispensing Unit in Galley	B	- -
			(O) May be inoperative provided: a) Oxygen dispensing unit(s) and masks at the adjacent flight attendant station are operative, b) Number of occupants of the galley area and adjacent flight attendant station is limited to the number of oxygen masks operative in the region, in all flight phases, and c) Procedures are established and used to alert crewmembers of inoperative oxygen dispensing units.
20-02	Passenger Oxygen Box Door Electrical Latches (EMBRAER 170/175/190/195/190-E2/195-E2)		
-A		D	- -
			(M) Individual modules may be inoperative provided affected seats are placarded and blocked to prevent occupancy. (Continued)

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35 OXYGEN

20-02 Passenger Oxygen Box Door Electrical Latches (EMBRAER 170/175/190/195/190-E2/195-E2) (Continued) -B	C	-	-	(M)(O) Automatic opening feature of the door latch(es) may be inoperative provided: a) Associated Passenger Oxygen Dispensing Unit operates normally, b) Flight is conducted at or below FL 300, and c) Passenger(s) occupying the associated seat(s) is (are) briefed on oxygen mask procedure.
20-03 Passenger Oxygen Box Deploy Tool (EMBRAER 170/175/190/195/190-E2/195-E2)	D	-	0	(O) May be missing provided an alternative tool is available.

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35 OXYGEN

20-04 Passenger Cabin Oxygen Mask -A -B		D C	- -	0 -	(M) Individual masks may be inoperative or missing provided affected seats are placarded and blocked to prevent occupancy. (M) Individual masks may be inoperative or missing provided: a) At least one oxygen mask is available for each seat, b) The total number of oxygen masks exceed the number of seats by at least 10 percent, c) The supernumerary units are uniformly distributed throughout the cabin, and d) Inoperative masks are removed from the aircraft.
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35 OXYGEN				
20-09	Lavatory Oxygen System (EMBRAER 170/175/190/195/190-E2/195-E2)	C	- 0	(O) May be inoperative provided lavatory door is locked and placarded "INOPERATIVE – DO NOT ENTER". NOTE: This proviso is not intended to preclude lavatory inspections by a crewmember.
-A		C	- 0	May be inoperative provided flight is conducted at or below FL 250.
-B		C	- 0	
21-02	Altitude Pressure Switch (EMBRAER 190-E2/195-E2)	C	1 0	
21-03	"MASKS DEPLOY" Knob on Passenger Oxygen Panel	B	1 0	(O) May be inoperative provided Passenger Cabin Oxygen System is considered inoperative.
21-04	Passenger Oxygen Masks Deployed ON Indication Light	C	1 0	

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35 OXYGEN

30-01	Portable Oxygen Cylinder and Masks	D	-	-	(M) Any in excess of those required by local regulations may be inoperative provided: <ul style="list-style-type: none"> a) Required distribution of serviceable cylinders is maintained throughout aircraft, and b) Cylinders not properly serviced are replaced, serviced or removed at the next available maintenance facility.
30-03	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by local regulations may be inoperative or missing.

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36 PNEUMATIC					
00-00	Engine Bleed Systems				
-01	EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Associated engine bleed remains selected off, b) Cross Bleed Valve operates normally, and c) Flight is conducted at or below FL 310. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).
-02	EMBRAER 170/175/190/195/ LINEAGE 1000				
-A	Airplanes without Forward Cargo Compartment Ventilation Installed or with Cargo Shutoff Valve (P/N 1001497-2)	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Associated engine bleed remains selected off, b) Wing Anti-Ice System is considered inoperative, c) If Bleed 1 is affected, live animals are not carried in the cargo/baggage compartment, and d) Flight is conducted at or below FL 310. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)

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36 PNEUMATIC

00-00	Engine Bleed Systems (Continued)			
-02	EMBRAER 170/175/190/195/ LINEAGE 1000 (Continued)			
-B	Airplanes with Cargo Shutoff Valve (P/N 1001497-1)	C	2	1
				<p>(O) Except for ER operations, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated engine bleed remains selected off, b) Wing Anti-Ice System is considered inoperative, c) If Bleed 1 is affected, the forward cargo/aft baggage shutoff valve are considered inoperative, and d) Flight is conducted at or below FL 310. <p>NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p> <p>(Continued)</p>

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36 PNEUMATIC

00-00 Engine Bleed Systems (Continued) -02 EMBRAER 170/175/190/195/ LINEAGE 1000 (Continued) -C	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both engine bleeds remain selected off, b) APU Pneumatic Bleed System operates normally, c) Flight is conducted at or below FL 150, and d) Wing Anti-Ice System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)
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36 PNEUMATIC

00-00	Engine Bleed Systems (Continued)			
-03	EMBRAER 170/175/190/195			
-A	Airplanes without Forward Cargo Compartment Ventilation Installed or with Cargo Shutoff Valve (P/N 1001497-2)	C	2	0
				(O) Except for ER operations, may be inoperative provided: a) Both engine bleeds remain selected off, b) Live animals are not carried in the cargo compartment, c) Flight is conducted in an unpressurized configuration, and d) Wing Anti-Ice System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)

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36 PNEUMATIC

00-00 Engine Bleed Systems (Continued) -03 EMBRAER 170/175/190/195 (Continued) -B Airplanes with Cargo Shutoff Valve (P/N 1001497-1)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both engine bleeds remain selected off, b) The forward cargo compartment shutoff valve is considered inoperative, c) Flight is conducted in an unpressurized configuration, and d) Wing Anti-Ice System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).
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36 PNEUMATIC				
00-00	Engine Bleed Systems (Continued)			
-04	EMBRAER 190 PR/ LINEAGE 1000			
-A	Airplanes with Cargo Shutoff Valve (P/N 1001497-2)	C	2	0
				<p>(O) Except for ER operations, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Both engine bleeds remain selected off, b) Live animals are not carried in the aft baggage compartment, c) Flight is conducted in an unpressurized configuration, d) Wing Anti-Ice System is considered inoperative, and e) The Auxiliary Fuel system is considered inoperative. <p>NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p> <p>(Continued)</p>

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36 PNEUMATIC

00-00 Engine Bleed Systems (Continued) -04 EMBRAER 190 PR/ LINEAGE 1000 (Continued) -B Airplanes with Cargo Shutoff Valve (P/N 1001497-1)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both engine bleeds remain selected off, b) The aft baggage compartment shutoff valves are considered inoperative, c) Flight is conducted in an unpressurized configuration, d) Wing Anti-Ice System is considered inoperative, and e) The Auxiliary Fuel system is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).
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36 PNEUMATIC

00-00	Engine Bleed Systems (Continued)				
-05	EMBRAER 190-E2/ 195-E2				
-A		A	2	1	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated engine bleed remains selected off, b) Wing Anti-Ice System is considered inoperative, c) Flight is conducted at or below FL 310, and d) Repairs are made within 10 flight days. <p>NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p>
-B		C	2	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Both engine bleeds remain selected off, b) Crossbleed valve operates normally, c) APU Pneumatic Bleed System operates normally, d) Flight is conducted at or below FL 150, and e) Wing Anti-Ice System is considered inoperative. <p>NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p> <p>(Continued)</p>

