



LEGACY®  
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**PRAETOR**  
BY EMBRAER

**EMB-545/EMB-550**

**ANAC**

**MASTER MINIMUM  
EQUIPMENT LIST**

**EMBRAER S.A.**

THIS DOCUMENT IS APPLICABLE TO ALL EMB-545 AND EMB-550 MODELS CERTIFIED FOR OPERATION UNDER ANAC AIRWORTHINESS REQUIREMENTS.

**NOTE:** THE EMB-545 AND EMB-550 HAVE THE COMMERCIAL DESIGNATIONS OF LEGACY 450, LEGACY 500, PRAETOR 500 AND PRAETOR 600.

**ANAC APPROVAL:** \_\_\_\_\_

*Nelson Eisaku Nagamine*  
General Manager - Acting  
Aeronautical Product Certification Branch

**HÉLIO TARQUINIO JÚNIOR**

**GENERAL MANAGER**

**AERONAUTICAL PRODUCT CERTIFICATION BRANCH**

**DATE:** \_\_\_\_\_

*13 Oct 2014*

**MMEL-5000**

**OCTOBER 13, 2014**

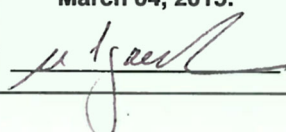
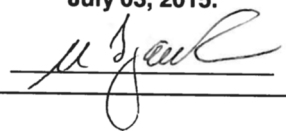
**REVISION 6 - MAY 31, 2022**



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**LOG OF REVISIONS**

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
<p>1 MAR 04, 15</p>	<p>Section 1: 21-4, 21-5</p> <p>Section 1: 24-1</p> <p>Section 1: 28-1, 28-2, 28-3</p> <p>Section 1: 34-1</p> <p>Section 1: 34-5</p> <p>Section 2: ADV-1, ADV-2</p>	<p>Update remarks for item 21-31-00.</p> <p>Update remarks for item 24-31-01.</p> <p>Include new item 28-21-03.</p> <p>Include new item 34-23-01.</p> <p>Update remarks for item 34-31-00.</p> <p>Include new item 34-42-00.</p> <p>Include new item LG-HYD MAINT REQD advisory message.</p>	<div style="border: 1px solid black; padding: 10px; background-color: #e0ffe0;"> <p><b>MMEL-5000 Revision 1 approved by ANAC on March 04, 2015.</b></p>  </div>
<p>2 JUL 03, 15</p>	<p>Section 1: 34-9</p>	<p>Remove dispatch with two FMS-TOLD Function inoperative.</p>	<div style="border: 1px solid black; padding: 10px;"> <p><b>MMEL-5000 Revision 2 approved by ANAC on July 03, 2015.</b></p>  </div>

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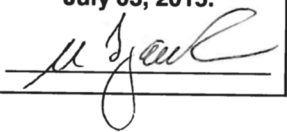
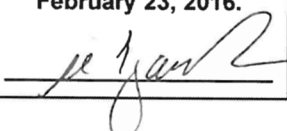
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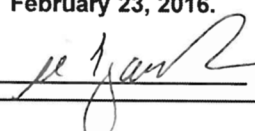
REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
<p style="text-align: center;">2 JUL 03, 15</p>	<p>Section 2: ADV-1, ADV-2</p> <p>Section 2: STA-1</p>	<p>Include new item FLTCTRL FAULT advisory message.</p> <p>Include new item ELEC SDU FAULT status message.</p>	<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p><b>MMEL-5000 Revision 2 approved by ANAC on July 03, 2015.</b></p>  </div>
<p style="text-align: center;">3 FEB 23, 16</p>	<p>Section 1: 23-1</p> <p>Section 1: 27-1</p> <p>Section 1: 28-2</p> <p>Section 1: 32-1</p>	<p>Include new item 23-15-00.</p> <p>Include new item 27-03-01.</p> <p>Update remarks for item 28-21-03.</p> <p>Include new item 32-41-00 and update remarks for item 32-47-00.</p>	<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p><b>MMEL-5000 Revision 3 approved by ANAC on February 23, 2016.</b></p>  </div>



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<p>3 FEB 23, 16</p>	<p>Section 1: 34-1, 34-2, 34-5, 34-6, 34-7, 34-8, 34-10, 34-11</p>	<p>Update remarks for items 34-23-01, 34-31-00, 34-41-00, 34-43-00, 34-52-00, 34-61-00 and include new item 34-61-01.</p>	<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p><b>MMEL-5000 Revision 3 approved by ANAC on February 23, 2016.</b></p>  </div>
	<p>Section 1: 36-3</p>	<p>Update remarks for item 36-14-04.</p>	
	<p>Section 1: 42-1</p>	<p>Include new item 42-31-00.</p>	
	<p>Section 1: 45-1</p>	<p>Update remarks for item 45-00-01.</p>	
	<p>Section 1: 46-1</p>	<p>Update remarks for item 46-22-00.</p>	
	<p>Section 1: 49-1</p>	<p>Include new item 49-00-00.</p>	
	<p>Section 2: CAU-1</p>	<p>Include new items APU FIRE DET FAIL, APU FIREXBTL B FAIL and AUTOBRAKE FAIL caution messages.</p>	

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<p align="center">4 APR 18, 19</p>	<p>Section 1: 21-1, 21-2, 21-3, 21-4, 21-5, 21-8, 21-9, 21-10, 21-11, 21-13, 21-14</p>	<p>Update items 21-00-03, 21-21-01, 21-32-02, 21-32-04, 21-51-00, 21-60-01.</p>	<p align="center">357/2019/GCPR/ GGCP/SAR-ANAC</p>
	<p>Section 1: 22-1</p>	<p>Update item title 22-11-01.</p>	
	<p>Section 1: 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7</p>	<p>Update remarks for item 23-12-00 and update items 23-15-00, 23-23-00, 23-51-01.</p>	
	<p>Section 1: 24-1</p>	<p>Include new item 24-34-01.</p>	
<p>Section 1: 25-2, 25-3, 25-4, 25-5</p>	<p>Include new items 25-12-08, 25-61-05 and update item 25-21-01.</p>		



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<p>4 APR 18, 19</p>	<p>Section 1: 28-1, 28-2, 28-3, 28-4, 28-5, 28-6, 28-7, 28-8</p> <p>Section 1: 31-1, 31-3</p> <p>Section 1: 32-1, 32-2</p> <p>Section 1: 34-1, 34-4, 34-6, 34-7, 34-8, 34-9, 34-10</p>	<p>Update items 28-11-03, 28-21-03, 28-23-00, 28-23-03, 28-23-08. Include new items 28-23-11, 28-24-00 and move item 28-24-01 to 28-11-05.</p> <p>Include new items 31-52-01, 31-64-00.</p> <p>Update item 32-47-00 and include new items 32-49-07, 32-49-08.</p> <p>Update items 34-31-00, 34-41-00, 34-43-00, 34-52-00, include new item 34-33-00 and update remarks for item 34-56-00.</p>	<p>357/2019/GCPR/ GGCP/SAR-ANAC</p>

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<p style="text-align: center;">4 APR 18, 19</p>	<p>Section 1: 35-1</p>	<p>Include new item 35-01-03.</p>	<p>357/2019/GCPR/ GGCP/SAR-ANAC</p>
	<p>Section 1: 36-4</p>	<p>Include new item 36-17-00.</p>	
	<p>Section 2: CAU-1</p>	<p>Update item AUTOBRAKE FAIL caution message.</p>	
	<p>Section 2: ADV-1</p>	<p>New item AUTOBRAKE FAIL advisory message.</p>	
	<p>Section 2: ADV-2</p>	<p>Update item LG-HYD MAINT REQD advisory message.</p>	
<p>Section 2: STA-1</p>	<p>Update repair interval and remarks for item ENG DOWNLOAD REQD status message.</p>		



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<p style="text-align: center;">5 DEC 10, 20</p>	<p>Section 1: 21-1, 21-2, 21-3,21-4, 21-5, 21-8, 21-9, 21-10, 21-11, 21-13, 21-14.</p>	<p>Update items 21-00-03, 21-21-01, 21-32-02, 21-32-04 21-51-00, 21-60-01.</p>	<p>1111/2020/GTPR/ GCPP/SAR-ANAC</p>
	<p>Section 1: 24-1, 24-2.</p>	<p>Update item 24-31-01.</p>	
	<p>Section 1 28-1, 28-2, 28-3, 28-4, 28-5, 28-6.</p>	<p>Update items 28-11-03, 28-11-05, 28-21-03, 28-23-00, 28-23-03, 28-23-08, 28-23-11, 28-24-00.</p>	
	<p>Section 1 32-1, 32-2.</p>	<p>Update item 32-47-00.</p>	
<p>Section 1 34-1, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11.</p>	<p>Include new item 34-26-00 and update items 34-42-00, 34-43-00, 34-56-00, 34-61-00.</p>		

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5 DEC 10, 20	Section 1 36-4.	Update item 36-17-00.	1111/2020/GTPR/ GCPP/SAR-ANAC
	Section 1 73-1.	Update repair interval for item 73-21-00.	
	Section 2 ADV-1.	Update repair interval for item ENG 1 (2) FADEC FAULT and ENG 1 (2) SHORT DISPATCH advisory message.	
6 MAY 31, 22	Section 1 23-2, 23-3, 23-7.	Update items 23-23-00, 23-51-01 and include new item 23-51-02.	470/2022/GTPR/ GCPP/SAR-ANAC
	Section 1 25-4.	Include new item 25-27-15.	
	Section 1 33-2.	Update item 33-46-01.	

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<p style="text-align: center;">6 MAY 31, 22</p>	<p>Section 1 34-5, 34-11.</p>	<p>Update items 34-33-00, 34-61-00 and include new item 34-33-01.</p>	<p>470/2022/GTPR/ GCPP/SAR-ANAC</p>
	<p>Section 1 44-1.</p>	<p>Update item 44-16-00.</p>	
	<p>Section 1 52-1.</p>	<p>Include new item 52-10-00, 52-32-00, 52-41-00, 52-43-22, 52-44-00.</p>	

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**HIGHLIGHTS OF CHANGE**

**REVISION 6 – MAY 31, 2022**

SECTION 1:

23-23-00	Updated remarks and/or exceptions.
23-51-01	Updates remarks and/or exceptions.
23-51-02	New item.
25-27-15	New item.
33-46-01	Updated number required.
34-33-00	Updated remarks and/or exceptions.
34-33-01	New item.
34-61-00	Updated remarks and/or exceptions.
44-16-00	Deleted optional item indication.
52-10-00	New item.
52-32-00	New item.
52-41-00	New item.
52-43-22	New item.
52-44-00	New item.



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



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MASTER  
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COVER  
SECTION 1

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# SECTION 1

## SYSTEM/LRU – ORIENTED MMEL ITEMS



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## DEFINITIONS – SECTION 1 (LRU-ORIENTED)

### 1) System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 2200 and items are numbered sequentially.

- a) "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b) "Number Installed" (Column 2) is the number (quantity) of items normally installed in the airplane. This number represents the airplane configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c) "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

**NOTE:** 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.

- d) "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
  - e) A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
- 2) "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible ANAC Airplane Certification Office. The ANAC approved AFM/RFM for the specific airplane is listed on the applicable Type Certificate Data Sheet.



- 3) "As required by local regulations" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the RBHA/RBAC operating rules. The number of items required by the RBHA/RBAC must be operative. When the listed item is not required by RBHA/RBAC it may be inoperative for time specified by repair category.
- 4) Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

**NOTE:** To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

- 5) "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
- 6) "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 airplane.
- 7) NOT APPLICABLE.
- 8) "Regulamento Brasileiro de Homologação Aeronáutica (RBHA)/Regulamento Brasileiro de Aviação Civil (RBAC)" means the applicable requirement for the certified airplane.
- 9) "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected airplane.
- 10) "Icing Conditions" means an atmospheric environment that may cause ice to form on the airplane or in the engine(s).
- 11) Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
- 12) "Inoperative" means 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) or tolerance(s).