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36 PNEUMATIC

00-00 Engine Bleed Systems (Continued) -05 EMBRAER 190-E2/ 195-E2 (Continued) -C	A	2	0	(O) May be inoperative provided: a) Both engine bleeds remain selected off, b) APU Pneumatic Bleed System operates normally, c) Flight is conducted at or below FL 150, d) Wing Anti-Ice System is considered inoperative, and e) Repairs are made within 10 flight days. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)
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36 PNEUMATIC

00-00 Engine Bleed Systems (Continued)					
-05 EMBRAER 190-E2/ 195-E2 (Continued)					
-D	A	2	0		<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Both engine bleeds remain selected off, b) Flight is conducted in an unpressurized configuration, c) Wing Anti-Ice System is considered inoperative, and d) Repairs are made within 10 flight days. <p>NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p>

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36 PNEUMATIC

00-01	Bleed Air Manifold Pressure Indication on MFD				
-01	EMBRAER 170/175/190/195/ LINEAGE 1000	C	4	0	(O) May be inoperative provided alternate procedures are established and used.
-02	EMBRAER 190-E2/ 195-E2	C	4	0	
10-01	Cross Bleed Valve				
-01	EMBRAER 170/175/190/195/ LINEAGE 1000				
-A		C	1	0	(M)(O) Except for ER operations, may be inoperative provided valve is verified closed and remains closed except for ground engine starting. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)

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36 PNEUMATIC

10-01 Cross Bleed Valve (Continued)					
-01 EMBRAER 170/175/190/195/ LINEAGE 1000 (Continued)					
-B	C	1	0		<p>(O) Except for ER operations, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Both Engine Bleed Systems are considered inoperative, and b) APU Pneumatic Bleed System is considered inoperative. <p>NOTE 1: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p> <p>NOTE 2: APU Pneumatic Bleed System may be used for engine starting.</p> <p>(Continued)</p>

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36 PNEUMATIC

10-01	Cross Bleed Valve (Continued)				
-02	EMBRAER 190-E2/ 195-E2				
-A		C	1	0	<p>(M)(O) May be inoperative provided valve is deactivated closed and remains closed except for ground engine starting.</p> <p>NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p>
-B		A	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Both Engine Bleed Systems are considered inoperative, b) APU Pneumatic Bleed System is considered inoperative, and c) Repairs are made within 10 flight days. <p>NOTE 1: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p> <p>NOTE 2: APU Pneumatic Bleed System may be used for engine starting.</p>

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36 PNEUMATIC

11-01 High Stage Bleed Valves					
-01 EMBRAER 170/175/190/195/ LINEAGE 1000	C	2	0		(M) Except for ER operations, may be inoperative provided: a) Affected High Stage Bleed Valve is secured closed, and b) Associated Engine Bleed System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).
-02 EMBRAER 190-E2/ 195-E2					
-A	C	2	1		(M) One may be inoperative provided: a) Cross Bleed Valve is operative, b) Affected High Stage Bleed Valve is secured closed, and c) Associated Engine Bleed System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)

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36 PNEUMATIC

11-01	High Stage Bleed Valves (Continued)					
-02	EMBRAER 190-E2/ 195-E2 (Continued)					
-B		A	2	0	(M) May be inoperative provided: a) Affected High Stage Bleed Valve is secured closed, b) Associated Engine Bleed System is considered inoperative, c) Wing Anti-Ice System is considered inoperative, and d) Repairs are made within 10 flight days.	
					NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).	

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36 PNEUMATIC

11-03	Engine Bleed Valves				
-01	EMBRAER 170/175/190/195/ LINEAGE 1000	C	2	0	(M) Except for ER operations, may be inoperative provided: a) Affected Engine Bleed Valve is secured closed, and b) Associated Engine Bleed System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).
-02	EMBRAER 190-E2/ 195-E2				
-A		C	2	1	(M) One may be inoperative provided: a) Cross Bleed Valve is operative, b) Affected Engine Bleed Valve is secured closed, and c) Associated Engine Bleed System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)

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36 PNEUMATIC

11-03	Engine Bleed Valves (Continued)				
-02	EMBRAER 190-E2/ 195-E2 (Continued)				
-B		A	2	0	(M) May be inoperative provided: a) Affected Engine Bleed Valve is secured closed, b) Associated Engine Bleed System is considered inoperative, c) Wing Anti-Ice System is considered inoperative, and d) Repairs are made within 10 flight days. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).

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36 PNEUMATIC					
11-09	Fan Air Valves (EMBRAER 190-E2/ 195-E2)	C	2	1	<p>(M) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Cross Bleed Valve is operative, b) Affected Fan Air Valve is secured closed, and c) Associated Engine Bleed System is considered inoperative. <p>NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p>
-A					
-B		A	2	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected Fan Air Valve is secured closed, b) Associated Engine Bleed System is considered inoperative, c) Wing Anti-Ice System is considered inoperative, and d) Repairs are made within 10 flight days. <p>NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p>

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36 PNEUMATIC

11-12	Fan Air Inlet Doors (EMBRAER 170/175) (Applicable to Pre-Mod. SB 170-36-0008 or Post-Mod SB 170-54-0010)	C	2	0	(M) (O) May be inoperative provided: a) Affected door is secured open, and b) Appropriate performance penalties are applied.
12-00	APU Pneumatic Bleed System	C	1	0	Except for ER operations, may be inoperative provided APU Bleed remains selected off.
12-01	APU Bleed Valve				
-A		C	1	0	May be inoperative provided APU is considered inoperative.
-B		C	1	0	(O) Except for ER operations, may be inoperative provided: a) APU Bleed remains selected OFF, b) Valve is verified failed closed, c) APU may be used only on ground, and d) Engine Bleed Systems are not used with APU running.
-C	EMBRAER 170/175/190/195/ LINEAGE 1000	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Valve is secured closed, and b) APU Bleed remains selected off.

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36 PNEUMATIC					
12-02	APU Bleed Check Valve	C	1	0	Except for ER operations, may be inoperative provided APU Bleed remains selected off.
13-01	High Pressure Ground Connection Check Valve	C	1	0	May be inoperative closed provided APU Pneumatic Bleed System operates normally.
21-00	BLEED 1(2) LEAK Caution EICAS message				Deleted, Revision 13 (Included in item 36-21-02).
21-02	Engine Bleed Overheat Detection System (ODS)				
-01	EMBRAER 170/175/190/195/ LINEAGE 1000				
-A		C	2	1	(M)(O) Except for ER operations, Engine Bleed System 1 ODS may be inoperative provided: a) Associated Engine Bleed System is considered inoperative, b) Cross Bleed valve remains closed except for engine start, c) APU Pneumatic Bleed System is considered inoperative, and d) Wing Anti-Ice System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)

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36 PNEUMATIC				
21-02	Engine Bleed Overheat Detection System (ODS) (Continued)			
-01	EMBRAER 170/175/190/195/ LINEAGE 1000 (Continued)			
-B		C	2	1
				<p>(M)(O) Except for ER operations, Engine Bleed System 2 ODS may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated Engine Bleed System is considered inoperative, b) Cross Bleed valve remains closed except for engine start, and c) Wing Anti-Ice System is considered inoperative. <p>NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p> <p>(Continued)</p>

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36 PNEUMATIC

21-02 Engine Bleed Overheat Detection System (ODS) (Continued)					
-01 EMBRAER 170/175/190/195/ LINEAGE 1000 (Continued)					
-C	C	2	0	0	(O) Except for ER operations, may be inoperative provided: a) Both Engine Bleed Systems are considered inoperative, and b) APU Pneumatic Bleed System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)

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36 PNEUMATIC

21-02 -02 -A	Engine Bleed Overheat Detection System (ODS) (Continued) EMBRAER 190-E2/ 195-E2	A	2	1	(O) Engine Bleed System 1 ODS may be inoperative provided: a) Engine Bleed System 1 is considered inoperative, b) Cross Bleed Valve remains closed except for engine start, c) APU Pneumatic Bleed System is considered inoperative, d) Wing Anti-Ice System is considered inoperative, and e) Repairs are made within 10 flight days. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)
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36 PNEUMATIC

21-02 Engine Bleed Overheat Detection System (ODS) (Continued)					
-02 EMBRAER 190-E2/ 195-E2 (Continued)					
-B	A	2	1	1	<p>(O) Engine Bleed System 2 ODS may be inoperative provided:</p> <ul style="list-style-type: none"> a) Engine Bleed System 2 is considered inoperative, b) Cross Bleed Valve remains closed except for engine start, c) Wing Anti-Ice System is considered inoperative, and d) Repairs are made within 10 flight days. <p>NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p> <p>(Continued)</p>

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36 PNEUMATIC

21-02 Engine Bleed Overheat Detection System (ODS) (Continued)					
-02 EMBRAER 190-E2/ 195-E2 (Continued)					
-C	A	2	0		(O) Both may be inoperative provided: a) Both Engine Bleed Systems are considered inoperative, b) APU Pneumatic Bleed System is considered inoperative, and c) Repairs are made within 10 flight days. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).

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36 PNEUMATIC

21-03	APU Overheat Detection System (ODS)				
-01	EMBRAER 170/175/190/195/ LINEAGE 1000	C	1	0	(O) APU ODS may be inoperative provided: a) Engine Bleed System 1 is considered inoperative, b) Cross Bleed Valve remains closed except for engine start, c) APU Pneumatic Bleed System is considered inoperative, and d) Wing Anti-Ice System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)

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36 PNEUMATIC

21-03	APU Overheat Detection System (ODS) (Continued)				
-02	EMBRAER 190-E2/ 195-E2	A	1	0	<p>(O) APU ODS may be inoperative provided:</p> <ul style="list-style-type: none"> a) Engine Bleed System 1 is considered inoperative, b) Cross Bleed Valve remains closed except for engine start, c) APU Pneumatic Bleed System is considered inoperative, d) Wing Anti-Ice System is considered inoperative, and e) Repairs are made within 10 flight days. <p>NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).</p>

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38 WATER AND WASTE

00-02	Water & Waste System Indications on Flight Attendant Panel (EMBRAER 170/175/190/195)	D	11	0	(M) May be inoperative provided alternate procedures are established and used.
00-03	Water & Waste Indications on CMS (EMBRAER 190-E2/195-E2)				
-01	Potable Water Indications				
-A		C	-	0	(M) May be inoperative provided alternate procedures are established and used.
-B		D	-	0	May be inoperative provided procedures do not require its use.
-02	Waste Tank Indications				
-A		C	-	0	(M) May be inoperative provided alternate procedures are established and used.
-B		D	-	0	May be inoperative provided procedures do not require its use.
					(Continued)

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38 WATER AND WASTE

00-03 Water & Waste Indications on CMS (EMBRAER 190-E2/ 195-E2) (Continued)				
-03 Lavatory Gray Water Interface Valve Indications				
-A	C	-	0	(M) May be inoperative provided associated valve is verified operative.
-B	C	-	0	May be inoperative provided associated valve is considered inoperative.
-04 Galley Gray Water Interface Valve Indications				
-A	C	-	0	(M) May be inoperative provided associated valve is verified operative.
-B	C	-	0	May be inoperative provided associated valve is considered inoperative.

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38 WATER AND WASTE				
10-00 Potable Water System				
-A	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
-B	C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
11-03 Lavatory Infrared Sensors (LINEAGE 1000)	C	-	0	(M) May be inoperative provided associated lavatory door(s) is(are) secured closed and placarded "INOPERATIVE – DO NOT ENTER".

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38 WATER AND WASTE					
11-04	Fill/Drain Valve				
-A		C	1	0	(M) May be inoperative provided: a) Valve is verified in closed position, b) Valve is verified not to have leaks, and c) Alternate procedures are established and used.
-B		C	1	0	May be inoperative provided Potable Water System is considered inoperative.
11-05	Fill/Drain Switch	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
11-06	Fill/Drain Nipple				
-01	Fill/Drain Nipple Cap	C	1	0	(M) May be inoperative or missing provided Fill/Drain Nipple is verified not to have leaks.
11-07	Lavatory Faucet (EMBRAER 170/175/190/195)	C	-	0	(M) May be inoperative provided affected lavatory faucet is deactivated.
11-09	Fwd Drain Valve	C	1	0	(M) May be inoperative provided: a) Valve is secured on closed position, and b) Alternate procedures are established and used to drain the Potable Water System lines.
					NOTE: Potable water inflight drainage system will be inoperative.

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38 WATER AND WASTE						
11-14 ***	Cockpit Inflight Drainage System					
-A	EMBRAER 170/175/190/195/ LINEAGE 1000	D	1	0	(M) May be inoperative provided: a) Aft Drain Valve is deactivated, and b) Alternate procedures are established and used.	
-B	EMBRAER 190-E2/ 195-E2	D	1	0	(M) May be inoperative provided: a) In-Flight Drain Valve is deactivated, and b) Alternate procedures are established and used.	
11-18 ***	UV Water Treatment Module (EMBRAER 190-E2/ 195-E2)	D	1	0		
11-19 ***	UV Solenoid Valve (EMBRAER 190-E2/ 195-E2)	D	1	0	(M) May be inoperative provided valve is secured in open position.	
13-04	Water Tank Quantity Indication Panel					
-01	EMBRAER 170/175/190/195/ LINEAGE 1000					
-A	"FULL" Indication	C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
-B	"DRAIN" Indication	C	1	0	May be inoperative provided water level sensor operates normally. (Continued)	

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38 WATER AND WASTE

13-04	Water Tank Quantity Indication Panel (Continued)				
-02	EMBRAER 190-E2/ 195-E2				
-A	Water Quantity Indication LEDs	C	5	0	(M) May be inoperative provided alternate procedures are established and used.
-B	"READY" Indication	C	1	0	May be inoperative provided "WAIT" indication on Potable Water Service Panel operates normally.
-C	"WAIT" Indication	C	1	0	May be inoperative provided "READY" indication on Potable Water Service Panel operates normally.
31-01 ***	Gray Water Holding Unit	D	-	0	(M) May be inoperative provided Gray Water Drain Valve is secured in open position.

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38 WATER AND WASTE

31-04	Auto Drain Valve				
-A		C	-	0	(M) May be inoperative provided: a) Valve is secured closed, b) Water supply to affected galley/lavatory sink is deactivated, and c) Affected galley/lavatory sink is not used.
-B		C	-	0	(M) May be inoperative provided: a) Manual shutoff valve is deactivated, and b) Affected galley/lavatory is not used.
31-09	Gray Water Interface Valve (EMBRAER 190-E2/195-E2)				
-A		C	-	0	(M) May be inoperative provided: a) Valve is secured closed, b) Water supply to affected galley/lavatory sink is deactivated, and c) Affected galley/lavatory sink is not used.
-B		C	-	0	(M) May be inoperative provided: a) Manual shutoff valve is deactivated, and b) Affected galley/lavatory is not used.