- 13) "Notes:" in Column 4 provides 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 operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
- 14) Inoperative components of an inoperative system:  
  
Inoperative items which are components of a system which 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).
- 15) "(M)" 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 operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.
- 16) "(O)" 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 flight crew; 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 operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

**NOTE:** The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.



- 17) "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
- 18) "Visual Flight Rules" (VFR) is as defined in RBHA/RBAC Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
- 19) "Visual Meteorological Conditions" (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.
- 20) "Visible Moisture" means 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.
- 21) "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps, etc.
- 22) Repair Intervals: All users of an MEL approved under RBHA/RBAC 91, 121, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the airplane maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26<sup>th</sup>, the three day interval would begin at midnight the 26<sup>th</sup> and end at midnight the 29<sup>th</sup>.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the airplane maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26<sup>th</sup>, the 10 day interval would begin at midnight the 26<sup>th</sup> and end at midnight February 5<sup>th</sup>.



Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the airplane maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

**23) Electronic fault alerting system - General**

New generation airplane display system fault indications to the flight crew by use of computerized display systems. Each airplane manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the airplane's dispatch status. When preparing the MEL document, operators are to select the proper definition for their airplane, if appropriate.

The EMB-545/550 airplane are equipped with an Crew Alerting System (CAS) that provides four different message levels: WARNING, CAUTION, ADVISORY and STATUS. 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 Onboard Maintenance System (OMS). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level CAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

**24) "Administrative control item"** means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the OEB, the item becomes an MMEL item rather than an administrative control item.



- 25) "\*\*\*\*" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of airplane covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's airplane. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an airplane.
- 26) "Excess Items" means those items that have been installed that are redundant to the requirements of the RBHA/RBACs.
- 27) "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the airplane maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D".
- 28) "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item should not be used or operated until the deferred item is repaired. Additional 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.
- 29) "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used". In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operator to accomplish the (M) procedures 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 to inform crewmembers that a component or system is not to be used under normal operations.



- 30)** Nonessential equipment and furnishings (NEF) are those items installed on the airplane as part of the original certification, supplemental type certificate, or engineering order 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 airplane's ability to be operated safely under all operational conditions. These nonessential items may be in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable airplane. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacture's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.
- 31)** "Operative" means a 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 it's 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 airplane operator's MEL may incorporate standardized terminology of the airplane operator's choice to specify that an item of equipment must be operative, provided the airplane 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).



32) "Combustible Material" means the material which is capable of catching fire and burning. In particular: if an MEL item prohibits loading of combustible (or flammable or inflammable) material, no material may be loaded except the following:

- a) Cargo handling equipment (unloaded, empty or with ballast);
- b) Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.);

**NOTE:** If serviceable tyres are included, they should only be inflated to a minimum pressure that preserves their serviceability; and

- c) Inflight service material (return catering - only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).





## **PREAMBLE – SECTION 1 (LRU-ORIENTED)**

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 airplane, 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 Airworthiness Authority, with participation by the aviation industry, to improve airplane utilization and thereby provide more convenient and economic air transportation for the public. The Airworthiness Authority 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 airplane 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 airplane with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of Airworthiness Regulations requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Airplane 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 airplane 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 airplane for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Airplane Maintenance Record/Logbook as prescribed by Airworthiness Regulations. 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 airplane is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Airplane Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by Airworthiness Regulations. 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 airplane 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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**21 AIR CONDITIONING**

00-00 ECS Synoptic	C	1	0	Synoptic Indications not required elsewhere in the MMEL may be inoperative.
00-03 Air Conditioning Controller (ACC)  (All except PRAETOR 600)	C	1	0	(O) (M) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram air check valve is verified operative, e) Ground operations with passenger door closed are limited to 30 minutes, f) Airplane is operated unpressurized at or below 10000 ft, g) Outflow valve indication on ECS synoptic operates normally, and h) Departure airport SAT is at or above -5°C (23°F).
				(Continued)

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### 21 AIR CONDITIONING

00-03 Air Conditioning Controller (ACC) (Continued)  (PRAETOR 600)	A	1	0	(O) (M) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram air check valve is verified operative, e) Ground operations with passenger door closed are limited to 30 minutes, f) Airplane is operated unpressurized at or below 10000 ft, g) Outflow valve indication on ECS synoptic operates normally, h) Departure airport SAT is at or above -5°C (23°F), i) Auxiliary Fuel Tanks Pressurization System is considered inoperative, and j) Repairs are made within 10 flight days or 60 flight hours, whichever occurs first.
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**21 AIR CONDITIONING**

21-01 Pack Inlet Valve (PIV)  (All except PRAETOR 600)	C	1	0	(O) (M) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) BLEED 1 is selected OFF and is not used, d) Ram air door is secured open, e) Ram air check valve is verified operative, f) Cross bleed is selected OFF after engine 1 start and is not used, g) Ground operations with passenger door closed are limited to 30 minutes, h) Outflow valve indication on ECS synoptic operates normally, i) Airplane is operated unpressurized at or below 10000 ft, j) Airplane is not operated into known or forecast icing conditions, and k) Departure airport SAT is at or above -5°C (23°F).
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### 21 AIR CONDITIONING

21-01 Pack Inlet Valve (PIV) (Continued)  (PRAETOR 600)	A	1	0	(O) (M) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) BLEED 1 is selected OFF and is not used, d) Ram air door is secured open, e) Ram air check valve is verified operative, f) Cross bleed is selected OFF after engine 1 start and is not used, g) Ground operations with passenger door closed are limited to 30 minutes, h) Outflow valve indication on ECS synoptic operates normally, i) Airplane is operated unpressurized at or below 10000 ft, j) Airplane is not operated into known or forecast icing conditions, k) Departure airport SAT is at or above -5°C (23°F), l) Auxiliary Fuel Tanks Pressurization System is considered inoperative, and m) Repairs are made within 10 flight days or 60 flight hours, whichever occurs first.
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		4. Remarks and/or exceptions			

### 21 AIR CONDITIONING

21-02	Pack Delta Pressure (DP) Sensor	C	1	0	
23-00	Gasper	D	-	0	
24-01	Recirculation Fan	C	1	0	(O) May be inoperative provided the Recirculation Fan is confirmed OFF.
		C	1	0	(O) (M) May be inoperative provided: a) Recirculation Fan is selected OFF, and b) Recirculation Fan is deactivated.
24-02	Recirculation Fan Shutoff Valve (RESOV)	C	1	0	(O) (M) May be inoperative closed provided: a) Recirculation Fan is selected OFF, and b) RESOV is deactivated.
		C	1	0	May be inoperative open provided airplane is operated at or below 15000 ft.
24-03	Recirculation Fan Filter (HEPA Filter)	C	1	0	(O) (M) May be missing, or clogged provided: a) Filter is removed, and b) Recirculation Fan is selected OFF.

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		<b>4. Remarks and/or exceptions</b>		

**21 AIR CONDITIONING**

25-00	Emergency Ram Air Ventilation Actuation System	C	1	0	(M) May be inoperative provided the Emergency Ram Air Actuator is confirmed on retracted position (Ram Air door open) and deactivated.
26-01	Forward E-Bay Fan	C	2	1	One may be inoperative provided messages FWD EBAY OVERHEAT and/or EBAY SMOKE DET FAIL are not shown.
26-02	Center E-Bay Fan	C	2	0	One or both may be inoperative provided the messages CENTER LH (RH) OVERHEAT are not shown on the side of affected fan.
31-00	Cabin Pressure Control System				
1)	Automatic Control	C	1	0	(O) (M) May be inoperative provided: a) Outflow Valve indication on ECS synoptic operates normally, b) Manual control is used and verified operative before each flight, c) Auto control channel cabin pressurization indications on EIS are verified operative before each flight, d) Cabin pressure indications are operative, and e) The airplane is operated at or below FL 250.

(Continued)



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		<b>4. Remarks and/or exceptions</b>		

**21 AIR CONDITIONING**

31-00	Cabin Pressure Control System (Continued)					
2)	Manual Control	C	1	0	May be inoperative provided: a) Automatic mode is operative, and b) The airplane is operated at or below 15000 ft.	
		C	1	0	May be inoperative provided OFV is considered inoperative.	
3)	Cabin Pressure Parameters (Altitude, Rate, Delta-P) Indication	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 10000 ft, and b) Outflow valve indication on ECS synoptic operates normally.	
4)	Landing Field Elevation (LFE) Indication	C	1	0	May be inoperative provided airplane is not operated at landing field elevations above 8000 ft.	
31-02	Outflow Valve (OFV)	C	1	0	(M) May be inoperative provided: a) NPRV is removed, and b) Flight is conducted unpressurized at or below 10000 ft.	

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		<b>4. Remarks and/or exceptions</b>		

**21 AIR CONDITIONING**

32-01	Pressure Relief Valve (PRV)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 10000 ft, and b) Outflow valve indication on ECS synoptic operates normally.
32-02	Negative Pressure Relief Valve (NPRV)  (All except PRAETOR 600)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 10000 ft, and b) Outflow valve indication on ECS synoptic operates normally.
	(PRAETOR 600)	A	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 10000 ft, b) Outflow valve indication on ECS synoptic operates normally, c) Auxiliary Fuel Tanks Pressurization System is considered inoperative, and d) Repairs are made within 10 flight days or 60 flight hours, whichever occurs first.

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	<b>4. Remarks and/or exceptions</b>		

### 21 AIR CONDITIONING

<p>32-04 Static Port Line  (All except PRAETOR 600)</p> <p style="text-align: center;">(PRAETOR 600)</p> <p>41-00 Aft Cargo Heating *** System</p>	C	1	0	<p>(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 10000 ft, and b) Outflow valve indication on ECS synoptic operates normally.</p>
	A	1	0	<p>(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 10000 ft, b) Outflow valve indication on ECS synoptic operates normally, c) Auxiliary Fuel Tanks Pressurization System is considered inoperative, and d) Repairs are made within 10 flight days or 60 flight hours, whichever occurs first.</p>
	D	1	0	<p>(M) May be inoperative provided Cargo Heating SOV is secure closed and system deactivated.</p>

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	<b>4. Remarks and/or exceptions</b>		

### 21 AIR CONDITIONING

<p>51-00 Cooling Pack System (Air Conditioning Pack)</p> <p>(All except PRAETOR 600)</p>	C	1	0	<p>(O) (M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Pack is selected OFF,</li> <li>b) Pack Backup is selected OFF,</li> <li>c) Ram air door is secured open,</li> <li>d) Ram air check valve is verified operative,</li> <li>e) Ground operations with passenger door closed are limited to 30 minutes,</li> <li>f) Outflow valve indication on ECS synoptic operates normally,</li> <li>g) Airplane is operated unpressurized at or below 10000 ft, and</li> <li>h) Departure airport SAT is at or above -5°C (23°F).</li> </ul>
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		<b>2. Number installed</b>		
		<b>3. Number required for dispatch</b>		
		<b>4. Remarks and/or exceptions</b>		

**21 AIR CONDITIONING**

51-00 Cooling Pack System (Air Conditioning Pack) (Continued)				
(PRAETOR 600)	A	1	0	(O) (M) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram air check valve is verified operative, e) Ground operations with passenger door closed are limited to 30 minutes, f) Outflow valve indication on ECS synoptic operates normally, g) Airplane is operated unpressurized at or below 10000 ft, h) Departure airport SAT is at or above -5°C (23°F), i) Auxiliary Fuel Tanks Pressurization System is considered inoperative, and j) Repairs are made within 10 flight days or 60 flight hours, whichever occurs first.