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38 WATER AND WASTE

32-00	Vacuum Waste System (VWS)				
-A		C	-	-	<p>(M) Individual components may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. <p>NOTE: Any portion of system which operates normally may be used.</p>
-B		C	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is(are) secured closed and placarded "INOPERATIVE – DO NOT ENTER". <p>NOTE: These provisos are not intended to prohibit inspections by crewmembers.</p> <p>(Continued)</p>

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38 WATER AND WASTE			
32-00	Vacuum Waste System (VWS) (Continued)	D	- -
-C			(M) Associated lavatory system may be inoperative provided: a) Water supply to affected lavatory is deactivated, and b) Affected lavatory door(s) is(are) secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisos are not intended to prohibit inspections by crewmembers.
32-03	Flush Switch (EMBRAER 190-E2/ 195-E2)	C	- 0
-01 ***	Touchless Activation Function	D	- 0
			May be inoperative provided associated vacuum waste system is not used.

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38 WATER AND WASTE						
32-09	Vacuum Generator					
-A		A	1	0	May be inoperative powered on (running) continuously provided repairs are made within one flight day.	
-B		C	1	0	(M) May be inoperative provided: a) Vacuum Generator is deactivated, and b) Associated lavatory door(s) is(are) secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisos are not intended to prohibit inspections by crewmembers.	
-C		C	1	0	(M)(O) May be inoperative provided: a) Vacuum Generator is deactivated, and b) Procedures are established and used to only allow use of the lavatory at or above FL 180.	
34-01	Floor Drain System	C	-	0	(M) May be inoperative provided associated lavatory door(s) is(are) secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisos are not intended to prohibit inspections by crewmembers.	
***	(EMBRAER 170/175/190/195/ LINEAGE 1000)					

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44 CABIN SYSTEMS			
11-00	Passenger Address System		Deleted. Revision 17 (Included in item 23-30-00).
12-01	Passenger Cabin/ Galley Speakers		
-A		C - -	(M) Individual speakers may be inoperative provided any seat from which a passenger cannot clearly hear a passenger address announcement is blocked and placarded "DO NOT OCCUPY".
-B		C - -	May be inoperative provided Passenger Address System is considered inoperative.
12-02	Lavatory Speakers (EMBRAER 170/175/190/195/ 190-E2/195-E2)	C - 0	(O) May be inoperative provided alternate procedures are established and used.
13-00	Cabin Service Interphone System (EMBRAER 170/175/190/195/ 190-E2/195-E2)		Deleted. Revision 17 (Included in item 23-51-00).
13-01	Flight Attendant Handset		Deleted. Revision 17 (Included in item 23-51-00).

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44 CABIN SYSTEMS

13-07	Flight Attendant Alerting System (Chime/Light)				
-01	Flight Attendant Call Lights (Rainbow Lights)				
-A	EMBRAER 170/175/190/195/190-E2/195-E2	B	-	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) PA system operates normally, and b) Alternate procedures for contacting flight attendants are established and used. <p>NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF) / Passenger Convenience Item.</p> <p>NOTE 2: Any visual alerting system function(s) that operates normally may be used.</p> <p>(Continued)</p>

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44 CABIN SYSTEMS

13-07 Flight Attendant
Alerting System
(Chime/Light)

(Continued)

-01 Flight Attendant Call
Lights (Rainbow
Lights)
(Continued)

-B LINEAGE 1000

C

- 0

(O) May be inoperative provided alternate procedures for contacting flight attendants are established and used.

D

- 0

May be inoperative provided procedures do not require its use.

NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF) / Passenger Convenience Item.

NOTE 2: Any visual alerting system function(s) that operates normally may be used.

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44 CABIN SYSTEMS

<p>13-07 Flight Attendant Alerting System (Chime/Light)</p> <p align="center">(Continued)</p> <p>-02 Flight Attendant Chime</p> <p>-A EMBRAER 170/175/190/195/190-E2/195-E2</p>	<p align="center">B - 0</p>	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) PA system operates normally, and b) Alternate procedures for contacting flight attendants are established and used. <p>NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF) / Passenger Convenience Item.</p> <p>NOTE 2: Any audio alerting system function(s) that operates normally may be used.</p> <p>(Continued)</p>
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44 CABIN SYSTEMS

13-07 Flight Attendant Alerting System (Chime/Light)

(Continued)

-02 Flight Attendant Chime (Continued)

-B LINEAGE 1000

(O) May be inoperative provided alternate procedures for contacting flight attendants are established and used.

May be inoperative provided procedures do not require its use.

NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF) / Passenger Convenience Item.

NOTE 2: Any audio alerting system function(s) that operates normally may be used.

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44 CABIN SYSTEMS

15-00 Cabin Management System (EMBRAER 190-E2/195-E2)					
-A	C	1	0		(M)(O) May be inoperative provided: a) Alternate procedures are established and used, and b) System is turned OFF. NOTE: Any portion of the system that operates normally may be used.
-B	D	1	0		May be inoperative provided procedures do not require its use.
15-01 Input-Output Distribution Node (IODN) (EMBRAER 190-E2/195-E2)	C	2	0		One or both may be inoperative. NOTE: With one IODN inoperative, the sidewall lights or ceiling lights operate in standard mode.
20-01 In-Flight Entertainment System (IFE) Maintenance Panels *** (EMBRAER 170/175/190/195)	D	2	0		(M) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.

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44 CABIN SYSTEMS						
20-03 ***	In-Flight Entertainment System (IFE) Reset Switch on IFE Flight Attendant Control Panel (EMBRAER 170/175/190/195)	D	1	0	(M) May be inoperative provided alternate procedures are established and used.	
26-00 ***	Wireless In-Flight Entertainment System (IFE) (EMBRAER 190-E2/ 195-E2)					
-A		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.	
-B		D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.	
32-00 ***	In-Flight Connectivity System (EMBRAER 190-E2/ 195-E2)	D	1	0	May be inoperative provided procedures do not require its use.	
32-08 ***	In-Flight Entertainment Connectivity System Reset Switch (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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44 CABIN SYSTEMS

51-00 ***	Cabin Surveillance System (CSS)					
-A		A	1	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
-B		C	1	0		(O) May be inoperative provided: a) A peephole is installed and operates normally, and b) Alternate procedures are established and used.
-C		D	1	0		(M) May be inoperative provided: a) System is deactivated, and b) Procedures do not require its use.
-01	Video Cameras					
-A		C	3	0		(O) May be inoperative provided: a) A peephole is installed and operates normally, and b) Alternate procedures are established and used.
-B		D	3	0		May be inoperative provided it is not required by local regulations. NOTE: Any portion of the system that operates normally may be used.