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	<b>4. Remarks and/or exceptions</b>		

### 21 AIR CONDITIONING

53-00 Pack Back-Up System	C	1	0	(O) (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, and e) Airplane is operated up to 60 minutes of a suitable airport.
	C	1	0	(O) (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, e) Ram air door is secured open, and f) Ram air check valve is verified operative.

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	<b>4. Remarks and/or exceptions</b>		

### 21 AIR CONDITIONING

<p>60-01 Trim Air Valve (TAV)</p> <p style="text-align: center;">(All except PRAETOR 600)</p>	C	2	1	<p>(M) Cabin TAV may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Airplane is operated with no passengers, and</li> <li>b) Cabin TAV is verified and secured closed.</li> </ul>
	C	2	0	<p>(O) (M) Both may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Pack is selected OFF,</li> <li>b) Pack Backup is selected OFF,</li> <li>c) Ram air door is secured open,</li> <li>d) Ram air check valve is verified operative,</li> <li>e) Ground operations with passenger door closed are limited to 30 minutes,</li> <li>f) Outflow valve indication on ECS synoptic operates normally,</li> <li>g) Airplane is operated unpressurized at or below 10000 ft, and</li> <li>h) Departure airport SAT is at or above -5°C (23°F).</li> </ul>

(Continued)

## MASTER MINIMUM EQUIPMENT LIST

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### 21 AIR CONDITIONING

60-01 Trim Air Valve (TAV) (Continued)  (PRAETOR 600)	A	2	0	(O) (M) Both may be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram air door valve is verified operative, e) Ground operations with passenger door closed are limited to 30 minutes, f) Outflow valve indication on ECS synoptic operates normally, g) Airplane is operated unpressurized at or below 10000 ft, h) Departure airport SAT is at or above -5°C (23°F), i) Auxiliary Fuel Tanks Pressurization System is considered inoperative, and j) Repairs are made within 10 flight days or 60 flight hours, whichever occurs first.
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### 21 AIR CONDITIONING

<p>61-00 Cockpit Temperature Control System</p> <p>1) Automatic Control</p> <p>2) Manual Control</p> <p>62-00 Passenger-Cabin Temperature Control System</p> <p>1) Automatic Control</p> <p>2) Manual Control</p>	<p>C</p> <p>C</p> <p>C</p> <p>C</p> <p>C</p>	<p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p>	<p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p>	<p>(O) May be inoperative provided:</p> <p>a) ECS synoptic duct temperature indication is operative,</p> <p>b) Manual control is used and verified operative before each flight, and</p> <p>c) Pack Backup is operative.</p> <p>May be inoperative provided:</p> <p>a) Auto mode is operative, and</p> <p>b) Pack Backup is operative.</p> <p>(O) May be inoperative provided:</p> <p>a) ECS synoptic duct temperature indication is operative,</p> <p>b) Manual control is used and verified operative before each flight, and</p> <p>c) Pack Backup is operative.</p> <p>May be inoperative provided:</p> <p>a) Auto mode is operative, and</p> <p>b) Pack Backup is operative.</p>
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<b>22 AUTO FLIGHT</b>				
10-00 Autopilot System	B	1	0	(O) May be inoperative provided operations do not require its use.
11-00 Flight Director	C	2	1	(O) One may be inoperative provided operations do not require its use.
	B	2	0	(O) Both may be inoperative provided: a) Operations do not require its use, b) Alternate procedures are established and used, and c) Autopilot is considered inoperative.
11-01 AFCS Panel				
1) Flight Director (FD) Buttons	C	2	0	One or both may be inoperative provided operations do not require its use.
2) Course Knobs (CRS)	C	2	0	One or both may be inoperative provided operations do not require its use.
3) Course (PUSH DIRECT) Button	C	2	0	
4) Auto Throttle (AT) Button	C	1	0	May be inoperative provided auto throttle is not used.
5) Speed (SPD) Knob (MAN/FMS Selector)	C	1	0	(O) May be inoperative stuck on MAN position provided alternate procedures are established and used.
				(Continued)

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**22 AUTO FLIGHT**

11-01	AFCS Panel (Continued)					
6)	Airspeed to Mach (PUSH IAS MACH) Change Button	C	1	0	May be inoperative provided operations do not require its use.	
7)	Lateral Navigation (LNAV) Button	C	1	0	May be inoperative provided operations do not require its use.	
8)	Half Bank Limit (BANK) Button	C	1	0		
9)	Heading (HDG) Mode Button	C	1	0	May be inoperative provided autopilot is considered inoperative.	
10)	Heading Synchronization (PUSH SYNC) Button	C	1	0		
11)	Approach (APPR) Mode Button	C	1	0	May be inoperative provided operations do not require its use.	
12)	Autopilot (AP) Button	C	1	0	May be inoperative provided autopilot is considered inoperative.	
13)	Source (SRC) Button	C	1	0	May be inoperative provided operations do not require its use.	
14)	Altitude (ALT) Button	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

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### 22 AUTO FLIGHT

11-01 AFCS Panel (Continued)  15) Vertical Navigation (VNAV) Button  16) Flight Level Change (FLCH) Button  17) Flight Path Angle (FPA) Button  18) Flight Path Angle Selector (FPA) Knob  19) Vertical Speed (VS DN UP) Thumb Wheel  20) Vertical Speed (VS) Button  11-03 Takeoff/Go-Around (TO/GA) Button								
	C	1	0		May be inoperative provided operations do not require its use.			
	C	1	0		May be inoperative provided operations do not require its use.			
	C	1	0		May be inoperative provided operations do not require its use.			
	C	1	0		May be inoperative provided operations do not require its use.			
	C	1	0		May be inoperative provided operations do not require its use.			
	C	2	1		One may be inoperative provided operative button is on flying pilot's side for takeoff and approach.			
	C	2	0		(O) May be inoperative provided alternate procedures are established and used.			

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**22 AUTO FLIGHT**

30-00	Auto Throttle Channel	C	-	0	
1)	Takeoff Hold Mode	C	1	0	(O) May be inoperative provided auto throttle is not engaged during takeoff.
2)	Retard Mode	C	1	0	(O) May be inoperative provided auto throttle is disengaged at 100 ft before landing.
30-01	Auto Throttle Quick Disconnect (AT DISC) Button	C	2	1	One may be inoperative provided operative button is on flying pilot's side for takeoff and approach.
		C	2	0	One or both may be inoperative provided auto throttle system is not used.

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<b>23 COMMUNICATIONS</b>				
11-00 ***	High Frequency (HF) Communication System	D	- -	Any in excess of those required by local regulations may be inoperative.
12-00	Very High Frequency (VHF) Communication System	C	- 1	Any in excess of VHF 2 may be inoperative provided not required by local regulations.  <b>NOTE 1:</b> ACARS and/or FANS 1/A+ may be inoperative with VHF 3 inoperative.  <b>NOTE 2:</b> ATN CPDLC is inoperative with VHF 3 inoperative.
15-00 ***	Satellite Communication System (SATCOM)	C	1 0	(O) (M) May be inoperative provided: a) SATCOM is deactivated, and b) Alternate procedures are established and used.
		D	1 0	(O) (M) May be inoperative provided: a) SATCOM is deactivated, and b) It is not required by local regulations.
1)	Voice Channel (Satellite Telephone System)	D	1 0	(M) May be inoperative provided SATCOM is deactivated.
				(Continued)

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### 23 COMMUNICATIONS

15-00 Satellite *** Communication System (SATCOM) (Continued)  2) Data Channel (Airplanes equipped with FANS 1/A+)	C	1	0	(O) (M) May be inoperative provided: a) SATCOM is deactivated, and b) Alternate procedures are established and used.
	D	1	0	(O) (M) May be inoperative provided: a) SATCOM is deactivated, and b) It is not required by local regulations.
21-00 Selective Call System (SELCAL) ***	D	1	0	
22-00 Airplane Communications Addressing and Reporting System (ACARS) ***	D	1	0	
23-00 Controller Pilot Data Link Communication (CPDLC) System ***				
1) ATN CPDLC	C	1	0	May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided it is not required by local regulations.
(Continued)				

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**23 COMMUNICATIONS**

23-00	Controller Pilot Data Link Communication (CPDLC) System (Continued)						
***							
2)	Future Air Navigation System (FANS 1/A+) (Airplanes equipped with FANS 1/A+)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	1	0	May be inoperative provided it is not required by local regulations.		
51-01	Audio Control Panel (ACP)						
1)	COM1 Audio Control Knob	C	2	0	One or both volume controls may be inoperative provided VHF 1 is considered inoperative.		
2)	COM3 Microphone Select Button	D	2	0	One or both may be inoperative provided: a) It is not stuck in the pushed-in position, and b) VHF 3 is not required for the intended flight for voice communications.		
3)	COM3 Audio Control Knob	D	2	0	One or both volume controls may be inoperative provided the VHF 3 is not required for the intended flight for voice communications.		
(Continued)							



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### 23 COMMUNICATIONS

51-01	Audio Control Panel (ACP) (Continued)				
4)	HF1 Microphone Select Button	D	2	0	One or both may be inoperative provided: a) It is not stuck in the pushed-in position, and b) HF 1, if installed, is considered inoperative.
5)	HF1 Audio Control Knob	D	2	0	One or both volume controls may be inoperative provided HF 1, if installed, is considered inoperative.
6)	HF2 Microphone Select Button	D	2	0	One or both may be inoperative provided: a) It is not stuck in the pushed-in position, and b) HF 2, if installed, is considered inoperative.
7)	HF2 Audio Control Knob	D	2	0	One or both volume controls may be inoperative provided HF 2, if installed, is considered inoperative.
8)	SAT Microphone Select Button	D	2	0	One or both may be inoperative provided it is not stuck in the pushed-in position. <b>NOTE:</b> SATCOM will be unavailable to affected crewmember.
9)	SAT Audio Control Knob	D	2	0	One or both volume controls may be inoperative provided SATCOM is not used by affected crewmember.
(Continued)					

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### 23 COMMUNICATIONS

51-01	Audio Control Panel (ACP) (Continued)				
10)	CAB Microphone Button	D	2	1	One may be inoperative provided it is not stuck in the pushed-in position.
		D	2	0	Both may be inoperative provided: a) It is not stuck in the pushed-in position, and b) Cabin Announcement is considered inoperative, if installed.
11)	CAB Audio Control Knob	D	2	0	One or both volume controls may be inoperative provided cabin announcement, if installed, is not used by affected crewmember.
12)	DME1 Audio Control Knob	C	2	1	(O) One may be inoperative.
		C	2	0	Both may be inoperative provided DME 1 is considered inoperative.
13)	DME2 Audio Control Knob	D	2	1	(O) One may be inoperative.
		D	2	0	Both may be inoperative provided DME 2, if installed, is considered inoperative.
					(Continued)

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### 23 COMMUNICATIONS

51-01	Audio Control Panel (ACP) (Continued)				
14)	NAV1 Audio Control Knob	C	2	1	(O) One may be inoperative.
		C	2	0	Both may be inoperative provided VHF 1 navigation radio is considered inoperative.
15)	NAV2 Audio Control Knob	C	2	1	(O) One may be inoperative.
		C	2	0	Both may be inoperative provided VHF 2 navigation radio is considered inoperative.
16)	MKR Audio Control Knob	C	2	1	(O) One may be inoperative.
		C	2	0	Both may be inoperative provided Marker Beacon is considered inoperative.
17)	ADF1 Audio Control Knob	D	2	1	(O) One may be inoperative.
		D	2	0	Both may be inoperative provided ADF 1, if installed, is considered inoperative.
18)	ADF2 Audio Control Knob	D	2	1	(O) One may be inoperative.
		D	2	0	Both may be inoperative provided ADF 2, if installed, is considered inoperative.