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45 CENTRAL MAINTENANCE SYSTEM					
45-01	Central Maintenance Computer (CMC) (EMBRAER 170/175/190/195/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0)	C	1	0	May be inoperative provided procedures do not require its use.
45-02	Wireless Data LAN Management Unit (DLMU-W) (EMBRAER 190-E2/ 195-E2)				
-A		C	1	0	(M) May be inoperative provided alternate procedures are established and used.
-B		D	1	0	May be inoperative provided procedures do not require its use.
45-03	Data-Loader Management Unit (DMU) (EMBRAER 170/175/190/195/ LINEAGE 1000)				

-A		C	1	0	(M) May be inoperative provided alternate procedures are established and used.
-B		D	1	0	May be inoperative provided procedures do not require its use.

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45 CENTRAL MAINTENANCE SYSTEM					
45-04	Database (DB) Module (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
-A					
-B		D	1	0	May be inoperative provided procedures do not require its use.
45-05	Local Area Network (LAN) (EMBRAER 170/175/190/195/ LINEAGE 1000)	C	1	0	May be inoperative provided procedures do not require its use.
NOTE: Loading, installing or restoring software application or database will not be available to the maintenance personnel.					
45-06	Wireless Server Unit *** (WSU) (EMBRAER 190-E2/ 195-E2)	C	1	0	(M) May be inoperative provided alternate procedures are established and used.
-A					
-B		D	1	0	May be inoperative provided procedures do not require its use.

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45 CENTRAL MAINTENANCE SYSTEM

45-11	ADG-400 *** (EMBRAER 170/175/190-E2/ 195-E2)				
-A		C	1	0	(M) May be inoperative provided alternate procedures are established and used.
-B		D	1	0	May be inoperative provided procedures do not require its use.

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46 INFORMATION SYSTEM

21-00 ***	Electronic Flight Bag Systems (EFBs)				
-A		C	-	0	(O) May be inoperative or missing provided alternate procedures are established and used where operating procedures are dependent upon the use of the affected EFB. NOTE: Any EFB function which operates normally may be used.
-B		D	-	0	May be inoperative provided procedures do not require its use.
-01	Data Connectivity				
-A		C	-	-	(O) May be inoperative provided alternate procedures are established and used.
-B		D	-	0	May be inoperative provided procedures do not require its use.

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1. Repair category						
2. Number installed						
3. Number required for dispatch						
4. Remarks and/or exceptions						

46 INFORMATION SYSTEM

21-00 Electronic Flight Bag *** Systems (EFBs) (Continued) -02 Power Connection -A	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: For EMBRAER 190-E2/195-E2, if the USB panel connection is the current power connection, refer to item 46-21-02.
-B	D	-	0	May be inoperative provided procedures do not require its use. (Continued)

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46 INFORMATION SYSTEM

21-00 Electronic Flight Bag *** Systems (EFBs) (Continued)		
-03 Mounting Device		
-A	C	- 0 (M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.
-B	D	- 0 (M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.

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46 INFORMATION SYSTEM

21-02 USB Panel *** (EMBRAER 190-E2/ 195-E2)				
-A	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.
-B	D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.
-01 USB Port				
-A	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.
-B	D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.

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46 INFORMATION SYSTEM

41-00 ***	Prerecorded Passenger Announcement System (EMBRAER 170/175/190/195/ LINEAGE 1000)	
-A	C	1 0 (O) May be inoperative provided alternate procedures are established and used.
-B	D	- 0 May be inoperative provided procedures do not require its use.

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47 INERT GAS SYSTEM

00-00 Fuel Tank Inerting System (EMBRAER 190-E2/195-E2)	A	1	0	(M) May be dispatched inoperative provided: a) FTIS Dispatch Valve is secured closed, b) APS PRSOV is secured closed, and c) Repairs are made within 10 flight days.
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		4. Remarks and/or exceptions				
49 AIRBORNE AUXILIARY POWER						
00-00	Auxiliary Power Unit (APU)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) APU is deactivated, and b) Procedures are not dependent on its use.	
16-04	APU Air Inlet Door System (EMBRAER 190-E2/195-E2)					
-A		C	1	0	(M) May be inoperative provided: a) APU Air Inlet Door is deactivated closed, and b) APU is considered inoperative.	
-B		C	1	0	(M)(O) May be inoperative and APU used provided: a) APU Air Inlet Door is deactivated in open position, and b) Appropriate performance penalties are applied.	
61-00	APU Master Knob					
-01	Knob Detents	C	2	0	(O) Except for ER operations, knob detents may be inoperative provided the APU is used on-ground only.	
71-00	APU RPM Indication on EICAS	C	1	0	May be inoperative or dashed provided APU is considered inoperative.	
72-00	APU EGT Indication on EICAS	C	1	0	May be inoperative or dashed provided APU is considered inoperative.	

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50 CARGO AND ACCESSORY COMPARTMENTS

22-01	Cargo / Baggage Door Nets				
-A		C	2	0	May be inoperative or missing provided adjacent Cargo Nets are installed and the associated section remains empty.
-B		C	2	0	May be inoperative or missing provided associated cargo compartment remains empty.
22-02	Cargo / Baggage Nets				

-01	EMBRAER 170/175/190/195/ 190-E2/195-E2	A	-	0	May be inoperative or missing provided: a) Acceptable cargo loading limits from Airplane Operations Manual are observed, and b) Repairs are made prior to the completion of the next Heavy Maintenance Visit.
-02	EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000	D	-	0	May be inoperative or missing provided associated cargo/ baggage compartment remains empty.

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50 CARGO AND ACCESSORY COMPARTMENTS

31-00 Cargo Compartment Linings				
-A	C	-	0	(O) May be damaged provided procedures are established and used to ensure the associated compartment is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
-B	C	-	0	May be missing provided associated cargo compartment remains empty.
32-06 Blow-Out Panels	C	-	0	(O) May be damaged or missing provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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50 CARGO AND ACCESSORY COMPARTMENTS

61-06 Forward Cargo Door Insulation Blankets (EMBRAER 190-E2/195-E2)			Deleted, Revision 17.
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52 DOORS

00-00	Passenger and Service Doors				
-A	EMBRAER 170/175	A	4	3	<p>(M)(O) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Remaining main entry doors are fully operational, b) Associated door is not used for passenger loading, c) Emergency exit sign and floor proximity lights related to the associated door must be covered to obscure the signs and lights, d) Passengers must be briefed not to use the associated door, e) Passenger number is limited to 19 maximum, f) Blocked seating layouts and evacuation procedures must be developed and approved by local regulations for inclusion in the operator's manual, and g) Repairs are made within one flight day. <p>NOTE 1: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.</p> <p>(Continued)</p>

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52 DOORS

00-00	Passenger and Service Doors (Continued)				
-A	EMBRAER 170/175 (Continued)				

NOTE 2: Cabin attendants may be stationed in the vicinity of each door within blocked areas.