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### 23 COMMUNICATIONS

System & Sequence No.	ITEM	1.	2.	3.	4.
51-02	Cockpit Speakers	C	2	1	One may be inoperative provided associated headset is installed and operates normally.
51-03	PTT Switch	C	6	4	(O) One for each pilot may be inoperative provided affected switch is verified not stuck in transmit position.
		B	6	2	(O) Any in excess of one for each pilot may be inoperative provided affected switch is verified not stuck in transmit position.
51-05	Hand Microphone	D	2	0	Any in excess of those required by local regulations may be inoperative.
		C	2	0	May be inoperative provided affected side boom microphone is operative.

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### 23 COMMUNICATIONS

System & Sequence No.	ITEM	1.	2.	3.	4.
51-06	Flight Deck Headsets				
1)	Headset Boom Microphones	A	2	0	One or both may be inoperative provided:  a) Associated hand microphone is installed and operates normally, and  b) Repairs are made within the same time intervals established for CVR repair.
2)	Headset Headphones	C	2	1	May be inoperative provided associated flight deck speaker operates normally.
3)	Active Noise Reduction Function	D	2	0	May be inoperative provided normal audio function operates normally.
52-00	Ramp Interphone System	D	1	0	

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### 23 COMMUNICATIONS

53-01 Radio Interface Unit (RIU)	B	2	1	(O) RIU 1 may be inoperative provided: a) Airplane is limited to day VMC operations, b) XPDR 2 is selected as the active transponder, c) COM 1 radio BACKUP mode is verified operative and operated by pilot on left seat, and d) All channels of RIU 2 are operative.  <b>NOTE:</b> XPDR 1, VHF 3, HF 1, NAV 1 (VOR/LOC 1, MB 1, ADF 1) and DME 1 are inoperative with RIU 1 inoperative.
1) RIU Channel	C	4	2	Channel A from each RIU may be inoperative.
	B	4	3	Channel B of RIU 1 may be inoperative provided airplane is limited to day VMC operations.
71-00 Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperative provided repairs are made in accordance with local regulations.
1) Independent Power Supply	C	1	0	

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**24 ELECTRICAL POWER**

31-01	Main DC Generator  (EMB-545 and EMB-550 Pre-Mod. SB 550-29-0002)	B	2	1	(O) DC Generator 1 may be inoperative provided: a) DC Generator 1 is selected OFF, b) Fuel pump 2A is operative, c) APU DC Generator is operative and used throughout the flight, d) Airplane is not operated on contaminated runways, and e) Airplane is operated at or below 31000 ft.  <b>NOTE:</b> The dispatch with DC Generator 2 inoperative is not allowed for airplanes Pre-Mod. SB 550-29-0002.
	(EMB-545 and EMB-550 Post-Mod. SB 550-29-0002)	B	2	1	(O) One may be inoperative provided: a) Affected DC Generator is selected OFF, b) Fuel pump 2A is operative, c) APU DC Generator is operative and used throughout the flight, d) Airplane is not operated on contaminated runways, and e) Airplane is operated at or below 31000 ft.

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**24 ELECTRICAL POWER**

34-01	Auxiliary Power Unit (APU) DC Generator	C	1	0	(O) May be inoperative provided: a) APU DC Generator is selected OFF, and b) Both main DC Generators are operative.
41-00	External DC Power System	C	1	0	May be inoperative provided operations do not require its use.
1)	AVAIL/IN USE Switch Lights	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used.
62-09	Secondary Power Distribution System (SPDS) Display Unit (DU)	D	2	1	(O) Cockpit DU may be inoperative provided DU is verified OFF.
		D	2	1	(M) Electronic bay DU may be inoperative provided DU is verified OFF.
		C	2	0	(M) Both may be inoperative provided DUs are verified OFF.



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### 25 EQUIPMENT AND FURNISHINGS

00-00 Non-Essential Equipments and Furnishings	-	-	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. (O) and (M) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
11-01 Pilot Seat				
1) Lumbar In/Out Adjustment	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.
2) Armrests	C	4	2	(M) Inboard armrests may be inoperative provided they are secured in the retracted (up) position or removed.
3) Armrests Tilt Adjustment	D	4	2	Inboard tilt adjustments may be inoperative.
4) Recline Function	C	2	0	May be inoperative provided: a) Affected seat has failed locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember.
(Continued)				

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### 25 EQUIPMENT AND FURNISHINGS

<p>11-01 Pilot Seat (Continued)</p> <p>5) Headrests Adjustment</p> <p>6) Vertical Seat Adjustment</p> <p>11-02 Observer Seat *** (Including Associated Equipment)</p> <p>12-08 Cockpit Pilot Table ***</p> <p>21-01 Passenger Seat</p>	<p>C</p> <p>C</p> <p>C</p> <p>D</p> <p>D</p>	<p>2</p> <p>2</p> <p>1</p> <p>2</p> <p>-</p>	<p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>-</p>	<p>One or both may be inoperative provided it is adequate to the occupant.</p> <p>May be inoperative provided: a) Affected seat has failed locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember.</p> <p>(O) May be inoperative provided Seat is stowed and oxygen mask is checked for no permanent flow.</p> <p>(M) May be inoperative provided stowed in secured position or removed.</p> <p>(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 airplane aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".</p> <p><b>NOTE:</b> A seat with an inoperative seat belt is considered inoperative.</p>
(Continued)				

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**25 EQUIPMENT AND FURNISHINGS**

21-01	Passenger Seat (Continued)				
1)	Recline Function	D	-	-	May be inoperative provided the seat is failed locked in the upright position.
2) ***	Armrest				
	(With recline control mechanism)	D	-	-	(M) May be inoperative, damaged or missing and the affected seat occupied provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) If armrest is missing, seat is secured in full upright position.
	(Without recline control mechanism)	D	-	-	May be inoperative, damaged or missing, and the affected seat occupied provided: a) Seat does not block an Emergency Exit, and b) Seat does not restrict any passenger from access to the main airplane aisle.
(Continued)					

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### 25 EQUIPMENT AND FURNISHINGS

21-01	Passenger Seat (Continued)				
3) ***	Swivel/Travel Mechanisms	D	-	-	(M) One or more may be inoperative and the affected seat occupied provided: a) Seat is secured in the taxi, takeoff and landing position, b) Seat does not block an Emergency Exit, and c) Seat does not restrict any passenger from access to the main airplane aisle.
4) ***	Lumbar Adjustment	D	-	-	
5) ***	Leg Rest	D	-	-	(M) May be inoperative provided leg rest is secured in retracted position or removed
6) ***	Combined Heating and Vibrating Functions	D	-	-	(M) May be inoperative provided function is deactivated.
27-15	Exterior Lavatory Door Ashtray	A	1	0	May be inoperative or missing provided repairs are made within three consecutive calendar days.
61-00	Emergency Locator Transmitter	A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
		A	1	0	May be missing provided repairs are made within 90 days.

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### 25 EQUIPMENT AND FURNISHINGS

System & Sequence No.	ITEM	D	1	0	Remarks
61-05 ***	Emergency Locator Transmitter (ELT)/NAV	D	1	0	(M) May be missing provided ELT unit switch is selected to ARM position.
		D	1	0	(M) May be inoperative provided ELT/NAV is deactivated.
62-01	First Aid Kit (FAK)	A	-	-	(O) If more than one is required by local regulations, only one of the required first aid kits 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 1 flight.
		D	-	-	Any in excess of those required by local regulations may be incomplete, inoperative or missing.

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**25 EQUIPMENT AND FURNISHINGS**

62-02 Life Vest	D	-	-	(O)(M) Any in excess of those required may be inoperative or missing, provided that: a) Required distribution is maintained, b) Inoperative life vest and its installed location are placarded inoperative, c) Inoperative life vest is secured out of sight, and d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.
62-03 Life Raft ***	D	-	-	(O) May be inoperative or missing provided that: a) Extended overwater operations are not conducted, and b) Procedures are established and used to alert crewmembers of inoperative or missing equipment.

(Continued)

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**25 EQUIPMENT AND FURNISHINGS**

62-03 Life Raft *** (Continued)	C	-	-	(O) (M) Any in excess of those required for the intended flight may be inoperative or missing for extended overwater flights provided that: 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 crewmembers of inoperative or missing equipment.
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### 26 FIRE PROTECTION

System & Sequence No.	ITEM	1.	2.	3.	4.
13-01	Aft Cargo Compartment Smoke Detector Channel	C	2	1	
		C	2	0	(M) Both channels may be inoperative provided: a) Aft cargo remains empty or not loaded with combustible or flammable materials, and b) Cargo heating system is deactivated, if installed.
13-02	Internal Stowage Compartment Smoke Detector	C	1	0	May be inoperative provided the internal stowage compartment remains empty or not loaded with combustible or flammable materials.
14-01 ***	Lavatory Smoke Detector	C	1	0	
23-00	Aft Cargo Compartment Fire Extinguisher System	C	1	0	(M) May be inoperative provided: a) Aft cargo remains empty or not loaded with combustible or flammable materials, and b) Cargo heating system is deactivated, if installed.
25-01 ***	Lavatory Auto-Discharge Fire Extinguisher Bottle	C	1	0	



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### 27 FLIGHT CONTROLS

03-01 ***	Steep Approach Switch (EMB-550)	C	1	0	May be inoperative in not activated position provided operations do not require its use.
1)	ARMED Switch Light	C	1	0	<b>NOTE:</b> The steep approach indications are available on PFD.
21-02	Rudder Pedal Assembly (RPA)				
1)	Pedal Electrical Adjustment	C	2	0	(M) One or both may be inoperative provided rudder pedal position is mechanically adjusted to the desired position.
		C	2	0	One or both may be inoperative provided: a) Rudder pedal position is acceptable for the affected flight crewmember, and b) Full movement on pedals for rudder and brakes actuation is available.

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### 28 FUEL

00-00 Fuel System Synoptic  11-03 Drain Valve 1) Wing Tanks          2) Auxiliary Fuel Tanks (PRAETOR 600)	C          C          C          A	1          4          4          2	0          3          2          0	Synoptic Indications not addressed elsewhere in the MMEL may be inoperative.          (M) One may be inoperative provided: a) Affected valve is checked for no leaks, and b) No water is found at any drainage point before each flight day.          (M) The inner valve of one tank and the outer valve of the opposite tank may be inoperative, provided: a) Affected valves are checked for no leaks, and b) No water is found at any drainage point before each flight day.          (M) May be inoperative closed provided: a) Affected valves are checked for no leaks, b) FWD and VTRL Auxiliary Fuel Tanks are empty, and c) Repairs are made within 10 flight days or 60 flight hours, whichever occurs first.
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**28 FUEL**

11-05	Gravity Refueling *** Cap Key Lock							
1)	Wing Tanks	C	2	0				
2)	Auxiliary Tanks (PRAETOR 600)	C	2	0				
21-03	Fuel Pumps (All except PRAETOR 600)	A	4	3	(O)	(M)	Pumps 1B or 2A may be inoperative provided:	
					a)		The fuel GOST 10227-86 is not used,	
					b)		Affected pump is deactivated,	
					c)		Both PUMP knobs are set to ON,	
					d)		Pumps synoptic indication is operative,	
					e)		Both engine DC generators are operative if pump 2A is affected,	
					f)		Airplane is not operated into known or forecast icing conditions,	
					g)		Airplane is operated up to 60 minutes of a suitable airport,	
					h)		Airplane operation is limited to 19000 ft, and	
					i)		Repairs are made within 3 calendar days.	
							(Continued)	

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**28 FUEL**

21-03 Fuel Pumps (Continued)  (PRAETOR 600)	A	4	3	<p>(O) (M) Pumps 1B or 2A may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) The fuel GOST 10227-86 is not used,</li> <li>b) Affected pump is deactivated,</li> <li>c) Both PUMP knobs are set to ON,</li> <li>d) Pumps synoptic indication is operative,</li> <li>e) Both engine DC generators are operative if pump 2A is affected,</li> <li>f) Airplane is not operated into known or forecast icing conditions,</li> <li>g) Airplane is operated up to 60 minutes of a suitable airport,</li> <li>h) Airplane operation is limited to 19000 ft,</li> <li>i) FWD and VTRL Auxiliary Fuel Tanks are empty,</li> <li>j) FWD and VTRL Motive Shutoff Valves are secured closed, and</li> <li>k) Repairs are made within 3 calendar days.</li> </ul>
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### 28 FUEL

23-00 Pressure Refueling System  (All except PRAETOR 600)  (PRAETOR 600)	C	1	0	(O) May be inoperative provided airplane is refueled by gravity for both tanks.
(PRAETOR 600)	A	1	0	(O) (M) May be inoperative provided: a) Wing tanks are gravity refueled only, b) FWD and VTRL Auxiliary Fuel Tanks are empty, c) FWD and VTRL Motive Shutoff Valves are secured closed, d) FWD and VTRL Refuel Transfer Shutoff Valves are secured closed, e) LEFT and RIGHT Refuel Transfer Shutoff Valves are secured closed, and f) Repairs are made within 10 flight days or 60 flight hours, whichever occurs first.
23-03 LH/RH Refueling Shutoff Valve  (All except PRAETOR 600)	C	2	0	One or both may be inoperative CLOSED provided pressure refueling system is considered inoperative.

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### 28 FUEL

23-03 LH/RH Refueling Shutoff Valve (Continued)  (All except PRAETOR 600)	C	2	0	(M) One or both may be inoperative OPEN provided: a) Affected valves are secured in closed position and deactivated, and b) Pressure refueling system is considered inoperative.
23-05 Defueling Shutoff Valve	C	1	0	May be inoperative CLOSED.
	C	1	0	(M) May be inoperative OPEN provided valve is secured in closed position and deactivated.
23-08 Pressure Refueling Adapter Cap  (All except PRAETOR 600)	C	1	0	(M) May be missing provided: a) Adapter is checked for no contamination prior to each refueling/defueling operation, and b) Adapter is checked for no leaks after each refueling/defueling operation.
(PRAETOR 600)	C	1	0	(M) May be missing provided: a) Adapter is checked for no contamination prior to each refueling/defueling operation, b) Adapter is checked for no leaks after each refueling/defueling operation, and c) REFUEL ISOL NOT CLSD Advisory message is not shown.

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### 28 FUEL

23-11 Refuel-Isolation Shutoff Valve (PRAETOR 600)	C	1	0	(O) (M) May be inoperative provided: a) Airplane is gravity refueled only, b) Refuel-Isolation Shutoff Valve is secured CLOSED, and c) Auxiliary Fuel Transfer System is operative.
24-00 Auxiliary Fuel Tanks Transfer System (PRAETOR 600) (Main and Backup modes)	C	1	0	(M) May be inoperative provided: a) FWD and VTRL Auxiliary Fuel Tanks are empty, b) Wing tanks are gravity refueled only, c) Auxiliary Fuel Tanks Pressurization System and Auxiliary Fuel Tanks Ventilation System are operative, d) FWD and VTRL Motive Shutoff Valves are secured closed, e) FWD and VTRL Refuel Transfer Shutoff Valves are secured closed, f) LEFT and RIGHT Refuel Transfer Shutoff Valves are secured closed, and g) Fuel transfer knob remains selected AUTO.

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### 28 FUEL

<p>24-00 Auxiliary Fuel Tanks Transfer System (Continued) (PRAETOR 600)</p> <p>1) Main Fuel Transfer Mode</p>	A	1	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Auxiliary Fuel Tanks Pressure Regulating Shutoff Valve is secured closed,</li> <li>b) FWD and VTRL Vent Shutoff Valves are secured open,</li> <li>c) Automatic Backup and Manual Backup Fuel Transfer modes are operative,</li> <li>d) Fuel quantity indications and Fuel Synoptic page are operative,</li> <li>e) Both main and backup wing electric fuel pumps are operative,</li> <li>f) Fuel transfer knob remains selected AUTO,</li> <li>g) Airplane is operated within 60 minutes of a suitable airport, and</li> <li>h) Repairs are made within 10 flight days or 60 flight hours, whichever occurs first.</li> </ul> <p><b>NOTE:</b> Both Auxiliary Fuel tanks may be used as required.</p>
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**28 FUEL**

24-00	Auxiliary Fuel Tanks Transfer System (Continued)  (PRAETOR 600)						
2)	Backup Fuel Transfer Mode  (Automatic and Manual)	C	1	0	(M) May be inoperative provided: a) FWD and VTRL Auxiliary Fuel Tanks are empty, b) Wing tanks are gravity refueled only, c) Auxiliary Fuel Tanks Pressurization System and Auxiliary Fuel Tanks Ventilation System are operative, d) FWD and VTRL Motive Shutoff Valves are secured closed, e) FWD and VTRL Refuel Transfer Shutoff Valves are secured closed, f) LEFT and RIGHT Refuel Transfer Shutoff Valves are secured closed, and g) Fuel Transfer knob remains selected AUTO.		
24-01	Gravity Refueling *** Cap Key Lock				Moved to item 28-11-05.		

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### 28 FUEL

43-02 Fuel Low Pressure Switch	C	2	0	(O) One or both may be inoperative: a) Both fuel pumps of affected side are verified operative, b) Both PUMP knobs are set to ON, and c) Pumps synoptic indication is operative.
43-03 Fuel Low Level Sensor	C	2	1	May be inoperative provided FUEL USED synoptic indication is operative.

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### 29 HYDRAULICS

11-08 System 1 Reservoir				
1) Fluid Quantity Indication on Cockpit	C	1	0	(O) May be inoperative provided fluid level is checked on reservoir gauge before each flight.
12-08 System 2 Reservoir				
1) Fluid Quantity Indication on Cockpit	C	1	0	(O) May be inoperative provided fluid level is checked on reservoir gauge before each flight.
13-08 System 3 Reservoir				
1) Fluid Quantity Indication on Cockpit	C	1	0	(O) May be inoperative provided fluid level is checked on reservoir gauge before each flight.

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### 30 ICE AND RAIN PROTECTION

System & Sequence No.	ITEM	C	1	0	Remarks
00-00	Anti-Ice System Synoptic	C	1	0	Synoptic Indications not required elsewhere in the MMEL may be inoperative.
12-00	Wing and Horizontal Stabilizer Anti-Icing System (WHSAIS)	C	1	0	(O) (M) May be inoperative provided: a) WINGSTAB system is selected OFF, b) Anti-Icing Valve (AISOV) is secured closed and deactivated, and c) Airplane is not operated in known or forecast icing conditions.
21-00	Engine Anti-Icing System	C	2	1	(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Affected side Engine Anti-Ice system remains selected OFF and Anti-Icing valve is confirmed closed.
21-01	Engine Anti-Icing Valve	C	2	0	(O) One or both may be inoperative (open) provided: a) Both engine Anti-Icing valves are selected open, and b) AFM engine anti-icing ON performance is used.

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### 30 ICE AND RAIN PROTECTION

42-00 Windshield Heating System	C	2	1	(O) Left or right windshield system may be inoperative provided: a) Airplane is not operated into known or forecast icing conditions, and b) Affected windshield button is selected OFF.
42-03 Windshield Heater	C	4	3	Left windshield inboard heater or right windshield inboard heater may be inoperative.
	C	4	2	Left windshield inboard heater and right windshield inboard heater may be inoperative.
43-01 Windshield Rain-Repellent Coating	C	2	0	May be inoperative provided: a) No precipitation is forecasted during a period from one hour before until one hour after the estimated time of departure and arrival at the take-off and destination aerodromes, and b) Windshield rain protection is not part of the equipment required for the intended operation.  <b>NOTE:</b> Take-off and destination aerodromes include any take-off and destination alternate aerodromes required by local regulations.

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**30 ICE AND RAIN PROTECTION**

81-00 Ice Detection System	C	2	1	(O) One may be inoperative provided Wing and Horizontal Stabilizer and Engine Anti-Icing Systems are operated manually.
	C	2	0	Both may be inoperative provided airplane is not operated into known or forecast icing conditions.

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### 31 INDICATING AND RECORDING SYSTEMS

31-00 Flight Data Recorder (FDR) System	A	1	0	May be inoperative provided repairs are made in accordance with local regulations.
32-00 Quick Access Recorder (QAR) ***	D	-	0	
52-01 Master Warning/Caution Pushbutton/Annunciators				
1) Warning Lights	C	2	1	
2) Warning Alarm Cancel Function	C	2	1	
3) Caution Lights	C	2	1	
4) Caution Alarm Cancel Function	C	2	1	
60-00 Electronic Checklist (ECL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
61-01 Adaptive Flight Display (AFD)	C	4	3	(O) Lower AFD may be inoperative provided it is turned OFF.

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**31 INDICATING AND RECORDING SYSTEMS**

61-02	Display Control Panel (DCP)				
1)	CVS Button	C	2	0	
2)	FPV CAGE Button	C	2	0	
3)	ET Button	C	2	0	One or both may be inoperative provided: a) Timer is not shown on affected PFD HSI, b) An accurate timepiece is operative in the flight crew compartment indicating the time in hours, minutes and seconds, and c) It is not required by local regulations.
4)	TCAS Button	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
5)	WX Button	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
6)	BARO SET STD Button	C	2	0	May be inoperative provided BARO knob operates normally.
7)	V/L Button	C	2	0	May be inoperative provided operations do not require its use.
8)	FMS Button	C	2	0	May be inoperative provided operations do not require its use.



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### 31 INDICATING AND RECORDING SYSTEMS

61-03 Reversionary Switch Panel (RSP)				
1) DUs Brightness Knobs	C	4	0	May be inoperative provided affected AFD brightness is acceptable to flight crew.
2) EICAS Button	C	2	1	
61-04 Cursor Control Panel (CCP)				
1) Trackball	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
61-06 Adaptive Flight Display (AFD) Mounting Tray Fan	C	8	6	(O) One or both fans of lower AFD may be inoperative provided the lower AFD is turned OFF.
62-00 Synthetic Vision System (SVS)	C	1	0	(O) May be inoperative provided SVS is disabled.
64-00 Head-Up Display (HUD) System ***	D	1	0	(M) May be inoperative provided: a) HUD is deactivated, and b) Procedures do not require its use.  <b>NOTE:</b> The message HUD FAIL is displayed after system deactivation.