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System & Sequence No.	ITEM	1. Repair category			
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52 DOORS

00-00	Passenger and Service Doors (Continued)				
-B	EMBRAER 190/195/190-E2/195-E2	A	4	3	<p>(M)(O) One may be inoperative for a maximum of 5 flights provided:</p> <ul style="list-style-type: none"> a) The number of passengers carried and the position of the seats which they occupy is in accordance with the Maximum Passenger Capacity (MPC) table, b) Blocked seating layouts and evacuation procedures must be developed and included in the operator's manual, c) Affected door/exit is closed and locked, d) The affected door/exit is not used for passenger boarding, nor for any purpose whilst passengers are on board, e) Affected door/exit is marked with a placard to prohibit utilization, as applicable, f) All the door/exit markings, signs and lights associated with the affected door/exit must be obscured, as applicable, g) Remaining main entry doors are fully operational, and h) Passengers must be briefed not to use the associated door. <p>(Continued)</p>

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52 DOORS

00-00 Passenger and Service Doors (Continued) -B EMBRAER 190/195/190-E2/195-E2 (Continued)				<p>NOTE 1: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.</p> <p>NOTE 2: Cabin attendants may be stationed in the vicinity of each door within blocked areas.</p>
00-30 Passenger and Service Doors Emergency Opening Assisting System (EMBRAER 170/175/190/195/190-E2/195-E2)	A	4	3	One may be inoperative or missing for a maximum of 5 flights provided associated door is considered inoperative.
00-31 Aft Baggage Door Emergency Opening System (LINEAGE 1000)	C	1	0	

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52 DOORS

21-00	Overwing Emergency Exit Doors					
-A	EMBRAER 190/195/190-E2	A	2	1	(M)(O) One may be inoperative for a maximum of 5 flights provided:	
					a) The number of passengers carried and the position of the seats which they occupy is in accordance with the Maximum Passenger Capacity (MPC) table,	
					b) Blocked seating layouts and evacuation procedures must be developed and included in the operator's manual,	
					c) Affected exit is closed, locked and placarded inoperative,	
					d) Emergency exit sign and photoluminescent escape route markings related to the associated overwing exit must be covered to obscure the signs and lights,	
					e) Passengers must be briefed not to use affected overwing exit, and	
					f) All passenger and service doors are fully operational.	
					(Continued)	

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52 DOORS				
21-00	Overwing Emergency Exit Doors (Continued)			
-B	EMBRAER 195-E2	A	4	2
				<p>(M)(O) One or both from one side may be inoperative for a maximum of 5 flights provided:</p> <ul style="list-style-type: none"> a) The number of passengers carried and the position of the seats which they occupy is in accordance with the Maximum Passenger Capacity (MPC) table, b) Blocked seating layouts and evacuation procedures must be developed and included in the operator's manual, c) Affected exit(s) is(are) closed, locked and placarded inoperative, d) Emergency exit sign and photoluminescent escape route markings related to the associated overwing exit(s) must be covered to obscure the signs and lights, e) Passengers must be briefed not to use affected overwing exit(s), and f) All passenger and service doors are fully operational.

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52 DOORS

21-70 Overwing
Emergency Exit
Door Flight Lock
(EMBRAER 190-E2/
195-E2)

-A

C - 0

(M)(O) May be inoperative unlocked provided:

- a) All flight locks are deactivated at unlocked position,
- b) All Overwing Emergency Exit Doors are verified to be capable of being unlatched and opened, and
- c) A person employed by the operator is designated to be seated in passenger seat nearest the affected Overwing Emergency Exit Door when cabin differential pressure is less than 2.0 psi.

(Continued)

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52 DOORS

21-70 Overwing Emergency Exit Door Flight Lock (EMBRAER 190-E2/ 195-E2) (Continued)	-B	C	-	0	(M)(O) May be inoperative unlocked provided: a) The affected flight lock is deactivated at unlocked position, b) All Overwing Emergency Exit Doors are verified to be capable of being unlatched and opened before each flight, and c) A person employed by the operator is designated to be seated in passenger seat nearest the affected Overwing Emergency Exit Door when cabin differential pressure is less than 2.0 psi.
-C	A	-	-		May be inoperative locked provided associated Overwing Emergency Exit Door(s) is (are) considered inoperative.

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52 DOORS

30-00	Cargo Compartment Doors	C	2	0	<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated cargo compartment is empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and b) Affected cargo door is verified closed, latched, and locked before each flight. <p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>
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52 DOORS

30-20	Forward and Aft Cargo Compartment Door Gas Spring Actuators				
-A		C	4	2	One Gas Spring Actuator per door may be inoperative or missing provided opposite Actuator Bellcrank and Drive Rod operates normally.
-B		B	4	0	(M) May be inoperative or missing provided: a) Door is verified capable of being held open, and b) Alternate procedures are established and used to operate the affected Cargo Compartment Door.
-C		C	4	0	May be inoperative provided affected cargo compartment door is not used.
30-22	Forward and Aft Cargo Compartment Door Actuator Bellcranks	C	4	2	One Actuator Bellcrank per door may be damaged or missing provided opposite Gas Spring Actuator and Drive Rod operates normally.
30-24	Forward and Aft Cargo Compartment Door Drive Rods	C	4	2	One Drive Rod per door may be damaged or missing.
31-20	Fwd (Aft) Cargo Door Green Indicators				Deleted, Revision 13.

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52 DOORS

31-28	Forward or Aft Cargo Door Closing Rods	D	-	0	(M) May be inoperative or missing provided alternate procedures are established and used.
51-00 ***	Cockpit Door Locking System	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Cockpit Door Locking System is not required by local regulations.
-01	Electromechanical Latch	B	1	0	(M)(O) May be inoperative provided: a) Electromechanical Latch is deactivated, and b) Alternate procedures are established and used for locking and unlocking the flight deck door. NOTE: Any function on the Electromechanical Latch which operates normally may be used.
-02	Mechanical Handle	C	1	0	May be inoperative provided Electromechanical Latch operates normally. (Continued)

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52 DOORS					
51-00	Cockpit Door				
***	Locking System (Continued)				
-03	Cockpit Door Control Panel				
-A	LOCK Pushbutton	B	1	0	May be inoperative provided Electromechanical Latch is considered inoperative.
-B	LOCK Pushbutton Light	B	1	0	(O) May be inoperative provided the LOCK pushbutton is verified to operate normally.
-C	INHIB Pushbutton	B	1	0	May be inoperative provided Electromechanical Latch is considered inoperative.
-D	INHIB Pushbutton Light	B	1	0	(O) May be inoperative provided the INHIB pushbutton is verified to operate normally.
-E	UNLOCKED Annunciator ON Light	C	1	0	(O) May be inoperative provided: a) Door Chime operates normally, and b) The LOCK and INHIB pushbuttons are verified to operate normally. (Continued)

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52 DOORS

51-00 ***	Cockpit Door Locking System (Continued)				
-04	Flight Attendant Cockpit Door Control Panel				
-A	Emergency Entry Pushbutton	B	1	0	(M)(O) May be inoperative provided: a) Electromechanical Latch is deactivated, b) The cockpit door is secured closed for takeoff and landing, and c) Alternate procedures are established and used to secure and to access the cockpit during the flight in accordance with the Operator's security policy.
-B	Emergency Entry Pushbutton Light				Deleted, Revision 16
-C	Door Opening Sequence Requested White Light	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
-D	Door Opening Sequence Inhibited Red Light	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
-E	Door Unlocked Green Light	B	1	0	(O) May be inoperative provided alternate procedures are established and used. (Continued)

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52 DOORS						
51-00 ***	Cockpit Door Locking System (Continued)					
-05	Door Chime	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-06	Maintenance Lock	D	1	0		
51-01 ***	Cockpit Door Peephole					
-A		A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
-B		C	1	0	(O) May be inoperative provided: a) Cabin Surveillance System (CSS) is installed and operates normally, and b) Alternate procedures are established and used.	
60-00 ***	Airstair (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	1	0	May be inoperative provided it is correctly stowed and locked for flight.	
					NOTE: Any mode that operates normally may be used.	
70-00	Doors Position Indication on MFD and associated EICAS Messages	C	-	0	(M)(O) May be inoperative provided affected door is verified closed, latched and locked before each flight.	