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**32 LANDING GEAR**

41-00 Main Brake System					
1) Auto Brake System ***	C	1	0		(O) May be inoperative provided: a) AUTO BRAKE knob remains selected OFF, and b) Alternate procedures are established and used.
47-00 Brake Temperature Monitoring System  (All except PRAETOR 600)	C	4	0		(O) May be inoperative provided: a) A brake cooling time of 44 minutes is used prior to airplane dispatch,  <b>NOTE:</b> A brake cooling time of 44 minutes is the worst case scenario. For optimized brake cooling time, refer to the Airplane Operations Manual. b) Landing gear retraction is delayed for 7 minutes after takeoff, and c) Appropriate performance penalties are applied.
(Continued)					

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### 32 LANDING GEAR

<p>47-00 Brake Temperature Monitoring System (Continued)  (PRAETOR 600)</p>	C	4	0	<p>(O) May be inoperative provided:  a) A brake cooling time of 75 minutes is used prior to airplane dispatch,   <b>NOTE:</b> A brake cooling time of 75 minutes is the worst case scenario. For optimized brake cooling time, refer to the Airplane Operations Manual,  b) Landing gear retraction is delayed for 7 minutes after takeoff, and  c) Appropriate performance penalties are applied.</p>
<p>49-06 Brake Assembly 1) Wear Pin Indicator</p>	C	8	4	<p>One wear pin indicator per brake assembly may be missing.</p>
<p>49-07 Main Landing Gear Tire Pressure-Gauge 1) Pressure Indication</p>	D	4	0	<p>(M) May be inoperative provided an alternate means is used to check the tire pressure whenever required.</p>

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### 32 LANDING GEAR

System & Sequence No.	ITEM	1.	2.	3.	4.
49-08	Nose Landing Gear Tire Pressure-Gauge				
1)	Pressure Indication	D	2	0	(M) May be inoperative provided an alternate means is used to check the tire pressure whenever required.
50-00	Steering System				
1)	Steering External Disengage Switch	C	1	0	(O) May be inoperative provided: a) Steering is confirmed engaged for normal operations, and b) Steering disconnect button operates normally if towing is required.
2)	Towing Light	C	1	0	(O) May be inoperative provided steering and parking brake status are verified in the cockpit before towing.
53-13	Nose Wheel Steering Overtravel Sensor	C	1	0	(O) May be inoperative provided steering overtravel sensor target is checked for integrity before each flight.

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<b>33 LIGHTS</b>			
10-00 Cockpit and Instruments Panel Lighting Systems	C	-	-
			Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) Dome Light operates normally.
23-00 Passenger Warning Signs	C	-	-
			(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.
41-00 Landing/Taxi Light			
1) Taxi Light	C	2	0
2) Landing Light	C	2	0
	B	2	1
			<b>NOTE:</b> If any landing light array is failed, the affected landing light must be considered inoperative.
43-00 Navigation Lights	C	4	0
			One or more may be inoperative for day operations.

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### 33 LIGHTS

System & Sequence No.	ITEM	1.	2.	3.	4.
44-01	Wing Inspection Light	C	1	0	May be inoperative provided the airplane is not operated in known or forecast icing conditions at night.
45-01	Red Beacon	C	1	0	(O) May be inoperative provided strobe lights are operative and turned ON before engine operation.
46-01	Logo Lights ***	D	2	0	
47-00	Strobe Lights	C	3	0	May be inoperative for day operations.
51-07	Overwing Emergency Lights	C	2	0	May be inoperative for day operations.
51-09	Underwing Emergency Lights	C	1	0	May be inoperative for day operations.
51-11	Fuselage-to-Ground Emergency Lights	C	1	0	May be inoperative for day operations.
52-01	Flashlights	D	2	-	Any in excess of those required by local regulations may be inoperative or missing.

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**34 NAVIGATION**

11-01	Standby Flight Instrument System (SFIS)						
1)	STD Baro Button	C	1	0	May be inoperative provided BARO knob on the SFIS operates normally.		
23-01	Standby Magnetic Compass Unit	B	1	0	(O) May be inoperative provided: a) The airplane is operated with dual independent navigation capability and under positive radar control by ATC on the en route portion of the flight, and b) It is not required by local regulations.		
26-00	Inertial Reference System (IRS)	C	1	0	May be inoperative provided is not used as primary navigation source.		
***							
31-00	Radio Altimeter System	D	-	1	(M) Affected radio altimeter is deactivated.		
(Continued)							

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**34 NAVIGATION**

31-00 Radio Altimeter System (Continued)	A	-	0	<p>(O) (M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected radio altimeter is deactivated,</li> <li>b) Operations do not require its use,</li> <li>c) Approach minimums are set to BARO, if required,</li> <li>d) Auto throttle Retard Mode and TAWS modes 1-6 are considered inoperative, and</li> <li>e) Repairs are made within 2 flight days.</li> </ul> <p><b>NOTE:</b> Message FLTCTRL FAULT will be displayed and the dispatch condition on Section 2 is not applicable.</p>
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### 34 NAVIGATION

32-00	VHF Navigation System				
1)	VOR	C	2	1	(O) One may be inoperative provided alternate procedures are established and used.
		C	2	0	Both may be inoperative provided it is not required by the intended route.
					<b>NOTE:</b> The intended route corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.
		D	2	0	Both may be inoperative provided operations are conducted under VFR.
2)	Marker Beacon	C	2	1	(O) One may be inoperative provided alternate procedures are established and used.
		C	2	0	May be inoperative provided that approach procedures do not require marker fixes.
		D	2	0	Both may be inoperative provided operations are conducted under VFR.
3)	ADF	C	-	1	(O) One may be inoperative provided alternate procedures are established and used.
***					

(Continued)

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**34 NAVIGATION**

32-00	VHF Navigation System (Continued)					
3) ***	ADF (Continued)	C	-	0	One or more may be inoperative provided it is not required by the intended route.	
					<b>NOTE:</b> The intended route corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.	
		D	-	0	One or more may be inoperative provided operations are conducted under VFR.	
4)	ILS	C	2	1	(O) One may be inoperative provided: a) Operations do not require its use, and b) Alternate procedures are established and used.	
		B	2	0	May be inoperative under IFR operations provided that approaches and missed approaches where navigation is based on ILS are not included in the flight plan.	
		D	2	0	One or more may be inoperative provided operations are conducted under VFR.	

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### 34 NAVIGATION

33-00 ***	Enhanced Vision System (EVS)	D	1	0	May be inoperative provided: a) EVS window heater is operative, and b) Procedures do not require its use.  <b>NOTE:</b> Any mode which operates normally may be used.
1)	EVS Window Heater	D	1	0	(M) May be inoperative provided: a) EVS unit is deactivated, b) Airplane is not operated into known or forecasting icing conditions, and c) Procedures do not require the use of the EVS.
33-01 ***	EVS Button (For airplanes equipped with HUD or EFVS)	D	1	0	May be inoperative provided operations do not require its use.  <b>NOTE:</b> EVS/SVS may only be displayed on the appropriate Head Down Display (HDD).
41-00	Terrain Awareness and Warning System (TAWS) A				
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
(Continued)					

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**34 NAVIGATION**

41-00	Terrain Awareness and Warning System (TAWS) A (Continued)					
1)	GPWS (Continued)					
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 2 flight days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
c)	Glideslope Deviation (Mode 5)	B	1	0		
d)	Advisory Callouts (Mode 6)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	1	0	(O) May be inoperative provided: a) Advisory callout not required by local regulations, and b) Alternate procedures are established and used.	
(Continued)						

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### 34 NAVIGATION

41-00 Terrain Awareness and Warning System (TAWS) A (Continued)				
1) GPWS (Continued)				
e) Windshear Detection and Escape Guidance System (Mode 7)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.  <b>NOTE 1:</b> The CAS message REACT WINDSHEAR FAIL may be displayed.  <b>NOTE 2:</b> Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
***				
2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) Terrain Overlays	C	1	0	
42-00 Weather Radar	C	1	0	May be inoperative provided it is not required by local regulations.
1) Predictive Windshear Detection and Avoidance System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
***				

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**34 NAVIGATION**

43-00 Traffic Collision and Avoidance System (TCAS II)	B	1	0	(M) May be inoperative provided: a) System is deactivated and secured, b) Transponder 2 is considered inoperative, and c) Enroute or approach procedures do not require its use.			
				C	1	0	(M) May be inoperative provided: a) Not required by local regulations, b) System is deactivated and secured, c) Transponder 2 is considered inoperative, and d) Enroute or approach procedures do not require its use.
				C	1	0	O) May be inoperative provided alternate procedures are established and used. <b>NOTE:</b> Any ADS-B In function that operates normally may be used.
				C	1	0	May be inoperative provided operations do not require its use. <b>NOTE:</b> Any ADS-B function that operates normally may be used.
1) ADS-B In *** Transmissions							

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### 34 NAVIGATION

44-00 Lightning Detection *** System	C	1	0	
51-00 DME System	C	-	0	One or more may be inoperative provided operations do not require its use.
	D	-	1	Any in excess of those required by local regulations may be inoperative.
52-00 Transponder	D	2	1	(O) One may be inoperative provided operative transponder is selected as the active by crew, if required.
	B	2	0	Both 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>NOTE:</b> TCAS II and ADS-B OUT are inoperative with both transponders inoperative.
1) ADS-B OUT *** Function	D	2	0	One or both may be inoperative provided it is not required by local regulations.
	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used.  <b>NOTE:</b> Any ADS-B OUT function that operates normally may be used.

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### 34 NAVIGATION

56-00 Global Positioning System (GPS)	C	2	1	<p>One may be inoperative provided operations do not require its use.</p> <p><b>NOTE:</b> SVS is inoperative in case one GPS inoperative.</p>
	B	2	0	<p>(O) May be inoperative provided:</p> <p>a) Operations do not require its use,</p> <p>b) One VHF Navigation system and one DME is operative, and</p> <p>c) AHRS is aligned.</p> <p><b>NOTE:</b> TAWS FLTA and PDA functions, SVS and ADS-B OUT are inoperative in case both GPS inoperative.</p>
	B	2	0	<p>(O) May be inoperative provided:</p> <p>a) Operations do not require its use,</p> <p>b) Two DMEs are installed and operative, and</p> <p>c) AHRS is aligned.</p> <p><b>NOTE:</b> TAWS FLTA and PDA functions, SVS and ADS-B OUT are inoperative in case both GPS inoperative.</p>
57-00 Satellite Weather System ***	D	1	0	



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**34 NAVIGATION**

61-00 Flight Management System (FMS)	C	2	1	<p>(O) One may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) TOLD performance information shall be checked for consistency with other approved performance data,</li> <li>b) Performance data other than TOLD shall be available to flight crew,</li> <li>c) Operations do not require use of both GPS, and</li> <li>d) Alternate procedures are established and used.</li> </ul> <p><b>NOTE:</b> No intermixing of data sources is permitted during a specific phase of flight.</p>
1) Navigation Databases	C	-	0	<p>(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided:</p> <ul style="list-style-type: none"> <li>a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used,</li> <li>b) Navigation database information is disregarded,</li> <li>c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.</li> </ul> <p><b>NOTE:</b> A database that is out of date is considered to be inoperative.</p> <p>(Continued)</p>

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### 34 NAVIGATION

<p>61-00 Flight Management System (FMS) (Continued)</p> <p>2) Takeoff and Landing (TOLD) Function</p>	C	2	1	<p>(O) One may be inoperative provided:</p> <p>a) TOLD performance information shall be checked for consistency with other approved performance data,</p> <p>b) Performance data other than TOLD shall be available to flight crew,</p> <p>c) Alternate procedures are established and used.</p> <p><b>NOTE 1:</b> No intermixing of data sources is permitted during a specific phase of flight.</p> <p><b>NOTE 2:</b> TOLD must be considered inoperative if VSPEED database is out of date.</p>
<p>61-01 Surface Management System (SMS) ***</p>	C	1	0	<p>(O) May be inoperative provided SMS is inhibited.</p> <p><b>NOTE:</b> SMS must be considered inoperative if any airport moving map database is out of date.</p>

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### 35 OXYGEN

01-01 Cylinder Pressure Gauge	C	1	0	(M) May be inoperative provided: a) Gauge is inspected for no leakage, and b) Alternate procedures to measure the oxygen cylinder pressure for servicing are established and used.
01-02 Pressure and Temperature Transducer	C	1	0	(O) May be inoperative provided: a) Cylinder pressure gauge is operative, b) Oxygen pressure is checked in cylinder before each flight, and c) Airplane is operated at or below FL 250.
01-03 Overboard Discharge Indicator (Green Disc)	C	1	0	
	C	1	0	(M) May be missing provided cavity is covered with speed tape.
02-02 Cylinder Fill Valve	C	1	0	(M) May be inoperative provided: a) Valve is inspected for no leakage, and b) If oxygen cylinder refilling is necessary, it must be done outside airplane or cylinder replaced for a fully charged one.

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### 35 OXYGEN

System & Sequence No.	ITEM	1	2	3	4
20-00	Passenger Oxygen System	C	1	0	May be inoperative provided the airplane is operated with no passengers.
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
1)	Passenger Auto Deployment Function	C	1	0	(M) May be inoperative provided: a) Flight is conducted at or below 30000 ft, and b) Manual deployment function is verified operative.
20-01	Passenger Oxygen Masks	C	-	-	(M) May be inoperative provided affected seat is placarded and blocked to prevent occupancy.

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**35 OXYGEN**

30-01	Protective Breathing Equipment (PBE)	D	-	-	<p>(O) (M) Any in excess of those required may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Required distribution is maintained,</li> <li>b) Inoperative PBE and its installed location are placarded inoperative,</li> <li>c) Inoperative PBE is removed from its location or from the airplane, and</li> <li>d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.</li> </ul> <p><b>NOTE:</b> Inoperative PBE units may be subject to dangerous goods requirements.</p>
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### 36 PNEUMATIC

11-00 Engine Pneumatic Bleed System	C	2	1	<p>(O) (M) One may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected bleed system is selected OFF,</li> <li>b) WHSAIS is manually tested before each flight,</li> <li>c) Cross-bleed valve is operative if bleed 1 is affected,</li> <li>d) Single Bleed Shutoff Valve is confirmed open before each flight into known or forecast icing conditions,</li> <li>e) Airplane is operated at or below 20000 ft, and</li> <li>f) Airplane is operated up to 60 minutes of a suitable airport.</li> </ul>
	C	2	1	<p>(O) One may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected bleed system is selected OFF,</li> <li>b) Airplane is operated at or below FL 250,</li> <li>c) Cross-bleed valve is operative if bleed 1 is affected,</li> <li>d) Airplane is not operated into known or forecast icing conditions, and</li> <li>e) Airplane is operated up to 60 minutes of a suitable airport.</li> </ul>

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<b>36 PNEUMATIC</b>				
11-01 High Stage Bleed Shutoff Valve	C	2	1	(O) (M) One may be inoperative provided: a) Affected high stage bleed valve is secured closed and deactivated, and b) Associated bleed system is considered inoperative.
11-03 Pressure Regulating Shutoff Valve (PRSOV)	C	2	1	(O) (M) One may be inoperative provided: a) Affected PRSOV is secured closed and deactivated, and b) Associated bleed system is considered inoperative.
11-06 Cross-Bleed Valve	C	1	0	(O) (M) May be inoperative provided: a) Cross-bleed valve is selected OFF, b) Cross-bleed valve is secured closed except for left engine start, c) Single Bleed Shutoff Valve is confirmed open before each flight into known or forecast icing conditions, d) Airplane is operated at or below 20000 ft, and e) Airplane is operated up to 60 minutes of a suitable airport.  <b>NOTE:</b> For in-flight left engine start refer to AFM windmilling start procedure.
(Continued)				

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**36 PNEUMATIC**

11-06	Cross-Bleed Valve (Continued)	C	1	0	<p>(O) (M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Cross-bleed valve is selected OFF,</li> <li>b) Cross-bleed valve is secured closed except for left engine start,</li> <li>c) Airplane is operated at or below FL 250,</li> <li>d) Airplane is not operated into known or forecast icing conditions, and</li> <li>e) Airplane is operated up to 60 minutes of a suitable airport.</li> </ul> <p><b>NOTE:</b> For in-flight left engine start refer to AFM windmilling start procedure.</p>
14-04	Pneumatic System Controller (PSC) Channel	C	2	1	<p>One may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Airplane is operated at or below FL 250, and</li> <li>b) Airplane is operated up to 60 minutes of a suitable airport.</li> </ul> <p><b>NOTE:</b> Message FLTCTRL FAULT may be displayed and the dispatch condition on Section 2 is not applicable.</p>



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### 36 PNEUMATIC

<p>16-00 Main Door Pressurization System</p>	C	1	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) The non-inflatable seal is checked for no damage,</li> <li>b) The main door pressurization system is deactivated, and</li> <li>c) The airplane is not operated above 40000 ft.</li> </ul>
<p>17-00 Auxiliary Fuel Tanks Pressurization System  (PRAETOR 600)</p>	A	1	0	<p>(O) (M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Auxiliary Fuel Tanks Pressure Regulating Shutoff Valve is secured closed,</li> <li>b) FWD and VTRL Vent Shutoff Valves are secured open,</li> <li>c) Main Fuel Transfer Mode is considered inoperative,</li> <li>d) Airplane is operated within 60 minutes of a suitable airport, and</li> <li>e) Repairs are made within 10 flight days or 60 flight hours, whichever occurs first.</li> </ul>

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	<b>4. Remarks and/or exceptions</b>		

### 38 WATER AND WASTE

System & Sequence No.	ITEM	C	1	0	Remarks
11-00	Galley Potable Water System	C	1	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
11-24 ***	Galley Water-Level Sensor	D	1	0	
12-00	Lavatory Potable Water System	C	1	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
12-24 ***	Lavatory-Water Level Sensor	D	1	0	
32-00	Vacuum Waste System	C	1	0	(M) May be inoperative provided: a) Waste system is deactivated, and b) System components are verified not to have leaks.
32-21	Vacuum Pump	C	1	0	(O) (M) May be inoperative provided: a) Pump is deactivated, and b) Procedure is established to advise passengers not to use lavatory on ground and below 14000 ft in flight.
32-32	Waste Tank Level Sensor	C	2	1	85% or 100% sensor may be inoperative.

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**42 INTEGRATED MODULAR AVIONICS**

31-00 Information Management System (IMS)	C	1	0	(M) May be inoperative provided: a) IMS is deactivated, and b) AVNX DATALOAD ENBL message is not shown.  <b>NOTE:</b> It will not be possible to update FMS, charts, and map databases.
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### 44 CABIN SYSTEMS

16-00 Cabin Announcement System	D	1	0	
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**45 CENTRAL MAINTENANCE SYSTEM**

00-01	Cockpit Maintenance Panel				
1)	ENGINES MODE Switch	D	1	0	(O) May be inoperative provided: a) Switch is confirmed in NORMAL position, and b) Engines are confirmed in NORMAL mode.
2)	LG/HYD/BRK MODE Switch	D	1	0	(O) May be inoperative provided: a) Switch is confirmed in NORMAL position, and b) LG-HYD-BRK MAINT MODE message is not shown.
3)	AVIONICS LOADER Switch	C	2	0	(O) May be inoperative provided: a) Switches are confirmed in OFF position, and b) AVNX DATALOAD ENBL message is not shown.  <b>NOTE:</b> FMS, charts, and maps databases can not be updated if any AVIONICS LOADER Switch is inoperative.
4)	WSHLD IBIT Switch	D	1	0	
45-01	Onboard Maintenance System (OMS)	D	1	0	

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### 46 INFORMATION SYSTEMS

22-00 Integrated Flight Information System (IFIS)	C	-	1	
	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
1) Charts and Maps Databases	C	-	0	(O) May be out of date or inoperative provided alternate procedures are established and used.
2) Weather Databases	C	-	0	(O) May be out of date or inoperative provided alternate procedures are established and used.

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### 49 AIRBORNE AUXILIARY POWER

System & Sequence No.	ITEM	Repair category	Number installed	Number required for dispatch	Remarks and/or exceptions
00-00 Auxiliary Power Unit (APU) (EMB-545 and EMB-550 Post-Mod. SB 550-78-0001)		C	1	0	(M) May be inoperative provided: a) APU is not used, and b) APU is deactivated.
73-01 Hour Meter		C	1	0	(O) May be inoperative provided alternate procedures for APU hours recording are established.
73-02 Start Counter		C	1	0	(O) May be inoperative provided alternate procedures for APU starts recording are established.
93-03 Remote Oil Level Sensor (Cockpit Indication)		C	1	0	(M) May be inoperative provided oil quantity is checked through the oil sight glass before each flight day.

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**50 CARGO AND ACCESSORY COMPARTMENTS**

22-00 Aft Compartment Cargo Net	D	1	0	May be inoperative or missing provided cargo compartment remains empty.
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<b>52 DOORS</b>					
10-00	Main Door				
1)	Key Lock	D	1	0	May be inoperative in the unlocked position..
32-00	Aft Cargo Compartment Door				
1)	Key Lock	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched before each flight.
41-00	E-Bay Access Hatch				
1)	Key Lock	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched before each flight.
43-22	Fuel Panel Access Door				
1)	Key Lock	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched before each flight
44-00	Hydraulic System Access Door				
1)	Key Lock	D	-	0	May be inoperative in the unlocked position provided the associated door is verified closed and latched before each flight.
71-00	Main Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided, before each flight: a) The door is verified closed, latched and locked, and b) The 2 latches and 2 lock indicator flags are checked and confirmed green.

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### 52 DOORS

System & Sequence No.	ITEM	C	1	0	Remarks
72-00	Aft Cargo Compartment Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided, before each flight: a) The door is verified closed and latched, and b) The 3 Locking latches are inspected for correct engagement.
73-00	Overwing Emergency Exit Hatch Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided the Emergency Exit Hatch is inspected for correct engagement before each flight.
74-00	Electronic Bay Access Hatch Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided the Electronic Bay Access Hatch is inspected for correct latching before each flight.

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### 73 ENGINE FUEL AND CONTROL

<p>21-00 Engine Full Authority Digital Electronic Control (FADEC) System</p> <p>1) System Faults</p>	A	-	-	<p>May be dispatched with system faults provided repairs are made in 125 flight hours.</p>
<p>30-01 Engine Fuel Low Pressure Switch</p>	C	2	0	<p>(O) One or both may be inoperative provided:</p> <p>a) Both fuel pumps of affected side are operative,</p> <p>b) Both PUMP knobs are set to ON, and</p> <p>c) Pumps synoptic indication is operative.</p>
<p>30-05 Dual Function Fuel Switch</p> <p>1) Fuel Impending Bypass Indication</p>	A	2	1	<p>(O) (M) May be inoperative provided:</p> <p>a) Fuel filter element of affected engine is replaced prior to the first flight under this item and then every 20 flight hours, and</p> <p>b) Repairs are made within 10 calendar days.</p>

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	<b>4. Remarks and/or exceptions</b>		

### 76 ENGINE CONTROL

10-05 Thrust Control Quadrant (TCQ) Idle Lock Switch	C	2	0	One or both may be inoperative provided affected side thrust reverser is considered inoperative.
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**77 ENGINE INDICATING**

31-00 Engine Vibration Indication on EICAS	C	2	1	One may be inoperative provided operations are not conducted in known or forecast icing conditions.
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**78 ENGINE EXHAUST**

30-00 Thrust Reverser System	C	2	0	(O) (M) One or both may be inoperative provided: a) Affected thrust reverser is locked in the forward thrust position and deactivated, and b) Appropriate procedures and performance penalties are applied.
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### 79 ENGINE OIL

32-00 Engine Remote Oil Quantity Indication System	C	2	0	(O) May be inoperative provided oil quantity is checked through associated oil sight glasses before each flight.
34-00 Engine Oil Impending Bypass Indication System	A	2	1	(M) May be inoperative provided: a) Affected oil filter is replaced, and b) Repairs are made within 10 flight hours.