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52 DOORS

<p>70-01 Passenger and Service Doors Indicators (EMBRAER 170/175/190/195)</p>				
<p>-01 Door Latch Visual Indicators</p>	<p>C</p>	<p>4</p>	<p>3</p>	<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected door is verified closed, latched and locked before each flight, b) Latch mechanism is verified to operate normally, c) Door latch visual indicators mechanism is verified inoperative, and d) Both door lock visual indicators on the affected door operate normally. <p>NOTE: The DOOR PAX (SERV) FWD (AFT) OPEN Warning EICAS message may be displayed.</p> <p>(Continued)</p>

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52 DOORS

70-01	Passenger and Service Doors Indicators (EMBRAER 170/175/190/195) (Continued)				
-02	Door Locked Visual Indicators	C	8	4	(M)(O) One on each door may be inoperative provided: a) Affected door is verified closed, latched and locked before each flight, b) Door latch visual indicator operates normally, and c) Latch mechanism is verified to operate normally. NOTE: The DOOR PAX (SERV) FWD (AFT) OPEN Warning EICAS message may be displayed.
-03	Escape Slide ARMED/ DISARMED Indicators	C	4	3	(M)(O) May be inoperative provided: a) Indicator is covered to obscure the ARMED/DISARMED sign, b) Girt bar indication is verified to operate normally, and c) Alternate procedures are established and used to indicate to crew Escape Slide status. (Continued)

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52 DOORS

70-01	Passenger and Service Doors Indicators (EMBRAER 170/175/190/195) (Continued)				
-04	Girt Bar Escape Slide Indicators	C	4	3	(M)(O) May be inoperative provided: a) ARMED/DISARMED indication is verified to operate normally, and b) Girt bar is verified to operate normally.
70-02	Internal Door Warning System (LINEAGE 1000)	C	1	0	(M) May be inoperative provided the internal doors are secured open.

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71 POWERPLANT

11-02 Fan Cowl Latches					
-01 Position Sensors (EMBRAER 190-E2/ 195-E2)	C	6	0		(M) May be inoperative provided Fan Cowl Latches are verified closed before each flight.

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73 ENGINE FUEL AND CONTROL

21-01 Engine Full Authority Digital Electronic Control (FADEC) System -01 System Faults -A EMBRAER 170/175/190/195/ LINEAGE 1000 -B EMBRAER 190-E2/ 195-E2 -C EMBRAER 190-E2/ 195-E2	A A C	- - 2	- 1	May be dispatched with ENG 1 (2) SHORT DISPATCH Advisory EICAS Message faults provided repairs are made in accordance with times established by the engine manufacturer in the airworthiness section of the Engine Manual GEK 112031 (EMBRAER 170/175) or GEK 112081 (EMBRAER 190/195). No Extensions are authorized. May be dispatched with ENG 1 (2) SHORT DISPATCH Advisory EICAS Message faults provided repairs are made in accordance with times established by engine manufacturer in the airworthiness section of the Engine Manual. No extensions are authorized. May be dispatched with ENG 1 FADEC FAULT EICAS message displayed provided ENG 2 FADEC FAULT is not displayed on the EICAS. (Continued)
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73 ENGINE FUEL AND CONTROL					
21-01	Engine Full Authority Digital Electronic Control (FADEC) System (Continued)				
-01	System Faults (Continued)				
-D	EMBRAER 190-E2/ 195-E2	C	2	1	May be dispatched with ENG 2 FADEC FAULT EICAS message displayed provided ENG 1 FADEC FAULT is not displayed on the EICAS.
21-15	ENG 1(2) FUEL IMP BYPASS Caution EICAS Message				Deleted, Revision 13 (Included in item 73-34-21).
21-17	T2 Sensor Heater (EMBRAER 170/175)	B	2	1	May be inoperative provided: a) One Ice Detection System is operative, and b) Airplane is not operated in known or forecast icing conditions.
21-21	P2T2 Heater (EMBRAER 190-E2/ 195-E2)	C	2	1	One may be inoperative provided aircraft is not operated in known or forecast icing conditions.
31-01	Fuel Low-Pressure Switch	C	2	0	(O) May be inoperative provided associated Fuel AC Pump remains selected ON during the entire flight except when crossfeed operations are required.
31-07	ENG 1(2) FUEL LO PRESS Caution EICAS Message				Deleted, Revision 13 (Included in item 73-31-01).

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73 ENGINE FUEL AND CONTROL

System & Sequence No.	ITEM	1.	2.	3.	4.
34-21	Engine Fuel Filter Differential Pressure Sensor				
-A	EMBRAER 170/175	C	2	1	(M) One may be inoperative provided visual inspection is performed before each flight to ensure that there is no fuel bypass.
-B	EMBRAER 190/195/ LINEAGE 1000	C	2	1	(M) One may be inoperative provided associated fuel filter is changed before the first flight of each flight day.
-C	EMBRAER 190-E2/ 195-E2	A	2	1	(M) One may be inoperative provided: a) Associated fuel filter is changed within 10.5 FH, and b) Repairs are made within 10 flight days.
34-22	Engine Fuel Filter in Impending Bypass Condition (EMBRAER 190-E2/ 195-E2)	A	2	1	One engine may be dispatched with ENG 1 (2) FUEL IMP BYPASS Caution EICAS message provided: a) Associated filter was not changed within the same day due to a previous fuel impending bypass indication, and b) Repairs are made within 10.5 FH.

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75 ENGINE AIR			
24-01	Engine Turbine Active-Clearance- Control (ACC) Air Valve (EMBRAER 190-E2/ 195-E2)	C	2 0
-01	System Faults		(O) May be dispatched with ENG 1 (2) FUEL FLOW INCR Advisory EICAS Message provided appropriate fuel consumption penalties are applied.
26-02	Engine Buffer Air System (EMBRAER 190-E2/ 195-E2)	A	2 1
-01	System Faults		(M) One may be dispatched for one flight with ENG 1 (2) BACV VLV FAIL Caution EICAS Message provided: a) Associated Engine Bleed System is considered inoperative for the intended flight, b) Aircraft is not operated in known or forecast icing conditions, and c) Oil quantity is serviced before the flight.