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<b>System &amp; Sequence No.</b>	<b>ITEM</b>	<b>1. Repair category</b>	
		<b>2. Number installed</b>	
		<b>3. Number required for dispatch</b>	
		<b>4. Remarks and/or exceptions</b>	

**80 ENGINE STARTING**

10-02 Starter Control Valve (SCV)	C	2	1	(O) (M) One may be inoperative (fail to open) provided manual override procedures are used.  <b>NOTE:</b> Assisted airstart is not available. See AFM for Windmilling air start on affected engine, if required.
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COVER  
SECTION 2

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# SECTION 2

## MESSAGE – ORIENTED MMEL ITEMS



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**MASTER MINIMUM EQUIPMENT LIST**

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## DEFINITIONS – SECTION 2 (MESSAGE-ORIENTED)

The following definitions replace or complement the Definitions stated in Section 1.

**1) Failure Definitions.**

Failures are divided into WARNING, CAUTION, ADVISORY and STATUS messages and are shown alphabetically.

- a) "Failure Indication" (Column 1) is the message displayed to flight crew on EICAS.
  - b) Repair interval is also on Column 1.
  - c) "Remarks or Exceptions" (Column 2) in this column includes a statement either prohibiting or permitting operation with a specific message displayed, provisos (conditions and limitations) for such operation, and appropriate notes.
  - d) A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
- 2) Same definition stated in Section 1 is applicable.
  - 3) Same definition stated in Section 1 is applicable.
  - 4) Same definition stated in Section 1 is applicable.
  - 5) Not applicable to Section 2.
  - 6) Same definition stated in Section 1 is applicable.
  - 7) Same definition stated in Section 1 is applicable.
  - 8) Same definition stated in Section 1 is applicable.
  - 9) Same definition stated in Section 1 is applicable.
  - 10) Same definition stated in Section 1 is applicable.
  - 11) Same definition stated in Section 1 is applicable.
  - 12) Same definition stated in Section 1 is applicable.



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- 13) Same definition stated in Section 1 is applicable.
  - 14) Same definition stated in Section 1 is applicable.
  - 15) Same definition stated in Section 1 is applicable.
  - 16) Same definition stated in Section 1 is applicable.
  - 17) Same definition stated in Section 1 is applicable.
  - 18) Same definition stated in Section 1 is applicable.
  - 19) Same definition stated in Section 1 is applicable.
  - 20) Same definition stated in Section 1 is applicable.
  - 21) Same definition stated in Section 1 is applicable.
  - 22) Same definition stated in Section 1 is applicable.
  - 23) Same definition stated in Section 1 is applicable.
  - 24) Same definition stated in Section 1 is applicable.
  - 25) Not applicable to Section 2.
  - 26) Same definition stated in Section 1 is applicable.
  - 27) Same definition stated in Section 1 is applicable.
  - 28) Same definition stated in Section 1 is applicable.
  - 29) Same definition stated in Section 1 is applicable.
  - 30) Same definition stated in Section 1 is applicable.
  - 31) Same definition stated in Section 1 is applicable.
  - 32) Same definition stated in Section 1 is applicable.



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## **PREAMBLE – SECTION 2 (MESSAGE-ORIENTED)**

The following statements complement the Preamble of Section 1, which remains valid for MMEL/MEL usage.

Based on FAA Policy Letter 119, the MMEL item may grant relief for a failure indication (a message on EICAS) rather than a failed equipment, in which case the determination of whether or not the airplane can be dispatched in accordance with MMEL will be based on this failure indication.

No failure isolation procedures are required to be carried out by maintenance personnel for such MMEL items ("message-oriented" MMEL items) to determine the failed equipment.

Such relief is granted based on the fact that justification supporting those MMEL candidates considers all potential failures triggering those failure indications and it is shown that the provisos of those MMEL items ensure safe operation of airplane with any one/combination of those failure(s) present.

Such failures include:

- loss of redundancy within the system/component,
- loss of system function,
- failure of a single system/component,
- failure of multiple components.

Failure indications combinations is not supported. Therefore, except when indicated, only one failure indication is allowed to be displayed on EICAS in order to grant relief.

Combination of one Failure Indication (Section 2) with inoperative items (Section 1) is not considered. As for inoperative items combinations (Section 1), it is operators responsibility for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When such combinations are made, the interrelationships between those failures indications and items and the effect on airplane operation and crew workload should be considered.



### EICAS messages Dispatch Policy

To grant the dispatch related to WARNING, CAUTION, ADVISORY and STATUS CAS messages that indicate that a system is in an abnormal status, degraded, faulted, failed or inhibited, the Fault Isolation Manual (FIM) shall be used for proper troubleshooting of the associated messages. MMEL Section 1 should then be referred to establish dispatchability status.

Alternatively, and **only** for messages listed on this Section 2, the dispatch may be granted without troubleshooting according to applicable provisos (Remarks or Exceptions).

MMEL is not the applicable document to be used for CAS messages that indicate a system condition that is normally mitigated by applicable crew procedures (e.g. armed, configuration disagreement, not on auto position, not installed).

**MASTER MINIMUM EQUIPMENT LIST**

Airplane <b>EMB-545/EMB-550</b>	Revision 6	Section 2	Page CAU-1
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FAILURE INDICATION	1. Repair category
	2. Remarks and/or exceptions

APU FIRE DET FAIL Caution Message  (EMB-545 and EMB-550 Post-Mod. SB 550-78-0001)	C Airplane may be dispatched provided APU is not used.
APU FIREXBTL B FAIL Caution Message  (EMB-545 and EMB-550 Post-Mod. SB 550-78-0001)	C Airplane may be dispatched provided: a) APU is not used, and b) ENG 1 FIREXBTL B FAIL and ENG 2 FIREXBTL B FAIL caution messages are not displayed.
AUTOBRAKE FAIL Caution Message  (EMB-545 and EMB-550 Pre-Mod. SB 550-42-0006)	C (O) Airplane may be dispatched provided: a) AUTO BRAKE knob remains selected OFF, and b) Alternate procedures are established and used.
CARGO FIREX FAIL Caution Message	C (M) Airplane may be dispatched provided: a) The aft cargo compartment remains empty or not loaded with combustible or flammable material, b) Cargo heating system is deactivated, if installed, c) AVNX DMC A (B) FAIL caution messages are not displayed, and d) Cargo compartment is inspected for no damage.

**MASTER MINIMUM EQUIPMENT LIST**

Airplane <b>EMB-545/EMB-550</b>	Revision <b>6</b>	Section <b>2</b>	Page <b>CAU-2</b>
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FAILURE INDICATION	1. Repair category
	<b>2. Remarks and/or exceptions</b>

CARGO SMK DET FAIL Caution Message	C (M) Airplane may be dispatched provided: a) The aft cargo compartment remains empty or not loaded with combustible or flammable material, b) Cargo heating system is deactivated, if installed, c) AVNX DMC A (B) FAIL caution messages are not displayed, and d) ELEC SDU FAIL advisory message is not displayed.
STWG INT SMK DET FAIL Caution Message	C Airplane may be dispatched provided: a) The internal stowage compartment remains empty or not loaded with combustible or flammable material, b) AVNX DMC A (B) FAIL caution messages are not displayed, and c) ELEC SDU FAIL advisory message is not displayed.



## MASTER MINIMUM EQUIPMENT LIST

Airplane	Revision	Section	Page
<b>EMB-545/EMB-550</b>	<b>6</b>	<b>2</b>	<b>ADV-1</b>
FAILURE INDICATION	1. Repair category		
2. Remarks and/or exceptions			
<p>AUTOBRAKE FAIL Advisory Message  (EMB-545 and EMB-550 Post-Mod. SB 550-42-0006)</p> <p>CARGO SMK DET FAULT Advisory Message</p> <p>ENG 1 (2) FADEC FAULT Advisory Message</p> <p>ENG 1 (2) LO MARGIN Advisory Message</p> <p>ENG 1 (2) SHORT DISPATCH Advisory Message</p> <p>FLTCTRL FAULT Advisory Message</p>	<p>C</p> <p>C</p> <p>A</p> <p>A</p> <p>A</p> <p>C</p>	<p>(O) Airplane may be dispatched provided: a) AUTO BRAKE knob remains selected OFF, and b) Alternate procedures are established and used.</p> <p>Airplane may be dispatched with message on one or both engines provided repairs are made within 125 flight hours.  <b>NOTE:</b> Advisory message ENG 1 (2) SHORT DISPATCH for associated engine will show.</p> <p>Airplane may be dispatched with message on one or both engines provided: a) ENG 1 (2) EXCEEDANCE advisory messages are not displayed, and b) Repairs are made within 200 flight hours.</p> <p>Airplane may be dispatched with message on one or both engines provided repairs are made within 125 flight hours,</p> <p>Airplane may be dispatched provided: a) Steep approach operation is not required for the intended route, and b) AVNX DMC A (B) FAIL caution messages are not displayed.</p>	

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Airplane <b>EMB-545/EMB-550</b>	Revision <b>6</b>	Section <b>2</b>	Page <b>ADV-2</b>
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FAILURE INDICATION	1. Repair category
	2. Remarks and/or exceptions

<p>LAV SMK DET FAIL Advisory Message</p> <p>LG-HYD MAINT REQD Advisory Message  (Pre-Mod. SB 550-032-0008)</p> <p>(Post-Mod. SB 550-032-0008)</p> <p>PACK FAULT Advisory Message</p>	<p>C Airplane may be dispatched provided: a) AVNX DMC A (B) FAIL caution messages are not displayed, and b) ELEC SDU FAIL advisory message is not displayed.</p> <p>A (O) Airplane may be dispatched provided: a) PTU is checked for correct operation before each flight, b) Takeoff is limited to pressure altitude of 2000 ft and temperature of ISA+15°C maximum, and c) Repairs are made within one flight day.</p> <p>A Airplane may be dispatched provided repairs are made within 10 flight days.</p> <p>C Airplane may be dispatched provided Pack Back-Up system is operative.</p>
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## MASTER MINIMUM EQUIPMENT LIST

<b>Airplane</b> <b>EMB-545/EMB-550</b>	<b>Revision</b> <b>6</b>	<b>Section</b> <b>2</b>	<b>Page</b> <b>STA-1</b>
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FAILURE INDICATION	1. Repair category
	2. Remarks and/or exceptions

<p>ELEC SDU FAULT Status Message</p> <p>ENG 1 (2) REV INHIBIT Status Message</p> <p>ENG DOWNLOAD REQD Status Message</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px; vertical-align: top; padding: 5px;">C</td> <td style="padding: 5px;"><b>NOTE:</b> The message may be presented on CAS during ground operations.</td> </tr> <tr> <td style="width: 20px; vertical-align: top; padding: 5px;">C</td> <td style="padding: 5px;">Airplane may be dispatched with message on one or both engines provided affected thrust reverser is considered inoperative.</td> </tr> <tr> <td style="width: 20px; vertical-align: top; padding: 5px;">A</td> <td style="padding: 5px;">Airplane may be dispatched with message provided the download of engine fault data is made within 100 flight-hours.</td> </tr> </table>	C	<b>NOTE:</b> The message may be presented on CAS during ground operations.	C	Airplane may be dispatched with message on one or both engines provided affected thrust reverser is considered inoperative.	A	Airplane may be dispatched with message provided the download of engine fault data is made within 100 flight-hours.
C	<b>NOTE:</b> The message may be presented on CAS during ground operations.						
C	Airplane may be dispatched with message on one or both engines provided affected thrust reverser is considered inoperative.						
A	Airplane may be dispatched with message provided the download of engine fault data is made within 100 flight-hours.						