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77 ENGINE INDICATING

<p>31-00 Engine Vibration Indication on EICAS</p> <p>-01 EMBRAER 170/175/190/195/ LINEAGE 1000</p> <p>-A HP Vibration Indication on EICAS</p> <p>-02 EMBRAER 190-E2/ 195-E2</p> <p>-A Fan Vibration Indication</p> <p>-B HP Vibration Indication</p> <p>-C LP Vibration Indications</p>				<p>C 2 1</p> <p>B 2 1</p> <p>C 2 1</p> <p>C 2 1</p>	<p>May be inoperative provided:</p> <p>a) There are no reports of vibration above the field advisory limits on last flight or engine start-up,</p> <p>b) All vibration indications from opposite engine are operative, and</p> <p>c) Aircraft is not operated into known or forecast icing conditions.</p> <p>May be inoperative provided:</p> <p>a) There are no reports of vibration above the field advisory limits on last flight or engine start-up, and</p> <p>b) All vibration indications from opposite engine are operative.</p> <p>May be inoperative provided:</p> <p>a) There are no reports of vibration above the field advisory limits on last flight or engine start-up, and</p> <p>b) All vibration indications from opposite engine are operative.</p>
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78 EXHAUST

30-00	Thrust Reverser System	C	2	0	(M)(O) May be inoperative provided: a) Affected thrust reverser is locked in the forward thrust position, and b) Appropriate performance penalties are applied.
-01	System Faults				
-A		C	2	0	(M)(O) May be dispatched with the ENG 1 (2) REV DEPLOYED Warning EICAS Message provided: a) Affected thrust reverser is locked in the forward thrust position, and b) Appropriate performance penalties are applied.
-B		C	2	0	(M)(O) May be dispatched with the ENG 1 (2) REV PROT FAULT Caution EICAS Message provided: a) Affected thrust reverser is locked in the forward thrust position, and b) Appropriate performance penalties are applied.
-C		C	2	0	(M)(O) May be dispatched with the ENG 1 (2) REV FAIL Caution EICAS Message provided: a) Affected thrust reverser is locked in the forward thrust position, and b) Appropriate performance penalties are applied.
(Continued)					

MMEL-1506

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78 EXHAUST			
30-00 Thrust Reverser System (Continued)			
-01 System Faults (Continued)			
-D	C	2 0	(M)(O) May be dispatched with the ENG 1 (2) REV TLA FAIL Caution EICAS Message provided: a) Affected thrust reverser is locked in the forward thrust position, and b) Appropriate performance penalties are applied.
-E	C	2 0	(M)(O) May be dispatched with the ENG 1(2) REV INHIBIT Status EICAS Message provided: a) Affected thrust reverser is locked in the forward thrust position, and b) Appropriate performance penalties are applied.
34-04 ENG 1 (2) REV DEPLOYED Warning EICAS Message			Deleted, Revision 13 (Included in item 78-30-00).
34-06 ENG 1 (2) REV PROT FAULT Caution EICAS Message			Deleted, Revision 13 (Included in item 78-30-00).
34-08 ENG 1 (2) REV FAIL Caution EICAS Message			Deleted, Revision 13 (Included in item 78-30-00).
34-10 ENG 1 (2) REV TLA FAIL Caution EICAS Message			Deleted, Revision 13 (Included in item 78-30-00).

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78 EXHAUST

34-12	ENG 1 (2) REV INHIBIT Status EICAS Message	Deleted, Revision 13 (Included in item 78-30-00).
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79 OIL

21-00	Oil Supply System				
-01	System Faults (EMBRAER 190-E2/195-E2)	C	2	1	(M) One may be dispatched with ENG 1 (2) OIL SEAL FAULT Caution EICAS Message provided: a) Associated Engine Bleed System is considered inoperative, and b) Oil quantity is serviced before first flight of each flight day.
31-00	Oil Quantity Indication on MFD				Deleted, Revision 13 (Included in item 79-31-21).
31-03	Oil Tank Oil Level Indicator	C	2	0	(M) May be inoperative provided alternate procedures are established and used to verify oil level when servicing is performed.
31-07	ENG 1(2) OIL LO LEVEL Caution EICAS Message				Deleted, Revision 13 (Included in item 79-31-21).
31-21	Engine Oil Quantity Sensor	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Oil quantity is serviced before each flight, and b) Oil Pressure Indication is available and is monitored throughout the flight.

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79 OIL

33-01 ***	Low Oil Pressure Switch				
-A	EMBRAER 170/175/190/195/ LINEAGE 1000, Pre-Mod. Load 21.2	C	2	1	(O) One may be inoperative provided: a) Oil Pressure Indication is available and is monitored throughout the flight, and b) ENG 1 (2) OIL LO PRESS Warning EICAS Message on opposite engine operates normally.
-B	EMBRAER 170/175/190/195/ LINEAGE 1000 Load 25.3 and on, except Load 25.4	C	2	0	May be inoperative provided oil pressure indication is available.
33-09	ENG 1 (2) OIL LO PRESS Warning EICAS Message (Pre-Mod. Load 21.2)				Deleted, Revision 13 (Included in item 79-33-01).

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79 OIL						
33-23	Engine Oil Filter Differential Pressure Sensor					
-A	EMBRAER 170/175/190/195/ LINEAGE 1000	C	2	1	(M) One may be inoperative provided: a) Associated ENG 1 (2) CHIP DETECTED Maintenance Message is confirmed not present on MFD Engine Maintenance Page before each flight, and b) Oil filter is inspected for presence of contaminants before the first flight of each flight day.	
-B	EMBRAER 190-E2/ 195-E2	C	2	1	(M) May be inoperative provided: a) Associated ENG 1 (2) CHIP DETECTED Advisory EICAS Message is not displayed before each flight, b) Oil Debris Monitoring (ODM) is verified operative, c) Oil filter is changed within one flight day and then before the first flight in every three flight days, and d) Associated engine is not under monitoring for chip detection events.	

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79 OIL

33-24	Engine Oil Filter in Impending Bypass Condition				
-A	EMBRAER 190-E2/195-E2, Pre-Mod. ENGINE FADEC 9.6	A	2	1	(M) One engine may be dispatched with ENG 1 (2) OIL IMP BYPASS Advisory EICAS message provided: a) Oil filter is verified not in bypass once each flight day, b) Oil Debris Monitoring (ODM) is verified operative, and c) Repairs are made within 28 FH.
-B	EMBRAER 190-E2/195-E2, Post-Mod. ENGINE FADEC 9.6	A	2	1	(M) One engine may be dispatched with ENG 1 (2) OIL IMP BYPASS Advisory EICAS message provided: a) Oil Debris Monitoring (ODM) is verified operative, and b) Repairs are made within 28 FH.
34-07	ENG 1(2) OIL IMP BYPASS Advisory EICAS Message				Deleted, Revision 13 (Included in item 79-33-23).

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79 OIL

35-21	Engine Oil-Debris Monitoring System (EMBRAER 190-E2/195-E2)				
-01	Oil Debris Above Limit Indication	A	2	1	<p>One engine may be dispatched with ENG 1 (2) CHIP DETECTED Advisory EICAS Message provided:</p> <ul style="list-style-type: none"> a) ENG 1 OIL IMP BYPASS and ENG 2 OIL IMP BYPASS Advisory EICAS messages are not displayed, b) There is no recent engine vibration exceedance, and c) Repairs are made in accordance with times established by the Engine Manual.

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80 STARTING

10-01	Starter Control Valve (SCV)				
-A	EMBRAER 170/175/190/195/ LINEAGE 1000	C	2	1	(M)(O) One may be inoperative provided manual override procedures are used for engine ground start. NOTE: See AFM for Windmilling starts on associated engine.
-B	EMBRAER 190-E2/ 195-E2	A	2	1	(M) One may be inoperative provided: a) Manual override procedures are used for engine ground start, and b) Repairs are made within three flight days. NOTE: See AFM for Windmilling starts on associated engine.
10-05	Engine Start/Stop Switch Cover	C	2	0	May be inoperative or missing.